



# MOTORSPORT SOUTH AFRICA NPC

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## MSA SUPERHATCH CLUB CHAMPIONSHIP CIRCULAR 1 OF 2018

The following additions to the Northern Regions Superhatch club championship regulations, as contained in MSA circular NR18/18, are made with immediate effect:

### 12. Protests:

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

- a. Where the protest arises from driving conduct, then the normal MSA procedures apply and such protests fall outside the jurisdiction of the SuperHatch committee.
- b. However, where a complaint has to do with the eligibility of a car, then a separate internal process shall be followed by the SuperHatch committee. In terms of this process, the complaint shall be verbally lodged with the Technical Representative while the cars are still in *parc ferme*. This will allow the car(s) that are 'under protest' to be held in *parc ferme* while the competitor lodging the protest completes the Technical Protest Form. The completed form must be handed to the Technical Representative within 30 minutes after the completion of any race where eligibility is in question. In the absence of the Technical Representative then the protest form should be lodged with the relevant Class Representative.
- c. All protests must be submitted in writing using the special protest form (available from the Technical Representative) and be accompanied by the requisite fee (see below).
- d. It is intended that all protests be handled as quickly as possible, but where the protest entails the stripping of a car or the measurement of engine performance then the committee has as long as is reasonable to declare the result of a protest. Where, due to lack of time or the availability of the competitor and/or the Technical Representative, the protest is not resolved before the next event then the competitor will be allowed to compete in that and any subsequent events providing all of the seals applied by the Technical Representative are in place and unbroken. It should be noted that if the car is subsequently found not to comply with the regulations all points scored from the event where the car was originally protested until the results of the inspection will be forfeited. Notwithstanding the above, the protest must be resolved within 14 days of the last event of the season, failing which the car will be deemed to NOT comply and the penalty will be applied.
- e. 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 R800, which will be held until the outcome of the protest is known. Where a protest is successful then the protestor will have the R 800 protest fee returned and the protested competitor will be held liable to reimburse the committee member(s) handling the protest. Where a protest is not successful then the R800 protest fee will be used to defray the

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incurred expenses of the protested competitor as well as the committee member(s) handling the protest. Any of the protest fee not utilised to defray expenses will then be paid into club funds.

- f. The Committee has the right to call for any 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.
- g. Where a protest concerns the performance of a car then the car will be tested using the designated dyno. The protested car will be sealed to prevent anyone from altering the performance and the car and must be taken to the dyno within 3 working days after the race where the protest was made. 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. If no weight was recorded, for whatever reason, then the last recorded weight will be used to make the calculation. 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. For calculation purposes, 2 decimal points will be used with no rounding.

Example 1

If a class A car previously made 89kW on the dyno and weighed 1030kg after the race the power to weight (PTW) ratio is 86,5kW which is below the max of 87kW/ton. The car is then protested and makes 91kW on the test. This makes it 88.34kW per ton, which is above the maximum for class A. A second sample car is measured on the dyno and it makes the same kW as it did at its previous test. Let's say it made 60kW before and after.

PC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (91 - 89) / 89 \times 100 = 2.25\%$

SC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (60 - 60) / 60 \times 100 = 0\%$

Therefore the car is legal since the gain is less than the 3% allowance.

Example 2

The car makes 87kW after the protest. Then the PTW is 84.5kW/ton.

Therefore the car is legal since it has actually a lower PTW than before.

Example 3

The car makes 92kW after the protest and the other SuperHatch car makes 61kW. PC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (92 - 89) / 89 \times 100 = 3.37\%$

SC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (61 - 60) / 60 \times 100 = 1.66\%$

Therefore the car is legal since its gain is less than 3% more than the gain of the sample car.

Example 4

The car makes 93kW after the protest and the other SuperHatch car makes 61kW. PC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (93 - 89) / 89 \times 100 = 4.49\%$

SC:  $(\text{new kW} - \text{prev kW}) / \text{prev kW} \times 100 = (61 - 60) / 60 \times 100 = 1.66\%$

Therefore the car is illegal since its gain is more than 3% more than the gain of the sample car.

Example 5

The same class A car made 168Nm and had a torque to weight ratio (TTW) of 163.11Nm/ton which is below the max of 166Nm/ton. The car is measured and now makes 173Nm. The sample car made 120Nm before and 121Nm after.

PC:  $(\text{new Nm} - \text{prev Nm}) / \text{prev Nm} \times 100 = (173 - 168) / 168 \times 100 = 2.98\%$

SC:  $(\text{new Nm} - \text{prev Nm}) / \text{prev Nm} \times 100 = (121 - 120) / 120 \times 100 = 0.83\%$

Therefore the car is legal since its gain is less than 3% more than the gain of the sample car.

The following amendment is made to Appendix A, rule 8c and d.

**8. Suspension Geometry:**

- c. Camber and castor may be adjusted providing no modifications are made to the standard inner wings or position of the shock tower. The top of the shock tower may be modified to accommodate camber plates.
- d. The position of the lower ball joint may be altered in order to achieve camber by spacer plates/brackets. The sole purpose of this may only be to increase camber and/or castor by moving the ball joint horizontally - the position of the ball joint may not be changed in order to change the control arm angle. Spacer plates/brackets may only be bolted into place. No cutting or welding of control arms is allowed, but new holes may be drilled to accommodate the mounting of the plate/bracket. Modifications of this type may only be done on the outer end of the control arm.



**ELDRID DIEDERICKS**  
**MSA NR COMMITTEE CHAIRMAN**

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