

Technical Regulations 2018 Peugeot Rally Cup Ibérica



PEUGEOT
RALLY CUP
— IBERICA —



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INTRODUCTION

This Technical Regulations were registered at FPAK (Federação Portuguesa de Automobilismo e Karting) with the FPAK VISA Nº 013/PRC/2018 approved at: 08/01/2018

This Technical Regulations were written to describe what is allowed and not what is forbidden. The reader should always have in mind that modifications are forbidden, unless they are expressly allowed by the following:

- Peugeot Rally Cup Ibérica Technical Regulations;
- Appendices and Bulletins to this Technical Regulations;
- 208 R2 Assembly and Technical Bulletins.

The Technical Regulations and Appendices will be published at www.fpak.pt. The Assembly Technical Bulletins and the Technical Bulletins will be published at the Technical Documentation section at www.peugeot-sport-store.com.

The worn or damaged components can only be replaced by Peugeot original parts (in case of original or standard parts), by Peugeot Sport or with Peugeot Sport parts (specific parts) from the Peugeot Sport parts catalogue for 208 R2.

The competitors are entirely responsible for the technical conformity of their vehicle during the 2018 Peugeot Rally Cup Ibérica, since the initial scrutineering until the official results publishing.

Every works or procedures done on the vehicle should be done according to Peugeot described procedures (in case of original or standard parts), or according to Peugeot Sport (specific parts) and in strict compliance with the Technical Regulations.

The organiser reserves the right to change the 208 R2 technical specifications or the 2018 Peugeot Rally Cup Ibérica Technical Regulations. The competitors will be informed about those changes by bulletins to the regulations at the FPAK website (www.fpak.pt).

ARTICLE 1

Definition and identification of the eligible vehicle.

1.1 Vehicle type

Only the Peugeot 208 R2 is allowed to compete on the Peugeot Rally Cup Ibérica.

All 208 R2 will be assembled using specific 208 R2 kit parts and R2 Options commercialised by Peugeot Sport, and original parts of the standard vehicle, according application instructions and this Technical Regulations.

The use of any parts not included on the 208 R2 kit or 208 R2 Options is forbidden (e.g. quick-release fastenings, steel plates – thermal shields, etc...).

The following parts can be freely used according the regulations published by FPAK:

- Driver and Co-Driver foot rest;
- Windscreen washer tank and pump;
- Bumpers fastening;
- Trip meters and its fastening;
- Co-Driver light and its fastening;
- Hydraulic jack and its fastening.

The vehicle has to comply with the technical regulations issued by FPAK and the Homologation Form FIA Nr. A-5743 (Rally Variant VR2B), including the last Homologation Form Extensions and the last Bulletins for each event.

ARTICLE 2

Scrutineering and Technical Inspections

2.1 Scrutineering

At the initial scrutineering, the scrutineers will check the safety equipment, identification elements and sealings.

At each event scrutineering, any comments must be written on the vehicle's technical passport. The issues written on the technical passport must be corrected by the competitor before the next event initial scrutineering.

2.2 Technical Inspections

At any time during the 2018 Peugeot Rally Cup Ibérica, technical inspections can be done in order to assure the compliance with the Technical Regulations. Therefore, the scrutineers can perform verifications, comparations, take samples or do any performance measure to any vehicle component to check its compliance with the Technical Regulations.

ARTICLE 3

Integrated Roll Cage

The bodywork and its roll cage compose a FIA approved and homologated safety equipment. Any modification to the roll cage is forbidden. The forbidden modifications include machining, welding or treatment on the roll cage which results in a permanent change to the used material or its manufacturing.

Roll cage repairs are forbidden. Any damaged roll cage should be replaced.

The identification number of the roll cage must be clearly visible in all its tubes.

ARTICLE 4

Engine, Fuel and Engine Calibration

4.1 Engine Sealing and Approval

Any engine used to compete on 2018 Peugeot Rally Cup Ibérica must have been assembled or serviced and sealed by Peugeot Sport, via its partners (Oral Engineering or Sodemo).

The engines should be sealed by Peugeot Sport or its partners.

Any competitor which its 208 R2 isn't properly sealed, and with the seals in perfect condition (engine valve cover or sump, including the engine number), will not be authorized to compete on 2018 Peugeot Rally Cup Ibérica.

The competitor is responsible for every seal.

However, despite the engine sealings exhibit, its presence isn't a proof of the engine compliance. Therefore, in the context of scrutineering, the engine performance characteristics can be checked and, therefore, the engine can be disassembled.

If a competitor needs to change a seal during an event (to perform mechanical works, for example), the 2018 Peugeot Rally Cup Ibérica scrutineer delegate must be informed in advance.

Any seal removal during an event without the delegate presence, its approval or, if not possible, a Peugeot Sport team member, will result in the competitor exclusion of the 2018 Peugeot Rally Cup Ibérica event in question.

4.2 Maintenance

Peugeot Sport will not seal any 208 R2 engine that weren't manufactured or serviced by themselves.

4.3 Fuel

Only unleaded 98 octane petrol available on public fuel stations is allowed.

The competitors must take all the necessary measures to ensure that a fuel sample of a minimum of 4 litres can be collected from the vehicle fuel tank during an event for fuel analysis purpose.

The fuel samples will be collected and analysed in compliance with the described procedure present at *Prescrições Gerais da FPAK (PGAk)*.

4.4 Engine Map

Only the specific engine calibration for unleaded 98 octane petrol is allowed.

4.5 Engine Control Unit and Data Acquisition

The engine control unit Magneti-Marelli SRA could not be moved from its original position.

During the event, the access to this unit must be available to the scrutineers at any time.

When connected to this unit, the scrutineers will have access to the data stored in it so they can check if the vehicle is in compliance. Is the competitor responsibility to ensure that the ethernet connection and the wiring is in perfect operating conditions.

It is forbidden to delete the stored data on the engine control unit during a 2018 Peugeot Rally Cup Ibérica event (since the initial scrutineering until the final scrutineering).

ARTICLE 5

Lubricants

The use of the following lubricants is mandatory:

- Engine oil: Total Quartz Ineo First 0w30 (ref.:PS97727A10);
- Gearbox oil: Total H50168B (ref.: 1C2340626A);
- Power Steering fluid: Total Fluide LDS (ref.: 1615099680).

ARTICLE 6

Transmission

It's allowed the usage of any transmission technical specification homologated in VR2B.

The final drive ratio is free, and must be homologated in VR2B.

The number of the differential friction shims is free, provided it complies with the specified number in the homologation form.

ARTICLE 7

Suspension and Brakes

7.1 Suspension

Changes to the suspension setup and geometry are allowed provided the only the adjustable parts commercialized by Peugeot Sport for 208 R2 are used, in compliance with the homologation form.

Only the Peugeot Sport commercialised dampers for 208 R2, homologate in VR2B, are allowed. Any change on the inside or outside of the damper is forbidden.

The front and rear anti-roll bars can be disconnected or removed.

The front anti-roll system must be homologated in VR2B and and must be assembled as described on page 9 of the 208 R2 manual (E10, front suspension).

The rear anti-roll system must be homologated in VR2B and must be assembled as described on page 8 of the 208 R2 manual (E20, rear suspension).

7.2 Brakes

The brake discs must be homologated in VR2B.

Only brake pads from the manufacturer “Galfer” are allowed, with a Peugeot Rally Cup Ibérica specific marking.

ARTICLE 8 – TYRES

8.1. Tarmac Events

On the first event, the competitors can use up to 10 tyres previously registered by the manufacturer “Pirelli”.

For the rest of the events, the competitors can use 8 new tyres plus 2 marked tyres from previous events, in events up to 200 kilometers long. For events over 200 kilometers long, the competitors can use 10 new tyres plus 2 marked tyres from previous events. The tyre compounds for each event are the ones available on the supplier for each one.

Authorised dimensions: 195/50 R16.

Types: RK5, RK7, RKW7.

8.2. Gravel Events:

On the first event, the competitors can use up to 10 tyres previously registered by the manufacturer “Pirelli”.

For the rest of the events, the competitors can use 8 new tyres plus 2 marked tyres from previous events, in events up to 200 kilometers long. For events over 200 kilometers long, the competitors can use 10 new tyres plus 2 marked tyres from previous events. The tyre compounds for each event are the ones available on the supplier for each one.

Authorised dimensions: 185/70R15

Types: K4, K6

Chemical treatments to the tyre surface or the use of tyres heating equipment (e.g. tyre warmers) are forbidden during the 2018 Peugeot Rally Cup Ibérica events.

The events in Portugal are governed by the regulations of Prescrições Especificas de Ralis 2018 / FPAK

http://www.ralis.fpak.pt/sites/default/files/ficheiros/regulamentos/2018/campeonato-portugal-ralis/perscricoes_especificas_de_ralis_2018_v4_-_aprovado_v2018_08.02.2018.pdf

The events in Spain are governed by the regulations of Prescripciones Comunes de los Campeonatos, Copas, Trofeos y Challenges de España, Campeonato de España de Rallyes de Asfalto / REFDA 2018

<https://www.rfeda.es/prescripciones-comunes-de-los-campeonatos-copas-trofeos-y-challenges-de-espana->

The allowed tyre suppliers are:

Portugal: Q&F

-Q&F,Lda
-Rua 1º de Maio 524
- 4445-245 Alfena
-+351 229 699 490
-qfgeral@qf-lda.pt

Spain: RVR

MERAC RVR SERVICES, s.l.
C/ Grecia, Nau B-30 – Pol. Ind. Constanti,
43120 Constanti,
TARRAGONA
Tel. +34 630116319
Tel. +34 608935509
E-mail: comercial@racingservices.es

ARTICLE 9

Weight

9.1 Minimum Weight

The minimum 208 R2 weight is 1030Kg.

The minimum 208 R2 weight is the weight at any time during the event (excluding driver, co-driver, helmets and FHR tether systems (e.g. HANS), including only one spare wheel, tools and spare parts carried on the vehicle inside, with the fuel tank and the windscreen washer tank empty).

The tools and the spare parts carried inside the vehicle must be securely fastened behind the driver and co-driver seats.

The minimum 208 R2 weight with crew and equipment onboard is 1190 kg.

All the competitors must comply with these 2 weights during the event.

9.2 Ballast

The vehicle weight can be adjusted using one or more weight ballasts, regarding that the ballast must have a one-piece solid blocks form, fastened in its place using tools and positioned on the cockpit floor. The ballast must be visible and be prepared to be sealed by the scrutineers.

The competitor must inform the scrutineers at the initial scrutineering that its vehicle has weight ballast in order to have it sealed or the seal checked.

ARTICLE 10

Equipment

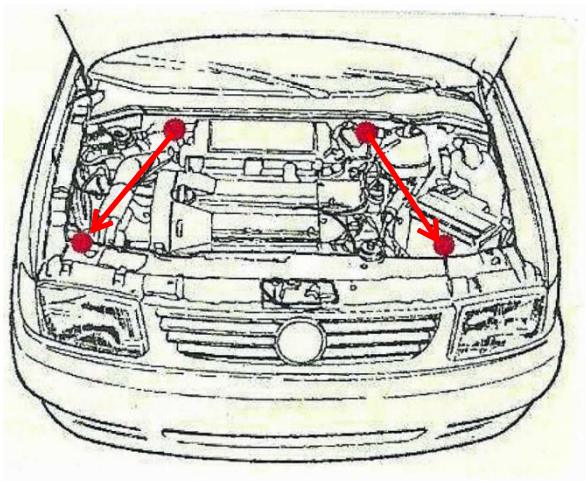
10.1 Vehicle Safety Equipment

According to Art. 253 of the Appendix J of the International Sporting Code.

10.2. Automatic fire extinguisher assembly

In order to comply with Appendix J, article 253-7.2.2, the use of anti-torpedo tabs it is mandatory (ref: 3T3C43572B) and the automatic fire extinguisher fastenings.

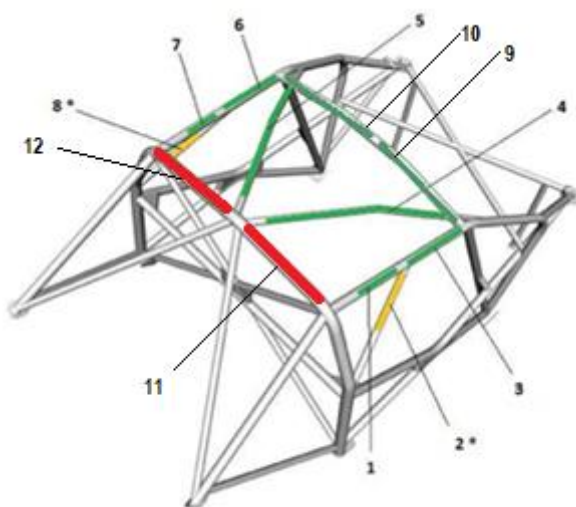
The fire extinguisher system layout must comply with the instructions specified on the manufacturer manual, according to the following illustration:



The use of plastic ties or clamps to fasten the extinguisher sprinklers is forbidden. It's mandatory to fasten all the extinguisher sprinklers to a solid part (plastic or metal, or equivalent) using metal ties or bolts and nuts.

10.4 Roll cage protection under the roof:

The roll cage protection padding from the FIA Technical List Nr. 23 should be applied according to Appendix J, Art. 253-8.4 and its 253-8 drawing, and as a complement to the following illustration.



Ref.	Diâmetro do Tubo (mm)	Comprimento do Padding (mm)
1	40	200
2	30	400
3	40	300
4	40	700
5	40	700
6	40	300
7	40	200
8	30	400
9	40	415
10	40	415
11	50	400
12	50	400

All the paddings should be fastened so they don't move in relation to the tube.

For this purpose, the following items can be purchased at Boutique Peugeot Sport:

- FIA padding for roll cage with 32mm of diameter (ref.: 3T3L21065A / 1 x 600mm);
- FIA padding for roll cage with 40mm of diameter (ref.: 219001-40 / 2 x 500mm).

CONTACTS

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19 allée des Marronniers, 78035 Versailles Satory – France
www.peugeot-sport.com

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Travessa da Felgueira N°65, Armazém 3 Campo,
4440-179 Valongo - Portugal
www.sportsandyou.pt

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Regulations

www.fpak.pt

Technical Documents

www.peugeotsport-store.com

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