BRITISH DRIFT CHAMPIONSHIP VEHICLE AND DRIVER TECHNICAL REGULATIONS

VERSION 1.03

INTRODUCTION

As of 2021 the British Drift Championship (BDC) Technical rulebook shall no longer be year specific, and instead will be version managed. This will ensure that all competitors can find the latest technical regulations at all times. Updates will be recorded with a separate release document to highlight all changes between the documents. Any major changes will be announced ahead of time with the exception of any safety critical updates that can be implemented at any point during a competition series.

The following regulations are mandatory for all British Drift Championship (BDC) championship events and demonstrations.

The BDC reserves the right to update or amend these rules and regulations at any time.

****Any vehicle or modification outside of those listed within these rules, including those built to alternative series rules, must petition to the BDC via email within good time to receive a provisional approval for the first event.****

TECHNICAL INSPECTION

A comprehensive technical inspection will take place at all BDC competitive or non-competitive event for each vehicle, where all drivers and vehicles must attend. All competition vehicles must pass technical inspection in order to compete (or perform a display) at a BDC event. Any competition vehicle failing to comply with these rules and regulations will be excluded until the vehicle is brought up to the required standards.

The time and location of technical inspection will be communicated to each driver in the driver information pack prior to each event. It is the responsibility of each driver to ensure they are on time for technical inspection and that they have undergone technical inspection prior to attempting to enter the staging area, grid area or competition course. Any driver failing to undergo technical inspection prior to entering the staging area, grid area or competition course may be excluded from competition until they have successfully undergone technical inspection.

The appointed BDC technical inspectors reserve the right to reject any competition vehicle that does not meet BDC safety standards. Reasons for the failure of technical inspection will be given to the competitor concerned only. Upon failing technical inspection, a competitor will be allowed to make necessary adjustments and present the vehicle for re-inspection.

All competition vehicles must display a valid technical inspection decal. This decal should be clearly displayed within the driver's door aperture, preferably on the top door bar of the roll cage on the driver side of the competition vehicle. Failure to display this

decal will result in the vehicle being excluded from competition. Each technical inspection decal is specific to the vehicle it has been allocated to. Transfer of or tampering with technical inspection decals is not permitted under any circumstance and may lead to the driver in question being ejected from the competition.

The BDC technical inspector works independently from the BDC and is solely authorised to approve/reject competition vehicles at each event. Their decision is final.

VEHICLE ELIGILBILTY

Eligible models must be considered a “production vehicle”.

Eligible body styles include: coupe, saloons, convertible, wagon and “ute” style.

Vehicles must maintain the original OEM steel unibody and/or steel frame structure between the forward most front and rearward most rear OEM suspension mounting points.

Vehicles that do not meet the above eligibility criteria must submit a petition for approval from BDC including information on all changes away from OEM and the justification for every deviation.

Convertible vehicles must be fitted with a factory style hardtop, or drivers must use arm straps at all times during competition. These must be presented during technical inspection and not adjusted during the entire event.

PARTICIPANT OBLIGATIONS

Participants must take whatever steps requested by a BDC Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment.
This obligation includes, but is not limited to, installing inspection holes, inspections ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like.

BDC is not responsible for payment, reimbursement, damage or loss to the participant as a result of such inspections.

Any vehicle that, after technical inspector has issued the technical inspection decal, is modified, dismantled or altered in any way that may impact its safety or compliance to the technical regulations must pass another full technical inspection before being allowed to compete.

Any vehicle found to not conform to the technical regulations at any point, may be subject to exclusion from any event, or in serious circumstances be excluded from a championship, including the revoking of previous competition results.

VEHICLE DAMAGE

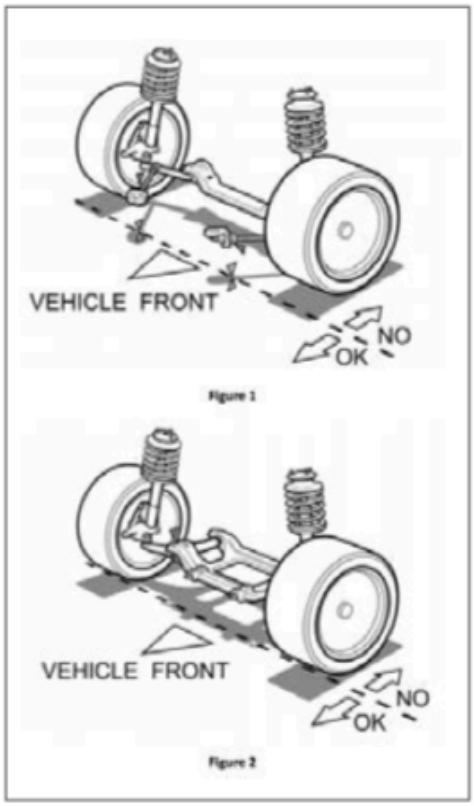
In the event of a collision/incident the BDC technical inspector must review the vehicle and decide on the eligibility to continue. Their decision is final and cannot be overturned. It is the competitor's responsibility to ensure that the vehicle is returned to the technical inspection area before returning to the track.

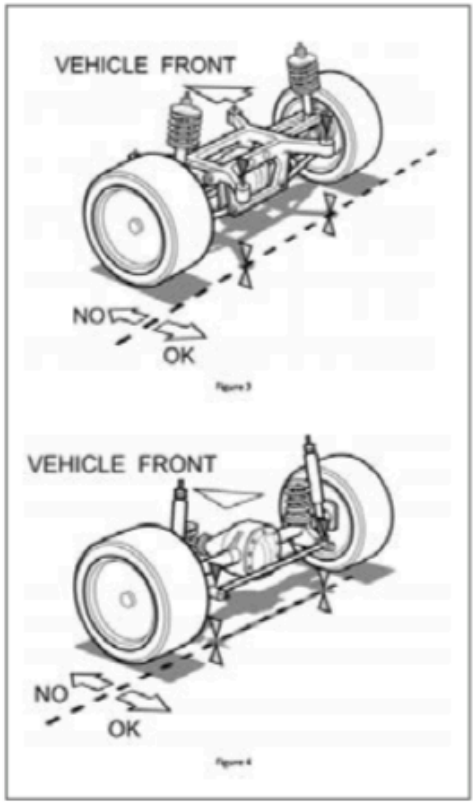
All competition cars must be in accordance with BDC vehicle safety regulations at all times during an event.

VEHICLE SPECIFICATIONS

CHASSIS MODIFICATIONS

A. All Vehicles must be rear wheel driven only. No 4WD vehicles are permitted.
B. Front wheel drive vehicles converted to rear wheel drive, will be permitted from 2023, as long as they conform to the core chassis modification rules.
C. No modifications to the OEM unibody are permitted within the modification exclusion zone between the vertical plane, as defined by forward most front axle suspension mounting point, to the rear most suspension point of the rear axle. This includes floor pans, roof structure, bulkheads, A,B,C pillars. A small amount of material can be removed to allow for rear-mounted radiators. Excessive removal is not allowed, and strength must not be sacrificed in any form.





D. ***From 2023*** Removal of material from the main OEM unibody within the modification exclusion zone for the purpose of weight reduction is entirely not

permitted. Minimal material removal of factory mounting brackets is allowed, including: dash, steering column, braking system, seat mounts in order to allow for aftermarket mounting systems to be used or installed.

E. No bulkhead modifications except those listed are permitted other than the mandatory sealing of all holes to prevent passage of fluids and flames into the passenger compartment.
   Modification to allow clearance for individual components such as exhaust down pipes, starter motor and such are permitted with prior approval, as long as the firewall integrity is maintained and does not breach point F
F. The vertical plain of the crankshaft (where the flywheel bolts to the crankshaft) may not pass the original (OEM) most rearward vertical plain of the bulkhead. The vertical plain of the crankshaft is measured on the engine fitted to the competition vehicle, not the OEM engine.
G. Gearbox tunnels may be enlarged to accommodate different gearboxes to be fitted. The Maximum gearbox tunnel opening size is 460mm diameter at the bulkhead, and must be minimum of 260mm from the bottom of the windscreen.

   The gearbox tunnel opening must taper down to a maximum of 260mm diameter drivetrain tunnel, and taper must not exceed 950mm in length back into the car.

   All replacement gearbox tunnels within part of a unibody must sufficiently replace the original structure that has been removed; no removable gearbox tunnels within unibody vehicles will be permitted. Any access panels or openings must be fully sealed and not affect the structural integrity of the vehicle chassis. This includes openings for gear shifters and linkages must be sealed to prevent fluids entering the driver's compartment.

H. *From2023* It is permitted to remove minimal material from OEM floor sections to allow the installation of approved fuel safety cells behind the driver. Any material removed must be replaced around the installed fuel cell so that a continuous metal sealed floor pan remains within the modification exclusion zone. Fuel systems must be entirely sealed from the driver compartment.
   1. Fuel tank mounted within proximity of the vehicles propshaft must be of a two-part construction with a steel reinforced container with bladder tank inside.
I. Front and rear inner arch replacement is permitted. Wheel arch replacements must be covered by bodywork, i.e. over fender etc.
J. Tube-frame/space-frame chassis-type vehicles are not permitted in BDC competition. Tube-frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points (strut top to chassis leg tube work is allowed but can't link into the rollcage) and rear of the most rearward suspension or sub frame mounting points. They can be made from a maximum 38x3mm mild steel, aluminium, or stainless tube and must be a minimum of at least 300mm inward from the front and rear of the competition vehicles bumper face to allow for an impact zone/bumper support bar. On a case-

by-case basis if the fuel cell is positioned at the rear extending into the 300mm crumple zone, then additional structure must be used to minimise any risk of damage to fuel system during a rear impact. However it must not totally remove the rear crumple zone.

K. Stich welding or seam sealing the unibody structure is permitted.

L. Bumper support bars front and rear are required. They must attach either directly to the chassis legs or factory crash structure mounting points, and be the original OEM parts or, made from a maximum 25x2.5mm mild steel, aluminium, or stainless tube. The width of the bumper support bars may not extend beyond the centre of the wheel when looking from the front or rear of the vehicle. They must be of clean construction and not have any sharp edges or forward facing bars. The outer ends of all bumper bars must either finish with bend inwrds, or continuous bend into another tube. No open ends will be permitted.

M. Interior carpet and any other flammable, or absorbent material must be removed.

Front and rear bumper or "crash" bars are only there to absorb energy in the event of a crash and spread the load over a wider area to reduce the risk of serious injury to either the driver of the vehicle it is fitted too, or in the unfortunate event of two vehicles colliding, the driver of the vehicle the bumper bar is hitting.

At no point is the intention of these features to prevent damage to any components behind them! Any attempt to create a ridged structure outside of the allowable specifications to "protect components" will not be allowed to compete.

It is also to be made clear that vehicles will not be allowed to enter the circuit without a satisfactory front or rear bumper bar, this includes following any incidents on track during competition.

If you are unable to repair or replace these structures following an incident on track, regardless of fault, you will not be allowed back on circuit until these have been structures have been reinstated and re-inspected by the event scrutineer

Headliners and interior trim may remain as long as it does not compromise the roll cage or any safety devices.

N. 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. All bonnets and boots if they contain fuel systems must be able to be opened from the outside by marshals on track at any point.

O. *From 2023* Lightweight materials can be used to replace outer roof skins of the OEM unibody only. Removal of OEM unibody structure is not permitted. Replacement roof panels must be secularly bonded around the entire perimeter to ensure strength is maintained. Removal of material from OEM pillar sections are not permitted

2. Any vehicle with a replacement roof must have a minimum diagonal or cross in the roof area from a-pillar/ front screen rail bar, back to opposite a-pillar-main hoop mounting area.

ROLL CAGE

A. Bolt in roll cages WILL NOT be allowed in BDC for 2022 onwards.

3. Only exception will be for those drivers entering on a permit will be given a one round pass assuming all other requirements are met.

B. All roll cage structures must be designed to protect the occupants from an impact from any angle (360 degrees).
C. All competing cars must be equipped with a minimum 6-point roll cage.
D. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing. Documentation should be provided by either supplier or manufacturer to confirm correct material specification used.
E. All main hoops regardless of material must be constructed from single one-piece tube with no joints of 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars may 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. Typically between the upper and lower door bar connection points.
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^{o} 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 center roof area only and must be no more than 15^{o}. 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. Sidebars, '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.

K. A single horizontal tube across the top of the windscreen must connect both front a-pillars within 100mm of the bend in the a-pillar at the top of the windscreen

aperture.

L. 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.

M. FIA/MSA approved bolt in cages are permitted with certification on a case-by-case basis. Any design outside of the parameters stated must be inspected and pre-approved by the BDC technical inspector, and may require additional support to be approved.

N. All FIA approved bolt in cages must still adhere to regulations set out herein.

O. 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 –

4. Two uncut parallel door bars with at least 2 small vertical tubes joining them

5. OR 'X' door bar with side gussets

6. OR Curved upper and lower door bars that are welded in the middle and/or gusseted at either side. These bars must be complete from main hoop to a-pillar bar with no cuts or intersecting bars passing through.

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

From 2023 twin horizontal door bars must have a minimum of 3 vertical tubes joining the upper and lower bars.

P. 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 a-pillar bar joint and must be a continuous straight bar with no bends.

Q. 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, for example a welded cage into an Aluminium chassis vehicle, then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with a minimum 3x10mm bolts of an 8.8
grade or higher.

R. 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.

S. It is recommended that all roll cages are fitted with a main hoop lower chassis cross brace. This bar should attach to the lower area of the main hoop on each side between the maximum height of upper door bar and base mount, and be welded to the center of the tunnel/seat pan area. The purpose of this bar is to provide increased strength in the event of a side impact by linking the lower section of the main hoop and tunnel across the car.

T. It is recommended that all roll cages be fitted with front leg intrusion bars, sometimes known as strut bars. These consist of two bars, one from as close to the a-pillar lower bend/ dash bar/ upper door bar mounting location, going forward through the bulkhead to the front strut top via a 3mm thick spreader plate. The second bar should be as close to the base of the a-pillar bar and meet the upper bar as close to the bulkhead as possible. Both bars must be correctly profiled to fit with continuous 360degree weld around each joint.

BALLAST

Ballast may be added to vehicles to increase the weight up to a maximum of 22.5KG or 50Lbs.
Ballast may only be added within the defined no modification zone from forward most front suspension mounting point, to rearward most rear suspension mounting point.
Minimum weight for each ballast block is 2.25kg or 5lbs, and must be securely bolted in place with minimum 12mm /1/2 inch diameter bolt grade 8 or above.
No liquid, pellet or granulated ballast is permitted under any circumstances.
Ballast must be securely fixed and not movable, including fixing to a moving component.

SUSPENSION

Original suspension systems must be used relating to each vehicle with the following exceptions:
The front suspension from certain makes/models may be converted to Nissan 'S' chassis front suspension. This conversion must be pre- approved by the BDC technical inspector prior to an event and the BDC technical inspector will assess the quality of the conversion at technical inspection.
Rear suspension conversion from live axle to Independent Rear Suspension (IRS) full subframe conversion.

FRONT

A. All original suspension mounting points must be used, within the (1.0) rule. Therefore
a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.

B. Hubs/Spindles are free and original hubs may be modified. The BDC technical inspector must preapprove all modifications.

C. Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be pre-approved by the BDC technical inspector.

D. Aftermarket coil-over suspension is permitted.
E. Front suspension turrets must remain standard in the OEM position in the chassis and may not be relocated.
F. The front top shock absorbers pivot may be moved to any position within the original pitch circle diameter (PCD) of the original front suspension top mount bolts.
G. Aftermarket front tension rods are permitted, however mounting location must remain within the one inch ruling.
H. Some old vehicles may add a front suspension mounting point for a compression strut or tension strut. This modification must be pre-approved by the BDC technical inspector.
I. Anti roll bars and anti-roll bar mounts are free for modification.
J. Front sub-frames/cross members are free for modification.

K. Front subframe mounting to chassis location cannot be changed or altered with the only exception of subframe lowering for engine/ sump clearance with prior approval from BDC technical inspector.
L. Suspension mounting point relocation brackets are not permitted, even if they are chassis mounted. For example this means that front tension rod mounting brackets for Nissan suspension may not be altered outside of the one-inch rule through additional mounting brackets.
M. Front subframes may be modified for engine clearance and steering relocation. At least one face/ section should remain intact across the entire width of the chassis in order to ensure maintain original subframe dimension.
N. Bespoke front subframes are permitted if they comply with above mounting and suspension pick up point requirements

LIVE/SOLID AXLE REAR

A. Axles are free for modification and may be swapped from other vehicles.

B. Axle link systems are free for modification and are exempt from the (1.0) rule but may not breach the (CHASSIS MODIFICATION “A”) rule.

C. The original floor may be modified to fit axle link boxes as long as they do not breach the (CHASSIS MODIFICATION “A”) rule. The original floor may also be modified to repair rust/ damage.

D. Pan-hard rod and Watts linkage mounts are free for modification. Original Pan-hard rod mounts may be moved and are exempt from the (CHASSIS MODIFICATION “A”) rule.

E. Anti-roll bars and anti-roll bar mounts are free for modification.

F. Sub-frames for independent rear suspension may be fitted to Live/Solid axle vehicles as long as mounting them does not breach the (CHASSIS MODIFICATION “A”) rule.

G. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION “A”) rule.

INDEPENDENT REAR SUSPENSION

A. Rear sub-frames are free for modification and may be swapped from other vehicles.

B. Anti-roll bars and anti-roll bar mounts are free for modification.

C. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION “A”) rule.

D. Hubs/Spindles are free and original hubs may be modified. All modifications must be preapproved by the BDC technical inspector.

E. All suspension sub-frame mounting points must be used.
F. A rear sub-frame and all its mounting points must be used on a vehicle originally fitted with a rear suspension sub-frame system.

F. The vehicle’s original floor may be modified to allow fitting of a rear sub frame.

G. Sub frames may be modified to allow the fitting of a larger differential.

BRAKE SYSTEM

A. The Primary (foot) brake system can operate just the fronts or all 4 wheels.

B. Brake systems may be biased front to rear, No brake bias may be used in a side-to-side configuration.

C. Driver adjustable brake bias is allowed.

D. Secondary hydraulic handbrake systems are allowed as a fully separate system or as
a pass through system. Secondary brake system/Handbrake must only operate the rear wheels.

WHEELS

A. Attaching tyres to rims with, for e.g. beadlocks, wheel screws, or glues etc. is prohibited.

B. The space between the rim and the internal portion of the tyre must be filled only with air. Use of inner tubes, tyre balls, Mousse, tubeless systems, and tyre pressure relief valves are not allowed.

C. All wheel nuts must be accounted for at all stages of competition. No aluminium wheel nuts/ studs allowed. Wheel nuts must have a minimum of 5 turns to the stud.

D. No use of grip modifiers or tyre coatings.

E. ***From 2022*** All vehicles will be required to have wheel rotation identification stickers/ paint applied to each wheel during all official practice, qualifying, and competition. This marking must clearly indicate rotation of the wheel at all times application of a contrasting colour sticker or paint to the spokes of a wheel or rim lip is required and must be less than 1/8th circumference of the wheel

ENGINE

A. Engine substitutions and modifications are free, but may only run on petrol,

diesel and race fuel. All other fuels require pre approval from BDC.

B. All fluid systems must be free of leaks.

COOLING SYSTEM

A. Cooling systems and radiator setups are free but must be fully closed and free of leaks.

B. Rear mounted radiators are allowed but must be outside the confinements of the driver's compartment, separated with a fully sealed firewall.

C. If cooling system lines are routed within the driver's compartment they must be one continuous line and free of joiners between each firewall. Any non solid lines or bulkhead fittings must have a shield stopping any potential fluid spraying onto the occupants or be proven to be up to msa/fia standards.

D. Any lines in the driver's compartment must be securely fastened.

OIL SYSTEM

A. Oil systems modifications are free but must be fully closed and free of leaks.

B. If the oil tank is located in the drivers compartment, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure, that may be removable by use of rivet nuts, etc.

C. All engine and exterior components that support engine operation, such as but not limited to oil cooler, oil lines, oil filter, dry sump systems must be protected and within the confines of the factory frame rails and factory bumper supports.

FUEL SYSTEM

A. Fuel filler caps must be securely fastened at all times.

B. No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose, fitted on the passenger side of the vehicle and secured every 10 inches with 'P' clips. All other parts of the fuel system must

have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke. If bulkhead fittings are used then a cover must be used to stop any potential fluid spray onto occupants or be proven to be up to msa/fia standards.

C. Fuel lines and fittings must be high pressure type and routed in such a way that do
not interfere with moving parts and be securely insulated and attached to the unibody or chassis.

D. Aftermarket fuel cells must have a non-return valve on the breather.

E. Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the driver's compartment.

F. All external fuel pumps must be covered.

G. Fuel systems must not leak on the track, starting line, or gridding area.

H. Fuel systems must only contain petrol, diesel or race fuel. All other fuels require pre approval from BDC officials.

I. There must be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube in the result of an accident.

NITROUS OXIDE

A. Nitrous Oxide bottles must be securely mounted inside the bodyline and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.

B. All Nitrous bottles must be re-certified every 5 years and stamped to indicate the last inspection date.

C. All Nitrous bottle must be stamped with minimum DOT -1800 pound rating.

D. The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.

E. The use of plastic bottle brackets is prohibited.

F. Nitrous bottles located in the driver compartment must have a “BLOW DOWN TUBE” which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).

EXHAUST SYSTEM

A. Exhaust system modifications are free.

B. Mufflers are not required, providing vehicles comply with noise limits.

C. The exit of the exhaust must not point towards or against the wheels of the vehicle.

D. The exhaust sound level must be within regulation at each host venue.

E. Additional sound level readings shall be taken during practice, qualifying and twin battles.

F. If any competition vehicle exceeds the acceptable ‘db’ level set by the host venue, they will be removed from the competition and must pass acceptable ‘db’ level tests in order to return. Each venue-specific ‘db’ level will be announced prior to each event.

TRANSMISSION

A. All vehicles must be equipped with a functioning reverse gear.

B. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

IGNITION

A. Ignition steering lock mechanisms must be removed.

BATTERY

A. Batteries may be relocated.

B. Batteries must be securely fastened with the **positive terminal insulated** and if located within the cockpit fully covered (fire-walled).

C. A Master electrical cut off switch, wired to completely shut off all engine and electrical system functions except for electrically operated fire suppression systems is mandatory. Activation of this cut off must be possible via two separate point, firstly from within reach of the driver, whilst fully strapped in, and secondly from outside of the vehicle. This must be located along with fire suppression activation in either of the following locations:

7. 1. On the A-pillar or below the windshield or on the upper quarter of the bonnet on either side and is to be clearly marked with the appropriate battery isolation sticker and "OFF" markings if rotational switch used.

8. 2. Rear quarter glass area, behind B-pillar, above door line and below roof line.

D. The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

E.

"Dry" batteries are allowed inside the driver's compartment without an enclosure. This does not include standard gel cell batteries that are still considered a wet battery.

BODY EXTERIOR AND INTERIOR

BODY PANELS

A. Aftermarket body panels are permitted and free to modify.

B. Panels must be clean, free of damage and presentable for competition.

C. All bodywork must be painted or vinyl wrapped. Unpainted/non-wrapped fiberglass panels are not permitted and will fail technical inspection.

D. Aftermarket body panels, front and/or rear fascia's, side skirts and wings are permitted.

E. One-piece front ends are not permitted.

F. Over fenders are permitted.

G. Bumper bars must remain within the confines of the bodylines and bodywork, without additional covers or bodywork extensions in order to do so.

H. All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle and are subject to approval of the technical inspector.

I. Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper.

J. All competitors must have a livery design applied to the exterior for competition, miss-matched coloured and un-presentable vehicles will not be pass technical inspection.

K. If headlights or taillights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.

L. Competitors are permitted to remove minimal body panels for practice only.

M. All body panels must be fitted/present/repaired for the first run of class qualification.

N. Absolutely no branding from other championships is permitted to be displayed during any BDC event, including all practice and media days.

O. ***From 2023*** All PRO competitors are to required to have minimum of one spare front bumper, painted with livery and championship sponsor logos present, to ensure vehicles remain presentable during competition that can be fitted during competition.

P. ***From 2022*** All competitors must make every effort to ensure vehicles remain presentable with all body panels fitted at all times during competition outside of individual battles. Teams or drivers seen to not be making every effort to repair/ replace body panels during qualifying/ competition in order to maintain a presentable vehicle may be eliminated from competition through failure to maintain technical standards.

DOORS

A. Doors must use the factory latch mechanism.

B. The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.

C. Doors with an exposed interior must have the sharp edges removed or covered.

WINDOWS

A. Windscreens must be OEM glass or Lexan/polycarbonate replacement with a minimum thickness of 5mm or 0.1875 inch.

B. Lexan windscreens must be securely bonded and mechanically mounted and have a vertical brace minimum 19mm or 0.75 inch, which is securely mounted down the center of the inside of the vehicle.

C. Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of 3mm or .125- inch and securely bolted in place.

D. OEM or Lexan/ Polycarbonate side windows must be present at all times on track unless window nets are fitted along with arm restraints.

E. Drivers and passengers side windows must be clear enough for all marshals and scrutineers to easily see through. The use of colour or opacity altering tint or wrap is prohibited.

F. Where OEM glass side windows are used, clear film must be present on the inside of these windows.

G. Competitors with convertible vehicles must use arm restraints.

H. Vehicles must have a functioning windshield wiper.

BONNET

A. The original latch must be removed.

B. Aerocatches or bonnet pins must be fitted, but must remain unlocked for the duration of any BDC competition event or demonstration.

DECALS

A. All required BDC and/or other decals or markings must be present in the specified location.

B. BDC driver/number door cards are required.

C. BDC windshield banners are required.

D. BDC reserves the right to have any decals, marks, or other items removed or covered at their discretion.

E. Under no circumstances will branding from any other championships be displayed during any BDC event, including all practice and media days.

TOWING APPARATUS

A. Front and rear towing hooks must be present and clearly marked.

B. They should be strong enough to withstand the weight of the vehicle being pulled from non racing surfaces such as gravel traps (approximately 2500kgs)

C. MSA approved wire tow eye straps are advised but other towing apparatus may be approved at the technical inspector's discretion. Any towing apparatus used must not protrude from a blunt surface.

9. It is recommended to fit 4x MSA approved wire tow straps, one at each corner at the end of the chassis legs to aid in quick and safe recovery.

D. Tow hooks must be visible, coloured in contrasting colour to surrounding bodywork or clearly indicated with "TOW" and/or with an arrow in contrasting colour to surrounding bodywork/paint/livery.

E. Fixed towing eyes that protrude outside of the bodywork are not permitted. Flexible towing eyes such as straps or wire securely attached to the chassis must be used.

LIGHTS

A. The use of electrical, mechanical, and or hydraulic cut-off switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

B. FRONT BRAKE LIGHT STRIP / THIRD BRAKE LIGHT STRIP Light strips must be connected to the existing brake light circuit.

C. All vehicles must have a front-facing LED brake light fitted to the top of the windscreen. This must indicate front-brake pressure only.

D. Front brake light strip must be mounted on the roof above the windshield banner.

E. Brake light strip must be mounted on a fixed non-removable panel or structure.

F. Damaged light strips with over 50% not functioning will need to be replaced prior to competition.

G. Rear brake lights must be in full working order.

H. A brake light strip must be fitted to the rear window as well as standard ear brake light position. A minimum of two working brake lights on the rear must be

maintained during competition

I. The minimum brake light area 1 x 1meter LED strip on front and rear window and either standard brake lights or some form of replacement brake lights in the standard location. This must be fitted in case of rear brake light failure due to an accident or incident.

J. Any vehicle without working brake lights will be immediately disqualified.

INTERIOR

A. The interior of the vehicle must be clean and professional in appearance.

B. All non-essential and/or loose items must be removed.

C. All carpeting and/or sound deadening material must be removed.

D. Airbags/Supplemental Restraint Systems (SRS) must be removed.

E. Any round steering may be used.

F. The rear seats, all-carpets, air-conditioning, fabric door cards and all unnecessary interior must be removed.

The BDC technical inspector has the right to uninstall interior/exterior parts when judged hazardous or un-stable.

DRIVER SAFETY REGULATIONS

All participating drivers must wear the following items when entering any BDC event or demonstration. Drivers must wear full race gear to technical inspection at each event. BDC marshals will inspect race gear throughout an event to ensure compliance.

DRIVING SUIT

A. No bare skin should be showing at any time.

B. Racing Suit: Fireproof material, single layer minimum.

C. Kart suits are not permitted.

D. Racing Gloves: Fireproof material.

E. Vest: Fireproof material.

F. Racing Shoes: Fireproof material.

G. Balaclava, fire proof material required if using open face helmet

HELMET

A. A fireproof balaclava is required for an Open-Face helmet.

B. Helmet chinstraps must be buckled or fastened while on course.

CERTIFIED HELMETS

FIA 8860 - 2004 Not recognised for motorsport use after 31.12.2020
FIA 8860 - 2010

FIA 8858 -2010

FIA 8859 - 2015

FIA 8860 - 2018

Snell SA2015

HEAD AND NECK RESTRAINTS (HANS DEVICES)

A. A HANS devise (Head and neck restraint) certified in accordance with SFI 38.1, FIA 8858- 2002 or 8858-2010 is mandatory.

B. After any significant impact, it is recommended that the device tether be replaced.

SEATS/HARNESSES

A. All bucket seats must be fixed to the floor and secure. Recliners are not permitted.

B. A 6-point FIA approved harness with 3 inch shoulder straps must be installed in the driver seat or a HANS approved FIA harness and the buckle must be quick release.

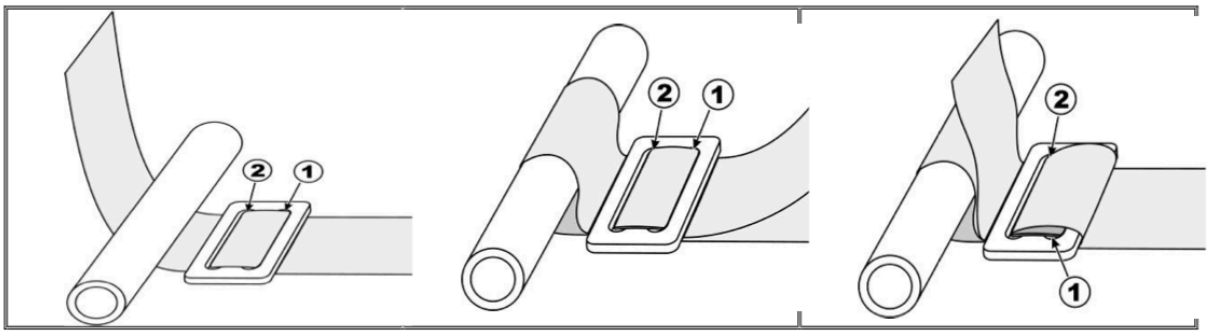
C. There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.

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 15-degrees from horizontal 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.



The figure above is the preferred method for harness attachment to harness bar.

FIRE SUPPRESSION SYSTEM

A. All vehicles must have both an on-board hand held fire extinguishing system, and plumbed in remote activated extinguisher system.

B. The handheld bottle with a minimum capacity of 2 litres, must be mounted so that it can be removed easily for inspection or use by the driver.

C. A 2.25 litre minimum plumbed in fire-extinguisher has to be fitted to the vehicle with nozzle outlets as detailed below: ***For 2023*** minimum capacity increased to 4.25l

   a. One nozzle directed into the driver compartment foot well area but must not be pointed directly at the driver.

   b. If passenger seat is fitted then an additional nozzle must be directed into the passenger foot well area the same manner as the driver.

   c. Minimum of one nozzle outlet in the fuel cell compartment if the factory fuel system is not used.

   d. Minimum of one nozzle into the engine compartment directed at the fuel system. ***For 2023*** Minimum of two nozzles into engine bay from round 2

D. All fire systems shall be serviced and rectified every two years, proof of which should be shown on the bottle. Scrutineers have the right to request the removal

of any bottles where the pressure gauge and/ or inspection label cannot be seen.

TRIGGERING DEVICES

A. Any triggering system having its own source of energy is permitted; provided it is possible to operate all extinguishers should the main electrical circuits of the vehicle fail.

B. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.

C. This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.

D. If the fire system activation switch used by the driver is located within 12" of one of the front door window openings a second fire system activation switch is not necessary, however highly recommended.

E. Otherwise, a second fire system activation switch/apparatus must be fitted for external access.

F. The approved locations for the second switch must be within close proximity to master electrical cut-off switch, in one of the following locations:

1. On the A-pillar or below the windshield or on the upper quarter of the bonnet on either side and is to be clearly marked with the appropriate battery isolation sticker and "OFF" markings if rotational switch used.

11. 2. Rear quarter glass area, behind B-pillar, above door line and below roof line.

G. External activation must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge. SAFETY PINS A. All fire safety pins must be removed while in the staging area, grid area or on the competition course.

REAR TYRES

12. For 2022 only the Zestino Zestino Acrova 07A shall be the control tyre for the entire season.
13.

14. All competitors are permitted to use any tyres for the pre event practice day to allow the transition to the control tyre, however, no tyres other than the approved control tyre may be used on competition days, including the morning practice session.
15.
16. In order to maintain a fair and even playing field for all drivers, any driver can be pulled from the circuit for tyre spot checks from the beginning of Qualifying to the end of the event, including during twin battles.
17.
18. The use of any tyre softening or treatments is wholly forbidden and any competitor found to be using any substances to alter the tyre compound or grip shall be immediately disqualified from competition.
19.
20. Any competitor suspected of tampering with the control tyre can be made to surrender all tyres pre purchased in order to allow testing of the tyres to confirm if any tampering of the tyres. These tyres will be replaced on site with control tyres from the approved tyre provider
21.

FRONT TYRES

Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin.

IN CONCLUSION

QUESTIONS

For questions in relation to these BDC Vehicle & Driver Technical Regulations, please find contact details for relevant BDC personnel below.

BDC Series Director : info@thebritishdriftchampionship.co.uk

APPEALS

Any driver who's vehicle does not meet the competition vehicle regulations set out within this document, but still wishes to compete in the BDC in the aforementioned vehicle, must appeal to the BDC well in advance of the competition event in which he/she wishes to compete in.

The decision to accept or reject any such appeal will be at the full discretion of the BDC

and appeals will only be accepted in exceptional circumstances.

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