



# MOTORSPORT SOUTH AFRICA NPC

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## MSA RALLY CIRCULAR 1 OF 2019

Please note the following Rally Regulation changes, which are of immediate effect.

### 1. Please refer to **2019 MSA RALLY STANDING SUPPLEMENTARY REGULATIONS - PART 5**

#### 1.1 Please amend **SSR 3. R2N Class:**

3.5 Vehicles **MUST** comply with South African homologations in Group R, conforming to FIA Appendix J Article 260 Class R2B.

3.6 Articles 251, 252 & 253 of the FIA Appendix J remain applicable; however, the FIA Appendix J Article 260 regulations will take precedence.

3.7 These cars must comply with the relevant Group A homologation document, the specific 2019 Regulations of Appendix J Article 260 as well as the 2019 Homologation Regulations for R2B cars.

3.12 Superchargers/turbochargers: FIA Appendix J Article 260 (Group R cars). Art 304 permits the use of *927 cc and up to 1067 cc* supercharged/turbocharged engines in Group R2B, ***HOWEVER—In the South African Rally Championship supercharged / turbocharged R2B engines will not be permitted in 2019, which will be allowed in R2N, subject to the following conditions:***

***3.12.1 The engine will be GP N standard as per App J Art 254 Production cars (Group N). The only deviation allowed will be the fitting of a larger turbocharger from the family of cars. The deviation, turbo as well as fitment thereof, has to be accepted by the Technical Delegate and approved in writing by the Chairman of the NRC.***

***3.12.2 Balance of Performance may be applied to bring the engine characteristics in line with the NA 1600 cc cars. The equalising parameters will be tractive effort at the driven wheels and maximum vehicle speed. Turbocharger boost pressure, rpm limit and ignition timing advance will be the adjusted parameters in the ECU. These parameters will be locked in the ECU. Pop-off valves may be fitted if required.***

**MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA**



Directors: A. Scholtz (Chief Executive Officer), A. Taylor (Financial), F. Alibhai, D. Easom,  
G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Themba, S. Van der Merwe

*The Technical delegates may review and adjust the settings when required, but no adjustments may be made once an event has started. All logged engine data shall be made available to the Technical Delegate upon request. Non-availability of data will be referred to the Clerk of the Course for a penalty.*

*3.12.3 Refer SSR Part 1art 184 Fuel.*

*3.12.4 The transmission shall remain the SADEV STC 5-speed sequential gearbox with the 3.643:1 final drive ratio (51:14 teeth). The max speed may be electronically limited to match the NA 1600cc car max speeds.*

- 3.14 Engine RPM: in the South African Rally Championship, cars in the R2N Class will be limited to a maximum engine speed of 8000 rpm *for the normally aspirated 1600cc cars. The 1000cc turbo cars will be limited to a maximum engine speed of 6500 rpm, in addition to a max speed limit in 5th gear, which will be advised via circular.* The Technical Delegate or his appointed assistants may check Max engine rpm and ECU data at any time before, during or after the rally.
- 3.16 The Rally Technical Working Group may test all R2N vehicles at random and may apply performance equalization measures if deemed necessary. *Refer also SSR 193 Part 2 art 15.1.11 Engine Sealing and Inspection.*

**Issued on behalf of the MSA National Rally Steering Committee**

**Date: 13 February 2019**

**Reference: 161829/157**