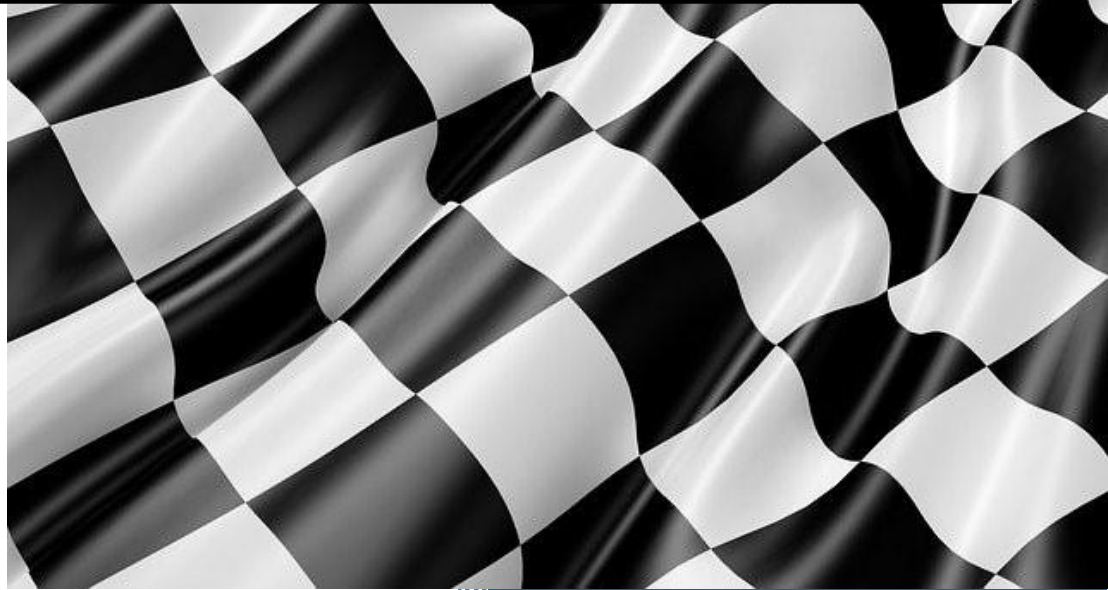




2025

Club Standing Supplementary Regulations

Northern Regions Superhatch Championship



Version 1

1 January 2025

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>

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1. Definition and Regulations:

- A. "SuperHatch" - a class of racing that complies with the following regulations.
- B. All qualifying races shall be held under the General Competition Rules and the Standing Supplementary Regulations of MSA, these standing regulations and any Supplementary Regulations issued by the Promoter.

2. Aim:

- A. To provide competitive and affordable racing.
- B. To declare a class winner for each class and an overall SuperHatch champion.

3. Scoring:

- A. Points will be scored for each race separately and for each class separately. The points awarded will vary according to the number of competitors per class, as follows:
3 competitors or more in class: 10 8 6 5 4 3 2 1
1 or 2 competitors in a class: 6 5
Full points will be awarded for Coastal and Phakisa events regardless of entries (e.g. Dezzi, PE, East London)
- B. All other competitors classified as finishers in the results published by the organisers of the meeting get 1 point.
- C. All non-finishers get 1 point. To qualify to score points you have to start a lap in any official session of the race meeting (practice, warm-up, qualifying or a lap in either race).

4. Results:

- A. A competitor has 7 days from the date of ratification by the committee to query his/her points or those of any other competitor. After the 7 days has passed the points will be deemed final and no further amendments will be made. The only exception to this is where points are affected by the outcome of an official MSA procedure.

5. Qualifying:

- A. The grid positions for the start of each heat will be determined either by the SuperHatch committee based on a competitor's previous performance or by the fastest lap time set in qualifying for heat 1 and the finishing order of heat 1 for heat 2. Non-finishers will start at the back of their class.
- B. When grid positions are determined by any method other than qualifying times then the committee will decide on the manner in which the grid will be formed.

When reversed on previous results/finishing order, a no show or penalty will not be placed near the front, for penalties or infringements drivers will be placed at the back of their class.

6. Controller of the Series:

- A. The controller of the 2025 SuperHatch series will be the SuperHatch Committee. SuperHatch is affiliated with MSA.

7. Championship Sponsor:

- A. One set of sponsor decals and car numbers will be supplied by the club. Where there is a series sponsor or where a selected type of sticker/s is chosen. A fee will be charged for additional decals and car numbers.

8. Series Championship:

- A. The championship will consist of points scoring events, of which the majority will be race meetings. The overall champion will be the person with the highest number of points. The youth championship will be run for

competitors between the ages of 14 less 6months, and 16 years of age, and will not be eligible for the overall championship.

- B. Should there be a tie then the competitor with the greater number of first places will be declared the champion. If this does not resolve the tie then seconds, failing this, thirds and so on will be used.
- C. Drivers finishing in the top five overall in the championship may elect to use that number in the following year's championship. However, this is not compulsory.

9. Classes:

- A. There will be four classes: A, B, T1, T2, the youth championship will be run in classes B, T1 and T2 only.

10. Yellow Card System:

- A. To discourage bumping yellow cards will be given to competitors who contact other cars in any official timed session (race/qualifying/warm-up). Yellow cards will be given to competitors who are deemed, by the SuperHatch committee, guilty of unsporting behaviour. Unsporting behaviour includes contact between cars in a race. A competitor will receive one yellow card per incident and therefore may receive more than one card in any official timed session.
- B. The SuperHatch Committee reserves the right to investigate any incident and issue yellow cards at its discretion.
- C. If a competitor receives a yellow card he or she will be penalised as follows:
 - 1st yellow card: no penalty
 - 2nd yellow card: less 1 point
 - Further yellow cards will attract an additional 2 point penalty per card.

11. Eligibility:

- A. The SuperHatch series is by invitation. All competitors have to be paid up SuperHatch club members.
- B. All racers must hold a valid/current MSA competition license.
- C. All hatchbacks must be presented for inspection and complete a compliance form. If the car is approved in writing, it will be allocated to a class based on the guidelines set out in appendix A.
- D. Any new competitor to SuperHatch may, depending on previous experience, have to race two consecutive race meetings with a piece of bunting tape placed on the rear of the car as an indication to the other drivers.

12. Protests:

While the spirit of SuperHatch is to have fun when we race, there may be times when a protest might be lodged by one competitor against another.

- A. Where this is a driving incident, then the MSA white book covers the type and timing of such protests and this is outside of the jurisdiction of the SuperHatch committee.
- B. Where such protest is to do with the eligibility of a car, then this should be submitted in writing using the Protest Form (available from the Technical Representative) and be accompanied by the requisite protest fee.
- C. Protest Fee - Note that to dyno a car and/or to strip it for inspection involves time and cost for the competitor and the committee member(s) undertaking the inspection. Any protest in this regard must be accompanied by a protest fee of R1000 in cash or with proof of payment, which will be held until the outcome of the protest is known.
- D. The Committee has the right to call for an inspection or test of a car without having to lodge a protest fee. Any costs incurred by a competitor are not refundable whatever the outcome of the inspection or test.

E. Where a protest concerns the performance of a car then the car will be tested using the designated dyno. The power and torque will be measured and a new power and torque to weight ratio calculated for the car based on the recorded weight from the race where the car was protested. Should either the power and/or torque to weight ratio mean that the car exceeds its allowed maximum then another SuperHatch car will be tested and its performance used as a sample to compare the gain of the protested car.

- The following formulas will be used:

Protested car = PC

Sample car = SC

PC new kW - PC previous kW

(PC previous kW) x 100 .= Change %

SC new kW - SC previous kW

(SC previous kW) x 100 .= Change %

PC new Nm - PC previous Nm

(PC previous Nm) x 100 .= Change %

SC new Nm - SC previous Nm

(SC previous Nm) x 100 .= Change %

Should either the power and/or torque change percentage of PC be more than 3% greater than the power and/or torque change in percentage of SC then the car shall be found to not comply with the regulations and an underweight penalty will be applied as per Appendix C.

13. Additional Weight:

Additional weight will be added to cars to make the classes more competitive.

- A. The method used to allocate additional weight is set out in appendix B.
- B. The amounts may be reviewed and adjusted periodically by the committee.

14. Additions and Amendments:

Any provision unforeseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of a circular to these rules, issued by the SuperHatch Committee in conjunction with Motorsport South Africa (MSA).

Appendix A:

Introduction:

- a. It should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.
- b. If there is any uncertainty as to the legality of a car or any modification then it is the responsibility of the competitor to seek approval in writing from the committee before the modification is done.

1. Classes:

- A. There will be 2 time-based classes: Class T1 with a cut-off time of 1m15s at Zwartkops, and class T2 with a 1m18s cut off time at Zwartkops. At other circuits break-out times will be posted on the notice board. A break-out from T2 will result in the competitor moving to T1 in the next race. A breakout in T1 will result in a 1 second penalty per racing minute being added to the total race time.
- B. There will be two power-to-weight classes. A Car will be allocated into a class based on its Power-to-weight ratio set out in the table shown below: (All values measured at the wheels)

Class kW/kg Nm/kg

A 0.087 0.166

B 0.074 0.141

- C. Weight includes the driver. The kW and Nm must be measured on the designated dyno from 4000rpm (see appendix D). It is compulsory that every car is dynoed before it will be allowed to race in class A or B.
- D. BOP : The committee reserves the right to adjust parameters for a type of car in order to make the racing more competitive. This will be done through a balance of performance test. Only regular competitors may present their cars for BOP.
 - I.e. Competitors that have done at least 80% of the season to that point. The competitors wishing to have their cars BOP tested will leave their cars at Zwartkops. A stig driver will drive the car during the following week and set a lap time. The stig will then make recommendations to improve the car. If the stig feels the car is sufficiently setup but the car is not able to do a competitive lap time the recommendation will be a rule break for the type car.

The easiest rule break will to give the car more power to weight. I. E. If it is a class A car that is 0.5 seconds off pace the recommendation may be that that type of car gets to run an additional 4kw per ton of power. Thus making up for the 0.5 seconds.

2. Body Shell:

- A. The car must retain the original silhouette. Rearview mirrors must be retained.
- B. Bumpers must be retained.
- C. Headlights, brake lights and rear indicators must work.

3. Interior:

- A. A safety harness which complies with the MSA rulings, with a minimum of 4 mounting points, must be fitted for the driver. Passenger seat and rear seats may be removed.

4. Engine:

- A. The engine and body shell must be made by the same manufacturer (i.e. VW engine in a Golf).
- B. No all-wheel drive cars are permitted – only 2-wheel drive cars.
- C. Engine mounting points and position must remain standard as per model.
- D. Piggyback computer systems and after-market stand-alone ECU's are allowed. However, the system must only contain one map.
- E. Turbochargers and superchargers are allowed. Boost may not be adjustable from inside the car and once set will be sealed.
- F. The engine must be sealed after being dynode. In such cases, the committee will re-seal the engine following the completion of repairs without requiring a re-dyno.

5. Tyres:

- A. Competitors must use the series Dunlop Tyre available at ATS
185/55R14 H1/195/55R15 H1
Larger tyres for vehicles that come out STANDARD with 215/45R17 H1 tyre size, MAY apply in writing to the committee to run this size trye, ONLY if it is impossible to fit a 15 inch wheel over the standard brake disc
- B. No slick tyres are allowed.
- C. A competitor may apply in writing to the committee in order to build a car for SuperHatch which is outside of the current rules. The competitor must state where the car is not compliant i. E. Wheel rim size. The committee will respond in writing either allowing or disallowing the request. If granted, the car will be subject to balance

of performance in order to ensure close racing. This may entail reducing the power to weight ratio to compensate for larger tyres etc.

7. Suspension:

- A. Shocks are to remain standard as per model or Gabriel/Armstrong/Monroe/ Bilstein B4 replacement shocks as per model. The standard shock shaft may be modified (e.g. be shortened and re-threaded at the top by up to 30mm) only if the sole purpose is to increase the longevity of the shock by preventing the shock shaft hitting the bottom of the shock casing.
- B. Springs are free, and lowered / up-rated springs are allowed.
- C. The adjustability of suspension geometry, other than specifically mentioned in these regulations, is limited to that provided by the car manufacturer for the standard suspension. Front anti-roll bar thickness and material is unrestricted but must remain in the standard mounting position.
- D. Rear axles on FWD vehicles may be stiffened/reinforced by 'boxing' the axle and adding gussets. The position of mounting points of the axle and its components may not be changed.
- E. Non-standard suspension bushes are prohibited, however, rubber bushes may be replaced with polyurethane bushes (adjustable rose joints are not allowed).
- F. Camber plates may be fitted to the top of the shock turrets. Type and design of camber plates is free. The shock tower must remain in the original position.
- G. The Golf 1 hub is prone to early failure and it is therefore allowed to upgrade it by fitting a Golf 2 Hub.
- H. All cars which do NOT have independent rear suspensions will have a 5% weight deduction calculated on their base weight.

8. Suspension Geometry:

- A. Maximum 4.0 deg negative camber per wheel.

9. Brakes & Driver Aids:

- A. Brake callipers should remain standard as per manufacturer, bigger brake discs up to 258mm in size can be fitted to any car, pads are free. An additional 1% weight penalty will be added to the minimum mass for cars that have callipers with more than 2 pots on the front brakes.
- B. For cars that come out standard as per model with discs larger than 271mm may run the standard disc, with no weight penalty. For cars that come out standard as per model with discs smaller than 258mm, the minimum mass will be reduced by 2% unless bigger brake disks have been fitted as in 9.a. above (i.e. the advantage may not be bigger brakes and less weight).
- C. Standard disks may be grooved and/or cross-drilled to reduce brake fade.
- D. Rear brakes on a front-wheel drive car may be changed to disc brakes.
- E. Fitting of alternate brake piping/hosing is permitted.
- F. Brake biasing valve/system may be replaced with a proprietary pressure limiting valve/system.
- G. For cars that come out standard as per model with Anti-Lock Braking, Traction Control, Stability Control etc. An additional 2% weight penalty will be added to the minimum mass unless the competitor can prove to the committee that the device has been disabled.

10. Ride Height:

No part of the car, including the front spoiler, may be lower than 50mm to the ground.

11. Fuel surge tanks

are permitted.

12. Gearbox:

- A. No modifications to the standard gearbox casing as per model are allowed.
- B. Gear ratios and differentials may be interchanged between models but must fit into the standard gearbox casing without modification and must be standard parts.
- C. Limited slip differentials are allowed only if standard per model and that model was sold in South Africa, 2% will be added to the calculated minimum mass for these cars.
- D. A competitor is allowed one gearbox ratio change per championship year. This may be checked using the dyno.

13. General:

All components not referred to specifically must remain standard to factory specification. No changing mounting positions or bending of material. Unless referred to specifically.

Appendix B

1. Scales:

The committee reserves the right to use either the SuperHatch corner weight scales or the actual circuit's scales for races which do not take place at Zwartkops.

Appendix C

1. Penalties:

If a competitor is found by the committee to be in contravention of any of the rules or guidelines set out above a penalty will be given to the competitor. Typically the penalty will be additional time added to the competitor's race (heat) time. However, the committee reserves the right to exclude a competitor from a race, an event and/or future events should the need arise. It is intended that the penalties will increase with each infringement; an example is set out below:

INFRINGEMENT 1ST TIME; 2ND TIME; 3RD TIME

- Underweight up to 30kg: 1s / racing minute; 2s / racing minute; disqualified
- Underweight > 30kg: 2s / racing minute; 5s / racing minute; deliberate cheating
- Camber (any wheel): 1s / racing minute; 2s / racing minute; disqualified
- Ride height: 1s / racing minute; 2s / racing minute; disqualified
- No Dyno: 5s / racing minute; 5s / racing minute; no race
- Dyno on race day: 1s / racing minute; 2s / racing minute; no race
- Seals broken: 5s / racing minute; 5s / racing minute; disqualified
- Any other infringement: 1s / racing minute; 2s / racing minute; disqualified

Deliberate cheating: Banned from the championship for the remainder of the year and all championship points forfeited.

Appendix D

1. Designated Dyno:

In order to allow a true comparison between cars, the committee will designate a dyno to measure power and torque output and notify SuperHatch members accordingly.

2. Alternate Dyno:

The committee reserves the right to change the designated dyno to an alternate dyno should the need arise and, with reasonable notice, insist that every car is then dynoed on the new designated dyno, even if the seals are still in place and unbroken.