



Technical Advisory Memo

No: TAMFR-2021-015
Date: August 11, 2021
Subject: Gearbox Rules Change Advisory

Based on input from FR Teams regarding the proposed wording of the gearbox rules change that was sent out for comment last week, several changes to the proposed rules are being made. This final wording in TRBFR-2021-004, featured below, will go into effect immediately:

The specified gear ratios allowed for official test days and Events are:

Gear No.	Tooth Count 1	Tooth Count 2	Gear Ratio (TC1/TC2)
1st	36	16	2.25
2nd	30	18	1.67
3rd	28	21	1.33
4th	28	25	1.12
5th	27	28	0.96
6th	24	29	0.83

The following is now added to 26.3 Specific Car Requirements:

- k. The gearbox must be used exactly as supplied from Ligier/Sadev with the following exceptions:*
- The back-end of the gearbox will not be sealed, allowing teams to service/repair their gearboxes. Note, no surface finishing, treatment of gears, or any modification of the gearbox internals will be tolerated. The gears and other gearbox internals must be used as delivered from Ligier and Sadev.*
 - The front-end of the gearbox, where the differential is located, must remain sealed with updated cable seals.*
 - The gear oil must be run at the quantity/level recommended by the gearbox manufacturer.*
 - Any team servicing their own gearboxes will be considered to be entirely at fault if any damage occurs due to the improper installation of any parts. No consideration will be given to the team by the Championship, SCCA Pro Racing, Parella Motorsports Holdings, Ligier, or Sadev.*
 - The penalties for intentionally modifying a gearbox outside of those modifications allowed in these rules will include the loss of all points for that Event and a \$5,000 team fine.*

Some additional comments regarding the above rules:

The front-end of the gearbox, where the differential is located, will remain sealed for at least the remainder of the 2021 season. At the next event a car competes at, the current wire seal will be replaced with a cable seal to prevent accidental breakage of the seal.

Teams still wanting their gearboxes serviced by Sadev may have Sadev install cable seals thereby avoiding having to tear down their gearboxes at the track if the seals are intact. The Chief Scrutineer will have cable seals at the track in case a team that has chosen to keep their gearbox sealed needs to inspect the gearbox and get it resealed at the track.



The wording of Article 26.3.k.iii, gear oil, is under review to provide additional clarity to the teams regarding how this will be inspected.

The elimination of the sealing procedure for the back-end of the gearbox does mean that gear ratios will be checked regularly on data, and regular random inspections of the gearboxes and internals will occur at events as part of the technical inspection process.

These new rules give the teams a significant amount of freedom regarding servicing their gearboxes. The penalties for intentionally modifying a gearbox outside of those modifications allowed in Article 26.3 will be severe, including the loss of all points for that event and a \$5,000 fine.

The majority of the FR Teams that submitted input on the proposed new rules requested that any additional changes, other than opening up the back-end of the gearbox, be delayed until 2022 so that it would not affect their 2021 budgets. The Technical Director will work to get input from all FR Teams regarding possible additional gearbox rule changes for 2022.

