



# **MSA SUPERHATCH SPORTING AND TECHNICAL CLUB CHAMPIONSHIP REGULATIONS**

**VERSION 1**

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## 2026 SUPERHATCH CLUB CHAMPIONSHIP

### 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 club 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 The Zwartkops 200 event regardless of entries
- 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.

**6. Controller of the Series:**

- a. The controller of the 2026 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.
- 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 and T2

**10. Reserved**

**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 club competition licence.
- 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 GCR's 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 to the committee using the Protest Form (available from the Technical Representative) and be accompanied by the requisite protest fee of R2000
- c. 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. Should a competitor be found guilty of a technical infringement all costs occurred will be for the competitor's account. Should a competitor be found legal, the committee will bear the costs of the inspection.

### **13. 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 break-out time of 1m15s at Zwartkops, and class T2 with a 1m17s break-out 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)
  - a. **Class kW/kg**
  - b. A 0.096
  - c. B 0.076
- c. Weight includes the driver. The kW 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. The easiest rule break will 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.

**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. For cars in class A & B : 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 can use the series Dunlop Tyre available at ATS
- b. 185/55R14 H1/195/55R15 H1
- c. 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 tyre, ONLY if it is impossible to fit a 15 inch wheel over the standard brake disc
- d. No slick tyres are allowed.
- e. 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. For cars in class A & B : Shocks are to remain standard as per model or Gabriel/Armstrong/Monroe/ Bilstein B4 replacement shocks as per model. The standard shock shaft may 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. 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.
- d. Non-standard suspension bushes are prohibited, however, rubber bushes may be replaced with polyurethane bushes (adjustable rose joints are not allowed).
- e. 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.
- f. The Golf 1 hub is prone to early failure and it is therefore allowed to upgrade it by fitting a Golf 2 Hub.
- g. For cars in class A & B: All cars which do NOT have independent rear suspensions will have a 5% weight deduction calculated on their base weight.

**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.
- b. Rear brakes on a front-wheel drive car may be changed to disc brakes.

- c. Fitting of alternate brake piping/hosing is permitted.
- d. Brake biasing valve/system may be replaced with a proprietary pressure limiting valve/system.

#### 10. Ride Height:

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

#### 11. Fuel surge tanks

- a. 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 , but in class A & B only if standard per model and that model was sold in South Africa

#### 13. General:

- a. All components not referred to specifically must remain standard to factory specification.

### APPENDIX B

#### 1. Penalties:

- a. 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.

### APPENDIX C

#### 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.

### APPENDIX D

The below table is a quick reference guide and does not replace nor supersede any of the rules contained in the rest of the document.

	Break-out time	Power-to-Weight	Shocks
Class T1	1m 15.0s	n/a	no restriction
Class T2	1m 17.0s	n/a	no restriction
Class A	n/a	96kw/ton	Standard
Class B	n/a	76kw/ton	Standard