



2026
MSA STANDING SUPPLEMENTARY
REGULATIONS

BACKDRAFT CLUB CHAMPIONSHIP
REGULATIONS

VERSION 2
16 FEBRUARY 2026
WWW.MOTORSPORT.CO.ZA

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
Art 2, f & h	16.02.2026	16.02.2026	Regulation amendment
Appendix F	16.02.2026	16.02.2026	Regulation Amendment

1. Rules, Regulations and Eligibility

**This series is open to all marques, including Historic's, Saloons, Proto-Types, Roadsters and Single Seaters
All single seaters must ensure they have fenders/mudguards.**

All cars entered must be aware of the MINIMUM lap time allocated per track as stipulated in point 2b.

Backdraft Roadsters will form part of the main race and qualify for awards however they will also be classified in the Backdraft Championship. All Backdraft Roadsters must conform to Appendix E of these regulations.

- a. All cars must conform to MSA safety standards.
- b. All cars must have Self Declaration Scrutineering forms available on request.
- c. All Backdraft Roadsters will run on Dunlop Semi Slicks
- d. Track will be open for practice and qualifying on Fridays
- e. Warm up will be on Saturday morning followed by the Race
- f. Transponders will be issued to all drivers from the timing office
- g. All Drivers to have MSA approved Helmets and Race Kit in compliance with MSA GCR 139
- h. To be classified as a finisher a competitor must complete 50 (fifty) % of the laps completed by the winner of his class
- i. Any team not up to date with payments or documentation with the promoters and /or organisers will not be allowed to participate in an event until all outstand amounts are settled in full.
- j. Each team entered must have a Team manager who is not a driver.
- k. The series is open to competitors who comply in terms of MSA Circuit Racing SSR1.
- l. All cars entered will be scored in the overall race results, the Backdraft class will be scored separately for the purpose of declaring a Roadster Champion for the year. All other entrants will be scored in the Championship and the winner will be declared the "The Backdraft Series Champion 2026"

2. Scoring

- a. The events in 2026 will consist of 7 Rounds as per below:
 - a. 7th March Dezzi 2 Hour
 - b. 5th April East London 4 Hour
 - c. 13th June Aldo Scribante 5 Hour
 - d. 25th July Maputo 4 Hour
 - e. 17th October Red Star Raceway 3 Hour
 - f. 14th November Dezzi 2 Hour
 - g. TBA December 6/9 Hour Cape Town
- b. The Index of performance target lap time is calculated by taking the two (2) fastest laps set by a car during the race and dividing the total of those two laps by two (2) to achieve a smoothed target lap time. This time is then used to calculate which entry came closest to its overall race time based on the target time.
- c. The Minimum driving time per a driver must drive the car is twenty-five (25) % of the race duration scheduled in the event SR's.
- d. A car must cross the finish line under its own power to be classified as a finisher.
- e. A car must complete fifty percent (50%) of its Class winners race distance to qualify as a finisher.
- f. The race vehicle does not score points; all points are awarded to competitors. **Each individual / competitor in the team is awarded the same points towards the championship. i.e. First placed team – Competitor A in the team is awarded 25 points and Competitor B is awarded 25 points in the championship**
- g. Any competitor using Full Slicks will automatically be placed in Class A
- h. Your class for the year will be determined by the first qualifying session at the first event you compete in the 2026 season, you may move up in Class but may never move down in Class. **A competitor may request to move his / her class. The competitor must make a written application with motivation to the race committee to move his / her class. This is only allowable due to a change of vehicle or team. The race committee reserves the right to allow or disallow the request, based on the motivation put forward to the committee.**
- i. For the first 3 (three) events of the year when a competitor moves up in class, he/she will carry seventy-five percent 75% of his scored points to the next class. For the fourth (4th) and fifth (5th) events the competitor will carry thirty percent (30%) of his/her points forward. For events five (5) and six (6) zero (0) points will be carried forward.
- j. If the competitor moves up in class in the last 3 (three) events of the season, NO points are carried forward.
- k. The "Break-Out" clause will allow **one** (1) lap under the class time, the second "Break-Out" will automatically move the competitor to the next class.

3. Scoring per track

The following Classes will apply to each circuit, if a new circuit is used due to Force Majeure a bulletin will be issued before qualifying to determine classes.

1. Dezzi Raceway

- a. **Class A = 1 Min 1.07.000 to 1 Min 16.999**

- b. Class B = 1 Min 17.000 to 1 Min 21.999
- c. Class C = 1 Min 22 and up

2. East London Grand Prix Circuit

- a. Class A = 1 Min 14.000 to 1 Min 29.999
- b. Class B = 1 Min 30.000 to 1 Min 36.999
- c. Class C = 1 Min 37.000 and up

3. Aldo Scribante Raceway

- a. Class A = 56.00sec to 1 Min 06.999
- b. Class B = 1 Min 07.000 to 1 Min 12.999
- c. Class C = 1 Min 13.000 and up

4. Red Star –

- a. Class A = 1 Min 40.000 to 2 Min 08.999
- b. Class B = 2 Min 09.000 to 2 Min 14.999
- c. Class C = 2 Min 15 and up

5. Maputo –

- a. Class A = 1 Min 15.000 to 1 Min 34.999 –
- b. Class B = 1 Min 35 – 1 Min 38.999 –
- c. Class C = 1 Min 39.000 and up

6. Cape Town –

- a. Class A = 1 Min 08.000 to 1 Min 21.999 –
- b. Class B = 1 Min 22.000 to 1 Min.27.999 –
- c. Class C = 1 Min 28.000 and up

4. Compulsory Pit Stops

Most race circuits do not have double loop timing so in this instance your lap times will be recorded as your pitstop. i.e. in the 3 hour race your car must show two laps in excess of 4 minutes.

3 Hour Race – 2 x 4 Minute Stop including the out lap

4 hour Race – 2 x 4 Minute Stop including the out lap

5 hour Race – 3 x 4 Minute Stop including the out lap

6 hour Race – 4 x 4 Minute Stop including the out lap

COMPETITORS ARE RESPONSIBLE FOR THEIR PIT STOP TIMING!!!

See appendix F for penalties applied to short Pit Stops

5. In-car timing and Data Logging

- a. In car timing is and data logging is permitted.

6. In-car communications

- a. In car communication (ship to shore) is compulsory in all classes. When Radio's fail it is the responsibility of the Team Manager to communicate with his team.

7. Qualifying

- a. Qualification times will only be taken from the official qualifying session for the event. Only one driver is required to qualify a vehicle unless otherwise advised in the event SRs.
- b. Vehicles failing to qualify in the official session will start from the back of the grid. Should there be more than one such competitor positions will be determined by the CoC.
- c. Your Qualifying time will determine your starting Class and Grid position for the race.

8. Safety Car

- a. A Safety Car will be used as described in Appendix E of these regulations.
- b. Pit stops are allowed during a Safety Car intervention period.
- c. Pit lane will close when the Safety car train is visible on the main straight to the marshal in the control tower.
- d. Pit lane will open once the Safety Car train has passed the Pit Lane exit.

9. Red Flag

- a. Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by the Clerk Of the Course.
- b. Drivers may take personal refreshments during a red flag stop but must remain in the vehicle.
- c. Vehicle may not be worked on during a red flag stop, but windscreens, radiator or visors may be cleaned of debris.
- d. Vehicles may not enter or exit the pits during a red flag stop.
- e. The order of restart will be the order at which the drivers were running the lap before the red flag came out.
- f. If a vehicle is already in the pits when the Red Flag is deployed that vehicle will be required to start from pit lane at the restart of the race.

10. Fuel

- a. A maximum of one hundred and twenty liters (120L) on board fuel capacity is permitted unless a car has a greater fuel capacity as homologated by the FIA. Entrants must supply the organisers with the relevant FIA Homologation Document or Number to verify the fuel capacity of the car.
- b. Only Petrol and Diesel based fuels as specified by MSA GCR 240 are allowed. Octane boosters are permitted. Any other form of fuel **MUST** receive written approval from both MSA and the promoters.
- c. All Backdraft Entrants vehicles must comply with Appendix E

11. Refuelling

- a. Only refuelling equipment as specified in Appendix A of these regulations may be used.
- b. A maximum of five (5) crew members may be involved in the refueling of a car whilst the car is on Pit Road at any time before or during an event.
- c. Drivers may remain in a vehicle or conduct a driver change during refueling. Only a fully cladded crew member or driver attired as per SSR 16.7 may assist in the changeover of an incoming or outgoing driver.
- d. Each entry must have a minimum of two (2) x nine kilogram (9kg) dry powder or equivalent fire extinguishers.

One (1) of the fire extinguishers must be placed within easy reach of the refuelling crew on the pit lane and the second (2nd) fire extinguisher with its safety pin deactivated must be held by a crew member, and faced towards the refueling operation.

All fire-extinguishers must carry a current sold by date or an annual current service date Must be service every twelve (12) months .

- e. The vehicle engine must be shut down during refuelling and may not be started until refuelling is complete.
- f. A wet blanket must be placed over the wheel or exhaust area closest to the vehicles fuel intake point. The blanket must be of suitable size to cover the vehicle wheel or exposed exhaust area.
- g. **All refuelling crews shall be attired with a fireproof balaclava, fireproof gloves and a fireproof overall or suit approved by the series scrutineer. In addition, the crew holding the refuelling nozzle and also the crew holding (if used), an overflow or splash bottle shall wear a full-face crash helmet with the visor lowered.**
- h. The refuelling crew must comprise of
 - i. one crew member holding a readied fire-extinguisher as in SSR 16.4;
 - ii. one crew member holding the refueling device and
 - iii. one crew member manning the shut off valve on the refueling rig if used.
 - 1. The shut off valve must always be manned during the refueling process.
- i. No refuelling is allowed in the Pit Garage, under any circumstances.
- j. No work of any nature is allowed on the vehicle whilst it is being refueled.
- k. Vehicles can **ONLY** be refueled by gravity feed only.
- l. Bulk fuel (i.e. two hundred liters (200l) may not be stored in the Pit Garage or Pit Front at any time.
- m. The refilling of fuel rigs with electric pumps is not permitted unless the equipment complies with FIA standards otherwise only manual, or air pressure pumps may be used.
- n. No booms may cross the pit lane at a height of less than one point nine meters (1.90m).
- o. Fuel spillage of any nature will subject the vehicle to a drive through penalty.
- p. All cars must be connected to an earth point whilst refuelling.
- q. Contravention on any of the above regulations will be penalised as per Appendix G.
- r. A Driver change may be done whilst refueling as per SSR 11.c above.

12. Pit Lane

- a. Only five (5) crew members can work on a car whilst it is stationary in front of the Pit Garage on Pit Lane.
- b. Drivers do not make up part of the five (5) technicians working on a car.
- c. Wheels may be changed on the Pit Lane.
- d. Fluids and lubricants may be checked and topped up on the Pit Lane.
- e. No mechanical or electrical work may be carried out on the pit lane except the change of brake pads and brake discs/rotors may be changed in the pit lane. Brief checks may be carried out, but should other work be required the vehicle must be pushed into its pit garage before any work can commence. Contravention of this rule **refer Appendix G.**
- f. Vehicles may not be push-started during the race. **Refer Appendix G.**
- g. Vehicles leaving the pit area may be assisted with a push by crew if it is attempting to pull off under its own power.
- h. The Pit Lane Officer will only communicate with the Team Manager on instructions received from the Clerk of the Course

13. Pit Garage

- a. Car engines may be started in the Pit Garage.
- b. There is no restriction on how many people may work on a car in a Pit Garage.
- c. No fuel may be stored in the Pit Garage.
- d. No smoking, alcohol, or children (unless they are competitors) under the age of sixteen (16) is/are permitted in the Pit Lane at any time.

- e. If any major components are changed during the race, approval must be obtained from a Scrutineer to re-join the race after inspection of the repair.
- f. Only people wearing the appropriate accreditation may enter the pit lane or pit service apron during an event.
- g. All cars must use an environmental mat when in the pit garage or the pit lane as per Appendix D of these regulations.

14. Pit Wall

- a. No people/staff or drivers are allowed on the Pit Wall during the start of the race until the completion of the second (2nd) lap of the race.

15. Race Start and Finish Procedure

- a. Race starts will be conducted by way of a rolling start unless otherwise stated in the event SRs
- b. The Pit Lane will be opened Fifteen (15) Minutes, or as specified otherwise in the event SRs or via Bulletin, prior to the scheduled start of the race.
- c. The pit lane exit will close Five (5) minutes before the official race start and will reopen after all cars have past pit exit at the start of the race.
- d. GCR 272 (iii) will not be applied for the last lap of the race.

16. Out-side Assistance

- a. In the event of a vehicle breaking down on the circuit, no outside assistance is permitted other than by the track officials who may move the vehicle to a safe position or position the vehicle for towing the vehicle back to the pits. Such assistance may also be used to restart the engine.
- b. A vehicle may be returned to the pit area by means of it being towed behind a support vehicle by means of a tow strap, a roll back or a trailer as instructed by race officials.
- c. Only the driver is permitted to make repairs outside of the designated pit area during a race. Should a driver abandon or leave a car on circuit or the relevant run-off areas, it will be deemed that the car has been retired and may not be retrieved for repair at a later stage.
- d. No refueling or replenishment of fluids or lubricants is allowed on the circuit.
- e. The penalty for non-compliance, **refer Appendix G.**

17. Lighting

- a. All vehicles will be required to have the following lights operating at scrutineering and at the start of an event as per two (2) x Headlights, two (2) x Taillights, two (2) x Indicators. Single Seaters may have one (1) working rear brake light. A minimum of one (1) of each of these lights shall be operational at the end of the event. A headlamp may contain a multiplication of elements within the same housing. The headlamp lenses may not be covered.
- b. A maximum of two additional front facing spotlights may be fitted. These additional lights may not be fitted above the centre line of the original headlights.
 - c. No lamp may exceed 200mm in lens diameter or length.
- d. Lights must be turned on when advised by race officials by way of a LIGHTS ON board which will be displayed at the start line for three (3) Laps.
 - e. Competitors ignoring this instruction will be black / orange flagged (Technical Flag) during an event and must return to the pits to repair any faults or damage.
- f. No additional lights may be added to a vehicle during an event.
- g. No rear facing white coloured light is permitted.

18. Communications and Timing

- a. All events will operate as an online internet-based system and there will be no paper records.

- b. Teams must be equipped with the necessary Laptops, PCs etc. to log onto the internet or relevant wi-fi to follow the progress of the event and receive instructions.
 - c. Screens will update as soon as the system allows.
 - d. Each competitor shall have a separate timing transponder.
 - e. Transponders may **NOT** be fitted to a competitors helmet.
- 19. Car Recognition**
- a. A vehicle will retain the same number for the entire season. The number one (1) is reserved for the previous seasons series winner.
 - b. It is compulsory to fit a decal either side of a vehicle showing each driver's name and each drivers Country of Domicile.
 - c. Each car required an alphabetical letter in front of their number indicating their class.
 - d. The promoters and/or organisers reserve the right to fit sponsors decals to a car.
- 20. Silencing**
- a. It is compulsory that cars do not exceed an exhaust noise level measured and set as per Astron Energy/Backdraft Racing Appendix B and/or as per MSA Environmental noise level regulations as stated in the events regulation. Silencers are not a compulsory fitment.
- 21. Tow Straps**
- a. All cars must be fitted with front and rear tow hooks and/or straps. Should a tow point not be available during a recovery, the recovery crew will attach their towing equipment to any convenient point on a car, and any ensuing damage will be for the responsibility of the entrant.
- 22. Drivers Apparel**
- a. All drivers' apparel must be presented at scrutineering for examination. Race suits must comply with MSA GCR 239.
- 23. Bodywork**
- a. Cars may not take part in a qualifying session or a race without any part of the bodywork as presented at scrutineering.
 - b. Documentation, scrutineering and qualifying will take place on Friday before the Qualifying of each event, unless advised otherwise in the event SRs or via Bulletin.
 - c. Failure to attend Drivers Briefing by the Team Manager and all drivers, will be penalised as per Appendix **G and/or the MSA GCR's**.
- 24. Administrative Checks**
- a. During preliminary administrative checks all entrants must have all the required licences and documents as required by the organisers.
 - b. Entrant's and Driver's competition licences. A minimum of a valid MSA club circuit car licence or higher is required to compete.
- 25. Safety Harnesses / Belts**
- a. Full compliance is required as required under **GCR 239 D**.
 - b. All competitors must refer to the safety harness regulations applicable MSA Standing Supplementary Regulations.

26. Rollover Structures

- a. Roll cages and their construction must comply with GCR 239 C read in conjunction with Appendix J of the FIA Articles.
- b. Teams must ensure full compliance with GCR 239 C 3.1 and 3.2 and that such requisite is checked against their tallest competitor in the driver team.
- c. The responsibility to prove such safety compliance rests solely with the team manager.
- d. It is permitted to add material to the rollover structure to ensure compliance with GCR 239 C 3.1 and 3.2
- e. Scrutineers may conduct random checks throughout the event to ensure compliance with GCR 239 C.
- f. Competitors found to be in breach while on the circuit will be shown the black and orange flag by the clerk of the course.

APPENDIXES

APPENDIX A

Refuelling Systems

FIA Approved Single and Twin Nozzle Systems

The refuel systems must carry a current FIA Label of Approval as per Appendix 252-7 which is available on the FIA website as a download. **It is the responsibility of the entrant to prove that the system is FIA approved.**

Non-FIA Approved Fuel Rigs with a standalone Tank

1. Only a single refuelling hose of a maximum of 38 (thirty-eight) mm I.D. may be used.
2. The fuel delivery hose to the car must be fitted with a shutoff nozzle with a maximum of 33 (thirty-three) mm I.D. at its exit into the car fuel tank entry port.
3. All hosing used must be to S.A.B.S fuel hose standards. The onus rests with the competitor to produce such evidence that the pipes are S.A.B.S approved when asked by the relevant official.
4. The maximum refill storage tank capacity is two hundred (200) liters.
5. The top of the storage tank may not be higher than two thousand (2000) mm from the ground.
6. The maximum diameter of the fuel storage may not exceed one thousand (1000) mm.
7. The fuel storage tank must be fitted with a vent pipe on top of the storage tank. The vent pipe shall be of a minimum thirteen (13) mm internal diameter and one thousand (1000) mm in length. The top of the vent pipe will be fitted with a flame trap.
8. A manually operated shut off valve shall be fitted between the outlet hose or pipe directly at the tank.
9. The fuel rig must be earthed at all times via a minimum ten (10) mm earthing cable.

Non-FIA Approved Fuel Churns

Non-FIA Fuel Churns approved by organisers may be used as long as they meet the requirements of the Scrutineers as follows:

- 1) The churn may not hold more than thirty (30) liters
- 2) The churn outlet nozzle must have a minimum length of two hundred (200) mm, and the internal diameter of the delivery nozzle may not exceed thirty-three (33) mm.
- 3) The churn must be fitted with a shut off valve on the delivery hose.

APPENDIX B

Sound Measurement

1. The measurement of sound levels will be made by placing the microphone at 50 (fifty) cm from the end of the exhaust pipe at a forty-five degree (45°) angle and at the level of the exhaust outlet.
2. In the case of rear engine Sports and GT cars, the same test procedure as above may be carried out by placing the microphone at a distance of two (2) meters from the end of the exhaust pipe at a forty-five degree (45°) angle and at the level of the exhaust outlet.
3. Where more than one exhaust outlet is present on the machine, the test must be repeated for each exhaust outlet and the highest reading will be the representative reading.
4. In circumstances where the exhaust outlet is not immediately available or accessible, the test may be conducted at two (2) meters from the centreline of the vehicle with the microphone at the same height as the exhaust outlet.
5. Background noise should be at least ten (10) dB (A) below the measured level. It is necessary that there is a minimum of twenty (20) meters radius open flat space around the vehicle. Where possible, measurements must be taken as close as possible to the vehicle, at the defined distance to avoid background noise.
6. The static sound level limit at is 108 (one hundred and eight) dBA at the half meter test and ninety-nine (99) dBA at the two (2) meter test.
7. A drive by sound test may be conducted at a maximum sound level of ninety-six (96) dBA.
8. Engines must be revved to seventy-five percent (75%) of the maximum (red line) limit for the test.

APPENDIX C

Environmental Mats

1. Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom). Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles is allowed by the organisers.
2. The whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.
3. In combination with the environmental Mats or ground sheets (but not as a replacement or alternative), other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
4. Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container must be available at a designated point. Any damaged mats MUST be disposed of in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.
5. For use on a concrete, tiled or closed surface a non-absorbent groundsheet is considered adequate for use as an environmental mat.
6. If required, absorbent environmental mats are available from MSA offices.

APPENDIX D

Safety Car Procedures

The basis for this document is a speedy reaction to and recovery of broken race cars during open practice, qualifying and endurance race conditions.

1. The Safety Car and a Course Car are deployed from the Pit Lane exit by the CoC for an incident. The Course Car will depart immediately for the incident area with the circuit under full course yellow conditions with all SC Safety Car boards displayed. The Safety Car will pick up the LEAD Car of the event as it approaches the Pit Exit area and will proceed onto the circuit holding position in front of the LEAD car. Should the lead car have pitted the next following car will be deemed as the lead car. The Course Car officials will decide in conjunction with the CoC by radio communication if the incident requires a recovery of vehicle/vehicles to the pits or the vehicle/vehicles are to be abandoned from the event and moved to a place of safety. The SC will proceed around the circuit and may pass the CC & RV when it re-enters the circuit to return to the pit area.
2. The SC will only switch off its lights for a restart when the RV and CC have entered the pit area under instruction from the CoC.
3. The SC boards will be removed once the SC has exited the circuit and no car may overtake another prior to the Start/Finish line where a green flag will be waved.
4. Cars that have entered the pits during the SC period may only re-join the circuit at a safe pace and proceed to the back of the SC "train". Should the SC "train" be passing the pit lane exit when a competitor wants to exit the pit lane the competitor must be held until the last SC "train" car has passed the pit exit and then released.
5. Should the pit straight area be blocked by debris from an incident, the SC may use the pit lane to avoid that section of the circuit during the SC period at the discretion of the CoC.
6. Once the SC lights have been switched off competitors may not weave behind the SC but must maintain a single line of vehicles until the restart.
7. Should the SC come up behind a slow-moving competitor during the SC period that competitor must be taken as a slow-moving vehicle with a white flag displayed by the marshals, and it must take up position at the rear of Safety Car "train" after being passed by the SC and all other competitors.
8. Cars must proceed at a safe pace to catch up to the SC and form a train behind the SC.
9. Cars leading the SC train may not accelerate and or pass the SC until the SC has left the circuit.
10. Non-compliance with any of the above by competitors **refer to Appendix G.**

APPENDIX E – APPLICABLE ONLY TO THE BACKDRAFT ROADSTER CLASS

Competitor's attention is drawn to GCR 226.

1. Engine specifications:

1. All engines will be built at the TR-Tec facility at Prospecton Kwazulu-Natal.
2. All engines are sealed and may not be opened.
3. The engine is controlled by a Dicktator management system and can be mapped according to your requirements. The RPM limit is **controlled**.
4. An engine Oil Cooler may be fitted.
5. Teams are responsible for the freight cost of replacement engines to and from TR-Tec.
6. A power steering fluid cooler and ducting may be fitted.
7. Engine Crankshaft pullies may be changed from the current 145 (one hundred and forty-five) mm diameter to 100 (one hundred) mm diameter pully supplied by TR-Tec.
8. Engine Air Flow is conducted via one ninety (90) degree rubber bend with an aluminum straight connected to a cone filter. The Cone filter may be changed to another make but the shape and size must be the same as original.
9. No holes may be drilled or made to improve airflow.
10. Flywheel must remain standard

2. Gearbox specifications:

1. Only gearboxes supplied or re-built by TR-TEC may be used in the vehicle.
2. The gearbox must be a BMW five (5) Speed Diesel Gearbox with the same ratio's as current.
3. All gearboxes **must** be built and or rebuilt by TR-Tec

3. Differential specifications:

- 1) A limited slip type differential with the below ratio is permitted;
 - i. 3.46:1,
 - ii. 3.64:1
 - iii. 3.73:1
- 2) An Open diff with above ratio's is permitted.
- 3 All differentials must be built rebuilt by TR-Tec.
- 4) An oil cooler with a maximum of forty (40) rows may be fitted to cool differential oil.
Air Ducts for the oil cooler may be cut in a line directly behind the driver's or the passenger's seat.
Rectangular duct holes may not exceed two hundred (200) mm x fifty (50) mm in size.
Round Air Duct holes may not exceed 100 (one hundred) mm in diameter. A maximum of four (4) of seventy-five (75) mm holes may be made in the boot lid to assist with oil cooler air flow.
- 5) Fuel coolers are **NOT** allowed.

4. Suspension specifications:

1. All suspension components are supplied by TR-Tec and may not be changed to any alternate component unless visually the same as the original TR Tec supplied parts.
2. Stabiliser Link Arms front and rear may be rose-jointed.
3. Camber, castor, and toe settings may be adjusted within the components supplied and no mounting points may be changed.
4. Dampers must remain BDR Dampers as supplied by TR-Tec. Damping may not be changed.
5. Spring rates and dimensions are free subject to the spring fitting in its original position.
A threaded locating tube (to enable ride height adjustments) may be fitted to the rear of the chassis to enable different rate springs from the original to be fitted.
The ride height specifications must in all cases be complied with as per these regulations.

5. Minimum ride height must remain within twenty-five (25) mm above or below the standard front ride height of one hundred and thirty (130) mm as measured at front end of the lower chassis rail and one hundred and eighty (180) mm as measured at the rear end of the lower chassis rail.
6. Minimum Rear: one hundred and forty-five (145) mm Maximum Rear: two hundred (200) mm
 - 1) Minimum Front: one hundred and five (105) mm Maximum Front: one hundred and fifty five (155) mm
7. The front stabiliser bar link arms may be replaced with solid or rose jointed arms.
8. **Brakes:**
 1. All brake components as supplied by TR-TEC may not be changed unless otherwise specified.
 2. Brake Pads are free at the competitor's own cost.
 3. Brake calipers may be changed as long as all dimensions and design remain as per the original BDR part.
 4. Braided brake hoses may be fitted.
 5. Brake cooling ducts may be fitted to existing holes and vents.
No additional holes may be made unless otherwise stipulated.
9. **Fuel System:**
 1. A vent tank of no more than two (2) liters may be fitted to prevent fuel spillage at pit stops. The vent tank may not be fillable via a cap and only one inlet and one outlet pipe is allowed.
 2. A swirl pot of no more than two (2) liters capacity may be fitted. The original fuel pump may be replaced by a lift pump and a pressure pump. The preference is for Bosch pumps so that spares may be carried in the spares truck.
 3. No modifications may be made to the fuel tank and the positioning thereof.
 4. Refueling to take place per these championship regulations Appendix A with the refueling equipment as supplied by TR-TEC.
 5. Fuel Tank capacity is maximum seventy (70) liters.
- 10) **Exhaust System:**
The exhaust headers must remain as supplied by TR-TEC. The remainder of the exhaust is free.
- 11) **Wheels and Tyres:**
 1. Only nine (9) inch wide rims on the front and ten point five (10.5) inch wide rims on the rear are to be used.
 2. Tyres:
 - a) Front: Dunlop Direzza DZ03G H1 265/35/R18 on nine (9) inch rims
 - b) Rear: Dunlop Direzza DZ03G H1 295/30/R18 on ten point five (10.5) inch rims
12. **Mass & Dimensions:**
The cars minimum weight without driver is listed at one thousand (1000) kg. Cars will be measured at random for conformity immediately after each qualifying practice session and at any other time as decided by race officials. This is applicable only where calibrated weigh bridges are available.
13. **General:**
 1. Additional instrumentation may be fitted after approval by Backdraft Racing at the cost of Competitor.
 - 2.. All changes to these regulations will be communicated to competitors via numbered and written bulletins.
 3. No other ECU may be used in the vehicle.

4. Dash info may be received through other means, i.e. Garmin Catalyst or any other type of dash. This dash may NOT provide any mapping/performance related information ie. maps, etc. to the engine

APPENDIX F – PENALTIES

Penalties applicable:

Fuel

- Entrants not complying may be excluded.

Refueling

- Contravention on any of the items in the Refueling procedure as stipulated will be penalised by penalties of up to and including exclusion from the event.

Pit Lane

- Contravention of Pit Lane speed limit may lead to a drive through penalty.
- If vehicle is push started in Pit Lane a drive through penalty will be issued.
- Spillage of fuel in pit lane will receive Drive Through penalty.

Out-side Assistance

- The penalty for non-compliance of any part of this rule is possible exclusion or lesser at the discretion of the CoC or the Stewards if a protest has been lodged.

Documentation & Scrutineering

- Failure to attend Drivers Briefing by the Team Manager and all drivers will result in a drive-through penalty for the Team concerned within the first five (5) laps of the race, unless express permission has been granted by the CoC.

Safety Car Procedures

- Non-compliance with any of the Safety Car Procedures by competitors may result in a drive-through penalty.
- A Drive Through or Stop and Go penalty cannot be carried out once the Safety Car has been deployed or the red flag has been shown for the suspension of the race.

Technical Regulation Breach

- Any breach of the technical regulations as specified in Appendix F will be penalised in accordance with GCR 176.

Pitstop Penalties

- Any competitor or vehicle not complying with the specified Pit Stop regulations will be penalized as follows:
- ~~First (1st) offence = Five (5) seconds short of target time = thirty (30) seconds added to total race time.~~ First (1st) Five (5) seconds short of targeted pitstop time, will lead to thirty (30) seconds penalty being added to the offending competitors total race time.
- ~~Every ten (10) seconds there-after = One (1) Lap deduction.~~ Every ten (10) seconds short of targeted pitstop time there-after, will lead to a One (1) Lap deduction in the offending competitors results
- If NO stop is made = Exclusion from event.