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## **BDC Rules and Regulations 2010**

Cars must be built using these rules to compete in the BDC.

Entrants of the BDC Championship must adhere to the rules and regulations of the Championship as defined below. These rules and regulations have been formulated to ensure that all entrants' equipment and their vehicles are maintained to a high standard and comply with basic motorsport safety requirements.

All points listed will be strictly policed and checked in scrutineering prior to each event. Any car or driver failing to comply with these regulations will be excluded from the event. These rules and regulations apply to all BDC exhibitions and point scoring rounds.

**If you are unsure whether your vehicle meets these requirements then it is your responsibility to clarify the rules and regulations prior to an event. Please address all technical questions to BDC via email [bdc@live.co.uk](mailto:bdc@live.co.uk)**

The BDC remains the right to amend rules and regulations without prior notice at any time to improve safety.

User Notes:

1. Any vehicles not conforming will be excluded from all/any BDC events.
2. All written areas of the rules and regulations are the ownership of BDC and any copying or part copying of these, unless otherwise approved, will not be tolerated. If appropriate, parts of the regulations may be clarified or modified on the BDC website or by the scrutineer/technical officials ONLY. Any modifications to regs made in this way will be clearly marked and reported in the news section. If these regulations refer to the passenger compartment or driver compartment, this refers to the whole of the interior of the vehicle – including the rear passenger area.

Any other modification that is not listed below is not allowed.

## **1 – Eligible Vehicles**

1-1. Vehicles must be constructed by a major vehicle manufacturer and currently/previously available as a homologated and factory available vehicle.

1-2. All vehicles must be rear wheel drive only.

1-3. Kit cars, one off special builds, pure racing cars and hybrid vehicles are prohibited.

1-4. Vehicles of any manufacturer are allowed as long as they meet the conditions 1-1 to 1-3.

1-5. Four wheel drive vehicles modified to rear wheel drive are permitted.

1-6. Front wheel drive cars or cars made originally as front wheel drive may not be used.

## **2 – Vehicle Body Type**

2-1. All cars must retain the original chassis/body of the vehicle.

2-2. No tube frame vehicles or tube frame chassis extensions are permissible unless part of the OEM structure as defined in points 1-1 to 1.5. Space frame chassis are not permitted, additional triangulation and bracing of suspension turret/mounting points is allowed so long as the car vehicle contains its original monocoque chassis (floor pan, roof and pillars), and as long as the modifications do not prevent the vehicle complying with condition 2-7.

2-3. Vehicles must retain their original VIN (chassis number) in its OEM position as well as the OEM chassis plate where applicable.

2-4. VIN (chassis numbers) must not be altered or defaced and must be valid for the chassis they are attached to.

2-5. VIN (chassis numbers) must be clearly visible and readable.

2-6. Vehicles which have soft roofs, i.e. convertible, must have a hard top installed and a roll cage which will be effective in the event of a vehicle rolling onto its roof. The hard top must be securely fastened to the body. Glass sunroofs must be protected against breakage with tank/gaffer tape or replaced with fibreglass/metal.

2-7. The vehicle's appearance must be similar to that of the original vehicle.

### **3 – Vehicle Modifications**

3-1. There are no maximum power/engine outputs – engine/transmissions are free.

3-2. Use of power enhancements such as Turbo/s, Superchargers, Nitrous Oxide or combinations thereof are unlimited. Any Nitrous Oxide cylinders and associated piping, valves and equipment must remain outside the driver's compartment.

3-3. All fuel, Nitrous or any other liquid or gas filled lines must be securely fastened every 100mm throughout its length.

3-4. Vehicles must retain an exhaust system, complete with a silencer and must be able to pass a static 110db noise test at 2/3rd rpm or the noise level applicable for the track being used if this is lower.

3-5. Vehicles must have optional noise bungs which can be securely installed to comply with additional noise restrictions at each venue.

3-6. Tyres used must be readily available for road use in their country of origin/supply and readily available for sale over the counter as a 'walk-in' purchaser. Racing tyres including slicks and cut slicks are not allowed. Tyres marked "for racing use only" or "not for highway use" are not permitted. Suspect tyres showing signs of removed sidewall markings may be assumed to be illegal.

3-8. Rear tinted windows (on a coupe this applies to the rear quarters and rear screen and on a 4 door this applies to the rear passenger windows and rear screen) are allowed. Clear security film may be applied to the front driver and passenger windows, but not the windscreen. Please ensure the film is fitted in a professional manner.

3-9. Headlights, indicators, brake and hazard lights, front wipers and horn must be in good working condition. Headlight glass must be protected against breakage by tape or security film.

3-10. Ball joints, suspension bushes and wheel bearings must be in good condition.

3-11. Rear view and side mirrors must remain.

3-12. Vehicles must retain a passenger seat.

3-13. Cutting of the main chassis rails is prohibited.

3-14. All exterior performance parts, excluding wing mirrors but including rear spoilers and wings must not exceed the body width of the vehicle.

- 3-15. All wings must have rounded corners.
- 3-16. All windows can be exchanged for racing lexan materials where necessary except the front window screen, this must remain OEM (laminated) glass.
- 3-17. All bodywork modifications are allowed as is the use of FRP or carbon fibre materials but must comply with 2-7.
- 3-18. All bodywork must not be hazardous to other competitors in design.
- 3-19. The original dashboard should remain intact (apart from roll cage alterations) or can be replaced by a replacement unit built to similar or better standards/appearance to the OEM unit. Drivers have a free choice of instruments.
- 3-20. All steering, drive train, wheels and brakes are permitted.
- 3-21. Catch tanks for oil and water must be installed and securely fastened with their contents easily visible on inspection.  
Catch tanks are not required if the original recalculating system is retained.
- 3-22. Any handbrake assembly is allowed however a handbrake must be present.
- 3-23. Throttle, brake and clutch systems must be in good serviceable condition.
- 3-24. Power steering units may be disconnected and/or removed.
- 3-25. Steering wheels are free to be changed.
- 3-26. No aluminium wheel studs are allowed.
- 3-27. Any additional equipment inside or outside the vehicle including electrical equipment must be securely mounted in place, including pit-car radio systems and be fitted before scrutineering.
- 3-28. Video, film and photographic, including performance related test equipment is prohibited from all vehicles unless expressly authorised by the BDC officials in advance and be fitted before scrutineering.
- 3-29 Dry sump tanks and pipes containing hot oil or hot water should not be fitted in the passenger compartment. If this is unavoidable they must be shielded to protect occupants from the oil/water if the unit fails. All pipes containing hot oil in the passenger compartment must be braided or covered by a shield.
- 3-30. There must be a firewall between the engine bay and the passenger compartment capable of preventing the passage of fire or liquid. Larger holes

should be covered by metal plates or fibreglass, smaller holes with bolts, rivets or fireproof mastic. If the standard bulkhead has no unfilled holes then it is classed as a satisfactory firewall.

3-31. If the boot contains any of the fuel system or nitrous tanks etc then the boot must be separated from the passenger compartment with a firewall.

#### **4 - Vehicle and Driver safety**

4-1. A minimum six point roll cage is mandatory. Bolt-in or fully welded cages must be manufactured from seamless T45 or cold drawn steel tubing.

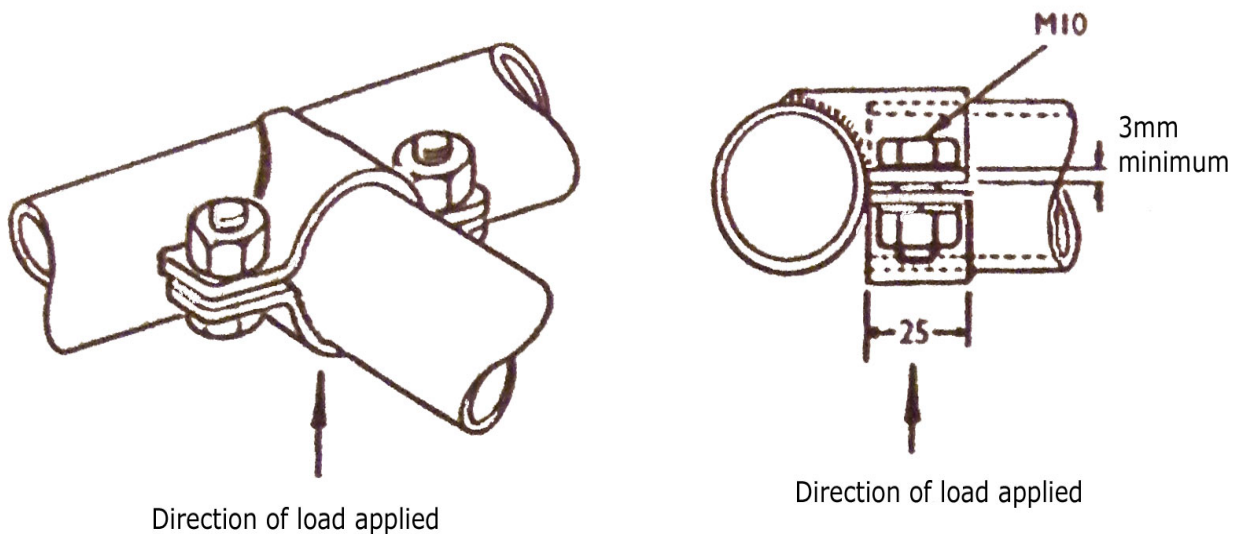
4-2. All cages regardless of material must have a main hoop from 45x2.5mm or 50x2mm tube. 38x2.5mm or 42x2mm is permissible for all other parts of the cage's construction. A 1mm manufacturing tolerance in tube sizes will be allowed.

4-3. Where used, all fasteners must be high tensile – ISO 8.8 or better and a minimum bolt size of 8mm.

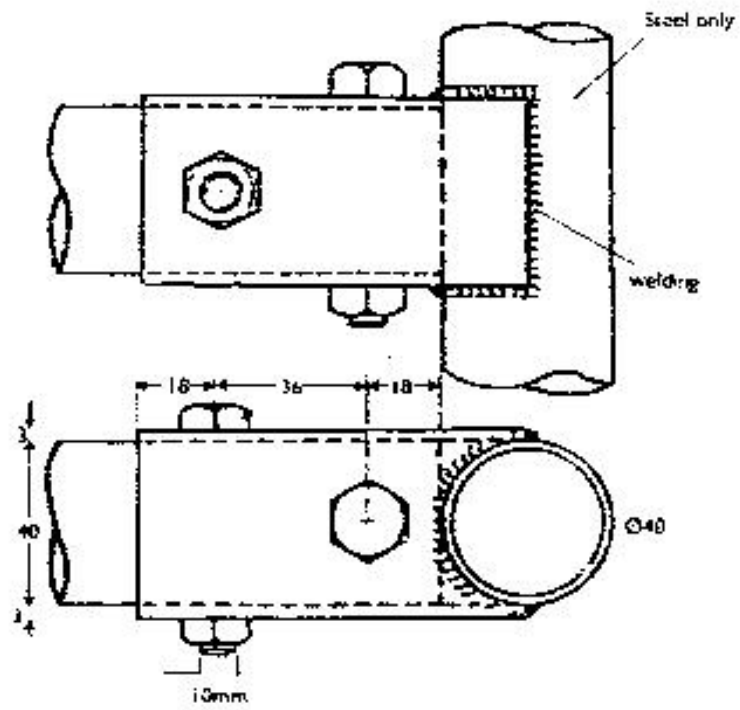
4-3.1 All joints must be welded or must be made by a 2 bolt fixing.

**Removable Members.** Should removable members be used in the construction of a rollcage, the demountable joints used must comply with an approved type (see drawings J1 to J3). The screws and bolts must be of adequate diameter and of ISO Standard 8.8 or better.

J1

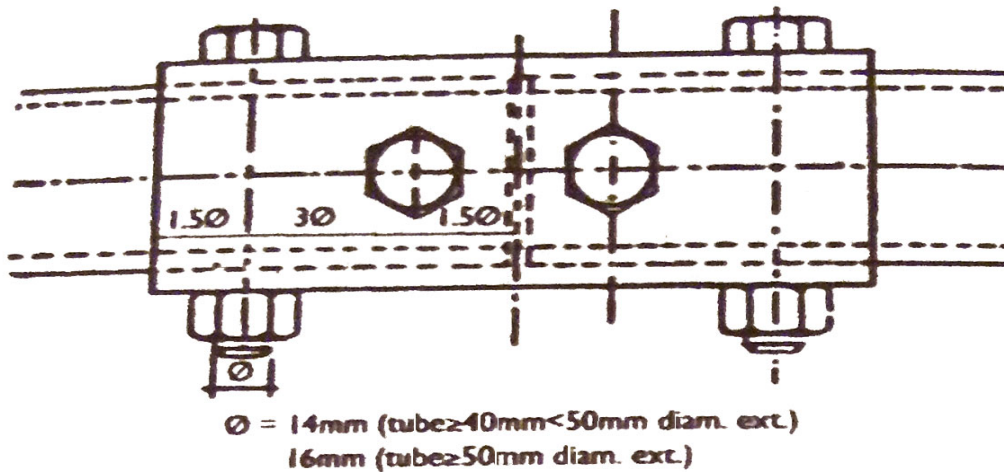


J2



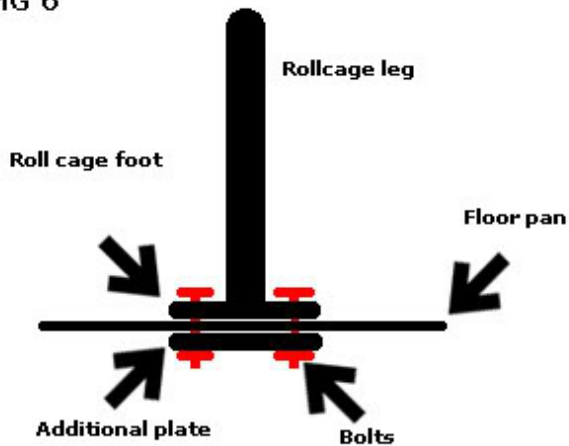
Drawing No. 28

J3



4-4. All roll cages must be either welded or bolted to the vehicle body using plates that measure 5 square inches with a minimum 3mm thickness. For bolt-in cages a plate on the underside of the vehicle body is also required. A minimum 3 bolts is required for the main hoop and 2 bolts for all other fixing points.

IMG 6



4-4.1. At least one diagonal member must be fitted. Their location must be in accordance with Fig A1 or A2 and they must be straight. They may go to the left or the right.

The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be made removable but must be in place during events. The lower end of the diagonal must join the main rollbar or back-stay not further than 100mm from the mounting foot. The upper end must join the main rollbar not further than 100mm from the junction of the backstay joint, or the backstay not more than 100mm from its junction with the main rollbar.

Fig A1

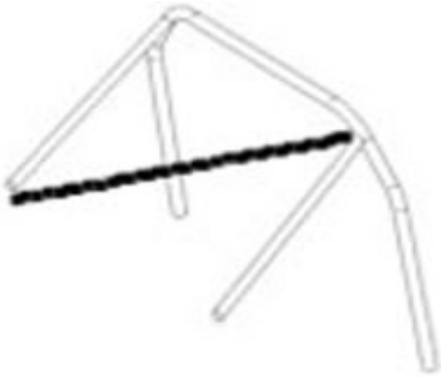
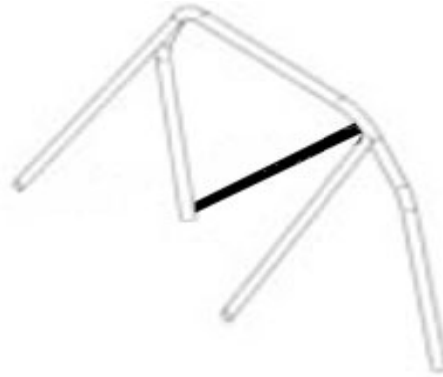


Fig A2



4-5. The front cage uprights may not be bent in towards the driver (as some do to avoid the dashboard, see Fig 1.) as each bend is a stress riser.

Fig 2. below, all cages should be constructed to this design or better. ***The design shown in Fig 1. is no longer allowed.***

Fig 1. NO LONGER ALLOWED

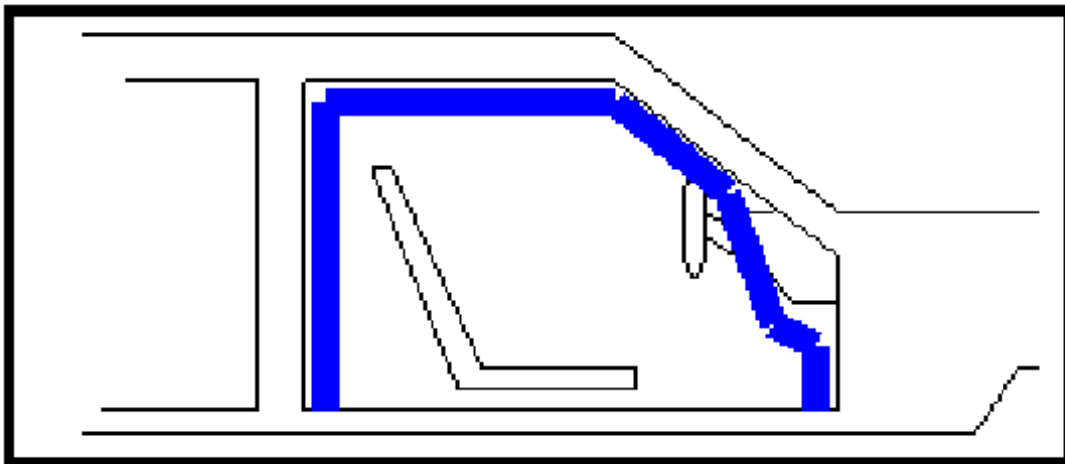
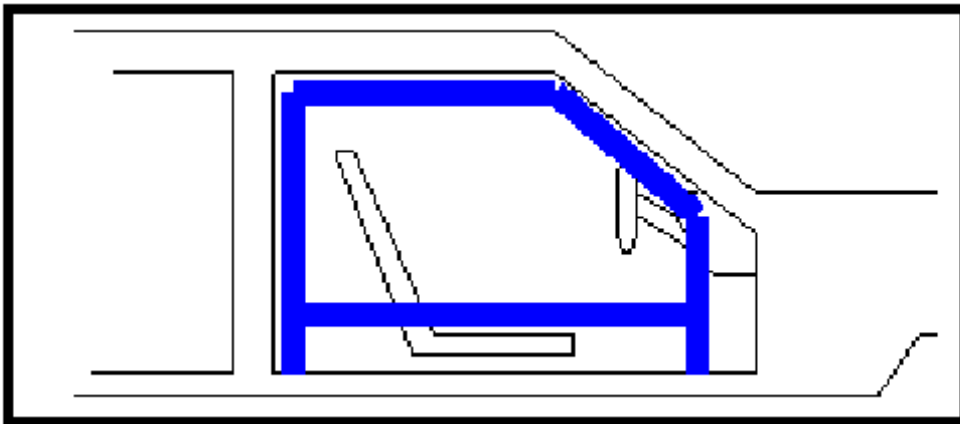


Fig 2. MUST BE CONSTRUCTED TO THIS DESIGN OR BETTER



Please note: The above drawings are for illustration purposes only and are not to scale and must be not be construed as the correct angles. The driver of any vehicle that requires cage modifications should speak with the Technical Officer of BDC in advance of any modifications. Parts of roll cage within 150mm of occupant's helmets must be fitted with fire resistant padding.

Note: Door bar(s) are only required on the drivers side. Door bars may be of the removable type but must be fixed securely with an approved bracketing system. If the door bar(s) are adjustable then any adjustable area must be seam welded and not spot welded. If in any doubt please contact the BDC Scrutineer.

4-6. Vehicles with doors modified/lightened or exchanged for FRP or carbon fibre must have an X bar or two door bars installed as part of their roll cage layout - see Fig 3. and Fig 4. below.

Fig 3.

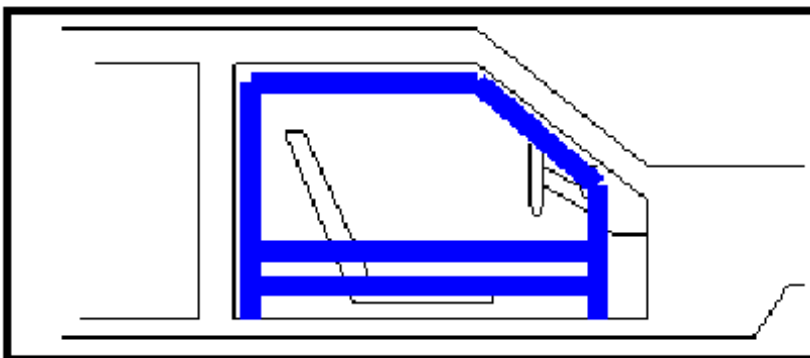
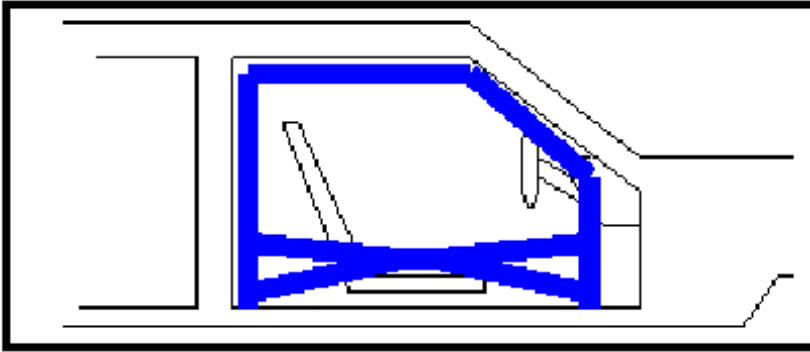


Fig 4.



Please note: The above drawings are for illustration purposes only and are not to scale and must not be construed as the correct angles. The driver of any vehicle that requires cage modifications should speak with the Technical Officer of BDC in advance of any modifications.

4-7. Vehicles which retain the original door with OEM side impact protection require only one side impact protection bar as part of the cage - see Fig 2. Vehicles which DO NOT retain the original door with OEM side impact protection require TWO side impact protection bars as part of the cage - see Fig 3. and Fig 4.

4-7.1. Where ever possible door bars should not be bent towards the driver along its length.

4-8. No fluid leaks of any kind from the vehicle are permitted. Any leaks will render the car void for the competition and all catch tanks must be empty at the start of each run.

4-9. All doors and bonnets must be serviceable from the outside and all door handles and locking systems must be accessible from the exterior.

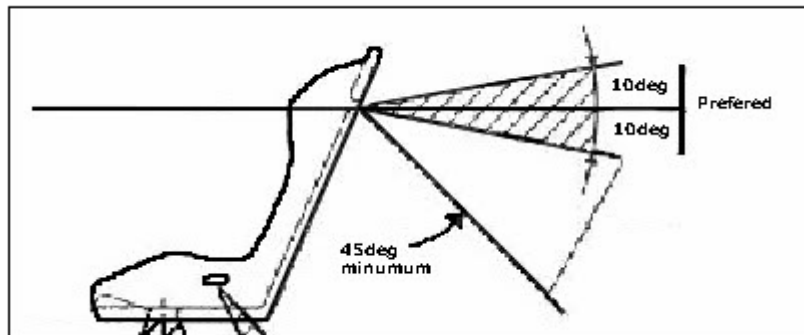
4-10. If fuel, oil or a battery is enclosed within the vehicle boot, this must be serviceable from the exterior.

4-11. Vehicles must have a FIA approved racing seat for the driver. This does not have to be in date but must be in good condition (i.e. not showing any signs of stress, cracks or damage to the structure of the seat) and fixed using a minimum of four 8mm bolts (ISO 8.8) and 5 square inch spreader plates. Vehicles that are not also fitted with a passenger FIA racing seat and four point harness are not permitted to take passengers on the track.

4-12. Safety harnesses must be used with a minimum of four fixing points (although we recommend a harness with five fixing points) and comply to SFI or FIA regulations or above. These do not have to be in date but must be in good and

servicable condition (i.e. without any rips or tears and with no loose threads or stitching). Harnesses must be securely attached to the vehicles body or roll cage for both driver and passenger seats and four point harnesses must have four fixing points (and not three). The straps from the shoulders should be mounted as near to horizontal as possible, not using a single fixing point and not on the floor immediately behind the seat. See Fig 8. below:

Fig 8.



4-13. All vehicles must be equipped with towing eyes (one at the front and one at the rear) and installed prior to any competition event. These must be clearly visible or an arrow with the word 'tow' painted on the car pointing to the eye if located under the vehicle or out of clear sight. Both the word 'tow' and the actual eye itself must be painted in a contrasting colour and clearly visible.

4-14. All bodywork must be secure and attached to the vehicle. All bonnets and boot lids irrespective of being OEM, Carbon Fibre, FRP etc., must be secured by a minimum of two bonnet pins. OEM locks/latches on the bonnets and boots must be disabled whilst the vehicle is competing and if not removed from the vehicle they must be secured safely.

4-15. All lexan windows must be screwed or bolted in place. The drivers window can be lowered but by no more than 2". The passenger window can be lowered provided there are no passengers travelling in the vehicle.

4-16. All exterior parts must not include any sharp or dangerous objects.

4-17. Vehicles must have battery isolators installed with activation buttons located in a position accessible by the driver when normally seated and an additional button located on the front window splash panel, nearside and clearly marked with an official sticker. Operation of the cut-out should be tested before every meeting.

4-18. Vehicles must have a serviceable plumbed-in fire extinguisher system of 2.25 litre minimum. Contents permissible: AFFF or Zero 2000 / Zero 360. The system

must be able to be activated from outside the vehicle and the activation button should be located on the front window splash panel and clearly marked with an official sticker. An activation button must also be mounted in the driver's compartment, accessible from the driver's position. Fire heads must be a minimum of one inside the driver's compartment and one in the engine bay, directed at the engine – at the area most likely to cause fire.

4-19. There should be no fuel swirl pots, fuel systems, tanks and pumps installed in the driver's compartment. Any such items must have a firewall between the driver and equipment with no exceptions. The firewall must be sealed to prevent passage of fluids and fire. The fuel-line can be run through the car but it must be a continuous (unbroken) metal pipe or braided and must be fitted on the passenger side of the vehicle.

4-20. All fuel lines and filling devices must be clean and sealed after vehicles are fuelled to ensure no fuel can escape. Dry break fuel and bobble breathing systems are allowed from recognised manufacturers.

4-21. Original OEM fuel tanks are permitted; racing fuel tanks are also permitted. If the tank filler is contained in the boot, the boot floor should have drainage holes or the filler neck should have a spillage collector that is draining to the outside of the boot.

4-22. Batteries must be securely mounted and all connections in a serviceable and clean condition. Negative leads should be braided or have yellow identifying marking. Batteries housed in the driver compartment must be securely mounted in a sealed and insulated box

4-23. General vehicle appearance and roadworthiness must be in a good serviceable condition, BDC organisers reserve the right to refuse any vehicle competition entry if this is in question.

4-24. Drivers must wear approved fire protective apparel and safety device/s with a minimum equipment level of: Crash helmet (open face helmets are allowed although we recommend full face), racing overalls, racing boots, gloves and a balaclava must be worn with an open face helmet. Optional equipment recommendation: Fire proof undergarments and HANS device.

Crash helmets must bear one of the following standards: FIA8860-2004, SNELL SA2005, SNELL SA2000, SFI 31.1A, 31.2A, BS6658 Type A/FR, BS6658-85 Type A.

NO other helmet standards are allowed – helmets made to these standards are advertised at under £60 from a motorsport mail order retailer.

Overalls must have labels confirming they conform to one of the following: FIA1986 , FIA8856-2000 , EN533:1995 index 3 , BSEN533 or BS6249 part1 index A or B (NOT index C).

As a competitor you are reminded to ensure that your crash helmet is correct fitment and of a usable standard and condition.

## **5 – Mandatory Branding**

5-1. All drivers entering into the championship agree to accept our rules and regulations which form part of their entry.

5-2. BDC reserves the right to apply championship and official sponsorship branding on each vehicle in designated areas.

5-3. All branding of any nature as supplied, approved by or in association with the BDC will remain the property of the BDC. Upon request the BDC reserve the right to add or remove branding from a vehicle as they see fit.

5-4. All logos, phrases, commercial materials and branding placed on competitors' vehicles are done so under authorisation of the BDC and unless expressly agreed in writing and in advance, all vehicles displaying any such branding associated with the championship or its sponsors will remain under control of the BDC and all competitors, teams and legal car owners accept these conditions as part of their entry into the championship. If requested to do so, any competitor, teams or car legal owners will without conflict remove all such branding immediately on request if the BDC requires such action.

5-5. BDC and all other official logos and phrases will remain the property of the organisers / respective owners. Unless agreed in writing, no competitor, team, car owner, media partner, sponsor or any other related / unrelated party shall have the automatic right to use this branding regardless of the use and or their participation in any event.

5-6. All vehicles which take part in the BDC will display all such branding for use inside the championship. The driver of any vehicle which will take part in any other non BDC authorised event whether or not under competition, exhibition, demonstration or otherwise, including any media of any kind shall agree that all official branding be removed unless permission is sought and obtained in advance from the BDC for their vehicle to take part in the non BDC event with BDC branding intact.

Championship sticker packs will be issued to all competitors – replacement stickers or sticker packs will be available for purchase – price to be confirmed.

## **6 - Scrutineering**

6-1. Each vehicle will have to be scrutineered at each round of the competition.

For the 2010 season there will be a scrutineering bay which all vehicles and competing drivers must visit in order for scrutineering to take place. Drivers must have with them their helmets and race suits for inspection.

All cars must be scrutineered before the driver may sign on. Each driver will be issued with a scrutineer pass card at the scrutineering bay after their vehicle, helmet and suit have been checked. Drivers will then hand in their scrutineer pass cards at the desk when signing on.

The driver is responsible for ensuring the car fully complies with the regulations – being passed by the scrutineer is not a guarantee it to be fault free – every detail cannot be checked every time.

6-2. On completion of the scrutineer's inspection an official label will be attached to the vehicle.

The car must not be taken onto the track without a valid scrutineering label unless specifically authorised by a BDC official.

6-3. If a vehicle fails its initial scrutineering inspection it may be re-entered after all competing vehicles have been inspected.

6-4. Scrutineering will be for the vehicle and the driver's safety equipment.

6-5. In the event of an accident / damage to the vehicle, the organisers reserve the right to re-inspect the vehicle before returning to the circuit.

## **7 – Miscellaneous**

7-1. Any team, competitor or car owner that fails to adhere to the rules and regulations set out in points 1-1 to 7-2 shall be liable to forfeit the competition, their current championship standings and eligibility for future entry into any BDC event. In such instances the competitor agrees that the BDC has no obligation to make any refund, re-imburement or compensation of any kind as a result of their exclusion from the championship under any circumstances.

7-2. All competitors, teams and car owners agree that the decisions made by the BDC officials at each round will be final. It is also agreed that all BDC officials will have the final decision on any aspect of the competition, whether based on safety, timed schedules, and behaviour or otherwise as required.

7-3. Any cars entering the gravel traps should be driven off the racing line to shake any remaining gravel off to avoid delays clearing the track. The driver should also ensure the vehicle is checked for unsafe damage/loose bodywork/remaining gravel before another run and if appropriate rectify the problem - refer to the start line officials if