

BDC PRO3 “Foundation” Rules

General Chassis:

All Vehicles must be originally front engine, rear wheel driven (FR) or front engine 4 wheel drive (4WD) converted to FR.

No FWD, MR, RR or non front mounted 4WD chassis are permitted.

Interior carpet and any other flammable, or absorbent material must be removed. Headliners and interior trim may remain as long as it does not compromise the roll cage or any safety devices.

Factory bonnet latch must be disabled, and externally operated bonnet pins must be fitted. Factory bonnet latch may remain as long as it can be moved or disabled during any BDC event.

No chassis modifications to OEM unibody structure are permitted within the vertical plane defined by the furthest forward front axle suspension mounting point and the rear most suspension point of the rear axle, with the exception of gearbox tunnel as per BDC regulations. Appendix 1.1

No bulkhead modifications are permitted other than the mandatory sealing of all holes to prevent passage of fluids and flames into the passenger compartment.

Safety:

All vehicles must be fitted with a minimum 6 point roll cage with double door bars. *Appendix 2.1*

A motorsport approved (FIA/MSA) fixed back seat must be securely mounted, and 6 point HANS compatible harness is highly recommended, however a minimum 4 point harness must be used with minimum 3 inch wide lap and shoulder straps if not being used with HANS device. *Appendix 2.2*

A handheld extinguisher minimum of 2kg must be mounted within reach of the driver whilst fully harnessed into the vehicle. Alternatively a plumbed in fire suppression system of at least 2.25l, with minimum one nozzle in the engine bay directed at fuel rail, and one nozzle inside the drivers compartment directed at the driver's foot well area may be used as long as the driver can reach the pull cord from seated fully harnessed position.

An electrical cut off that acts to isolate the main battery and kill power to engine must be fitted with activation via pull cord or button, clearly marked in the area below passenger front window. This must also be possible to be activated by the driver from seated fully harnessed position.

Batteries may be relocated, however all wet batteries must be fitted within a sealed and securely mounted battery box.

A front and rear-towing strap must be securely mounted and visible. No external fixed towing eyes that protrude beyond the vehicle extremities will be permitted. Minimum of two rear brake lights must be fully operational during competition.

Suspension:

Factory suspension type must be retained and OEM mounting points may not be altered and must be utilised. All suspension arms, hubs, struts are free to be altered as it steering rack position.

Front strut top pivot point must remain within the factory strut top PCD.

Brakes:

Driver's foot operated braking system must act on all 4 wheels.

Hydraulic hand brakes are permitted along with adjustable brake bias system.

Wheels and Tyres:

All competitors must use the approved tyres and size as detailed in series rules. (225 Width Limit and Road Tyres only).

No attachment of tyre to rim such as glues or bead lock allowed.

No aluminium wheel nuts are permitted in any series of BDC.

Powertrain:

Engine and power modifications are free..

Only petrol or diesel fuel is permitted, no race fuel or alternatives are permitted in competition.

All engines must be free of leaks or damage.

Factory cooling position must be retained, this means converting to rear mounted radiator is not permitted within PRO 3 regulations.

Sequential transmissions are not permitted in PRO3

Alternative OEM gearboxes or upgraded internals whilst maintaining factory H-pattern shifting is allowed.

Oil system must be mounted within chassis rails unless the factory oiling system is retained.

Exhaust system must exit the vehicle behind the rear wheels and must meet the venue noise limit for static and drive by. And vehicle found to exceed wither limit during any BDC event will be excluded until the noise regulations are fully met.

Fuel System:

No part of the fuel system may be within the passenger compartment with the exception of fuel lines, which must be one continuous line with no joins.

Any part of fuel system mounted within the boot or rear section of the vehicle must be fully sealed from the passenger compartment with sufficient firewall as to prevent the passage of fluids or flames.

Nitrous systems are permitted, however must be installed to current and latest BDC PRO/PRO2 regulations.

Driver Safety:

All drivers are required to wear a minimum single layer fireproof racing suit, Kart suits are not permitted.

Fireproof gloves and racing boots must be worn at all times on track.
No bare skin should be showing at any time.

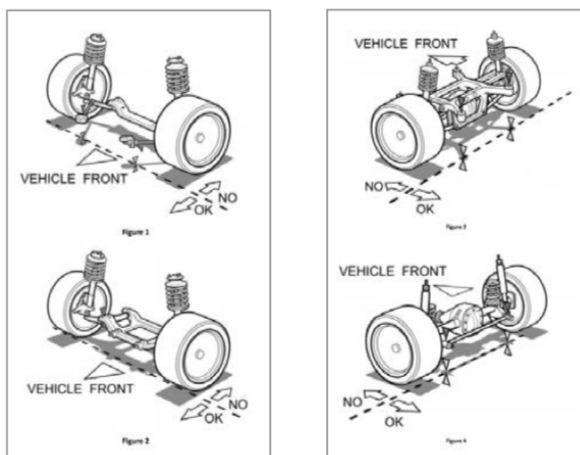
A fireproof helmet to current standards must be worn at all times. *Appendix 3.1*
HANS devices are highly recommended during competition.
If open face helmet is worn, then a fireproof full face balaclava must be worn.

Appendix

1 Vehicle

1.1 Chassis modifications

No modifications to the OEM unibody are permitted between the vertical plane as defined by forward most front axle suspension mounting point, to the rear most suspension point of the rear axle.



Gearbox tunnel modifications

2 Safety

2.1 Rollcage

- A. Bolt in roll cages are allowed for BDC PRO3 Foundation class.
- B. All roll cage structures must be a minimum 6 point and be designed to

protect the occupants from an impact from any angle (360 degrees).

C. All roll cages must be manufactured from T45 or Cold Drawn Steel tubing.

D. All main hoops regardless of material must be constructed from single one piece tube with no joints of 45x2.5mm or 50x2mm tube minimum.

E. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of minimum 38x2.5mm or 42x2mm.

F. A manufacturing tolerance of 1mm in tube diameter will be allowed, an inspection hole of 6mm must be drilled in a non-critical place on the main hoop for wall thickness verification.

G. Joints must be notched/profiled and form fit properly, with no flat or crimped joints of any kind.

H. There must be a continuous 360° weld around each joint in the entire roll cage structure and fusion must exist between weld metal and base metal.

I. The main hoop must be one continuous length of tubing with maximum of four bends. A fifth bend may be added to the centre roof area only and must be no more than 15°. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible.

J. Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. Any bars with more than three bends must be pre-approved by BDC. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's compartment. They are to be connected together by a single horizontal tube across the top of the windscreen.

K. A-pillar bars must not contain any bend towards the driver, for example front legs that bend towards the driver around dashboards (dash dodgers) are not permitted under any circumstances.

L. FIA/MSA approved bolt in cages are permitted. Any design outside of the parameters stated must be inspected and pre-approved by the BDC technical inspector.

M. All FIA approved bolt in cages must still adhere to regulations set out herein. Notably, see sections regarding material, sizing and "dash-dodger" style cages.

N. Door impact protection bars are required on both driver and passenger side. Door bars must be minimum 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of either following option

- Two parallel door bars with at least 2 small vertical tubes joining them
- 'X' door bar with side gusset OR Curved upper and lower door bars that are welded in the middle and/or gusseted at either side.

The lowest point on the upper door bar has to be a minimum of 450mm from the ground.

O. Hoop rear stays: The main roll hoop must have two rear stays extending towards the rear of the vehicle and connect to the chassis rails, suspension turrets or wheel wells at a minimum of 30 degrees from vertical in a rear ward position. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.

P. Mounting plates/mounting boxes must be a minimum of 3mm thick. They

may be multi-angled but must be a minimum of 20”² surface area, e.g. (5”x 4” plate/125mmx100mm). If the roll cage is bolted in, then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with a minimum of 4 10mm bolts of an 8.8 grade or higher.

Q. Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the BDC technical inspector.

Appendix 2.2 Seat and Harness

A. All bucket seats must be previously FIA or MSA approved, and fixed to the floor and secure. Recliners are not permitted.

B. A minimum 4-point FIA approved harness with 3 inch shoulder straps must be installed in the driver seat or a HANS approved FIA harness.

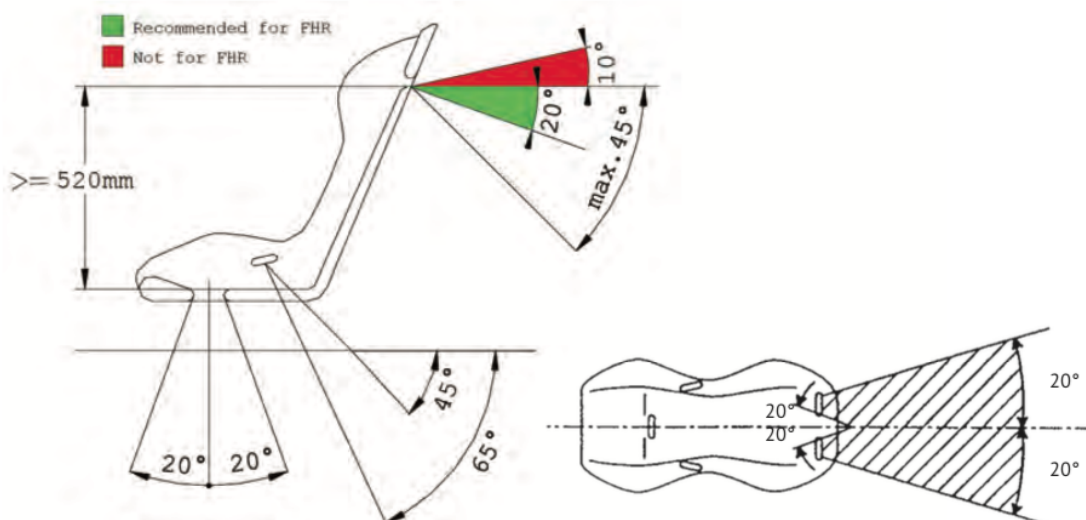
C. There shall be a single quick release common to the lap belt, shoulder belts, and sub-strap harness.

D. All seat belt systems are to be mounted according to the manufacturer’s instructions.

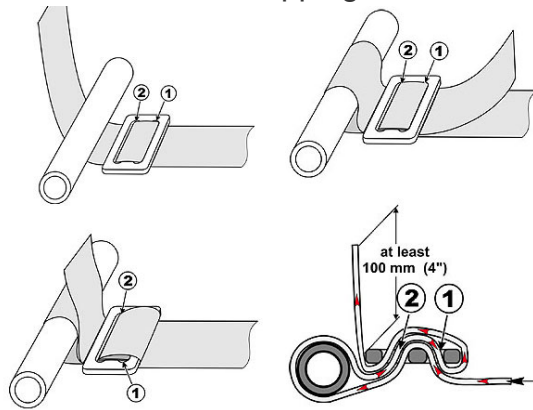
E. Only separate shoulder straps are permitted. The shoulder harness shall be mounted as closely behind the seat back as possible. The shoulder harness shall be mounted downward from the shoulder point at an angle of no more than 45-degrees from horizontal (20 degrees if using HANS) and shall not be above 0-degrees. The shoulder straps shall pass through the seat back when the occupant is seated, without interference (up, down, or side to side), to the attachment points.

F. The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45degrees, and 80- degrees, below the horizontal with the optimum angle of 60-degrees. The lap belts shall pass through the seat, without interference, from the attachment points and should ride over the pelvis, just below the pelvic crest, to the buckle. The top of the buckle should be positioned at least 1-inch below the belly button. The lap belt attachment must allow the lap belt to pivot at the mounting point to prevent the webbing from being loaded at an edge when loaded and must pull on the hardware in plane.

Typical Safety Belt Installation



Correct harness wrapping method



3 Competitor Safety

3.1 Approved Helmet standards

All Helmets must be in good condition with no damage or cracks.

- FIA 8860-2004
- FIA 8860-2010
- FIA 8859-2015
- SNELL SA2010
- SNELL SA2015
- SNELL SAH2010
- SNELL SA2020