

206 GTi Cup: 2019 Technical Regulations

1. Introduction

These regulations are for the Peugeot 206 GTi Production Cup cars run as close to production specification as safety and reliability allows. As a guide if your car has something on it that wasn't there when it left the showroom ie to manufactures spec. All cars must comply with the **Motorsport UK** bluebook regulations. Unless its mentioned here it's not allowed.

2. Description

The production cup is for the Peugeot 206GTI only in 136bhp engine configuration manufactured between 1999-2006. All cars must comply with [excluding emissions], though do not require, a valid MOT. No modifications to the car or parts as sold/supplied by the manufacturer or OEM, unless otherwise stated in these regulations. Where parts are replaced, they should be within manufacturers or OEM specification for this model. In the interest of cost, non-generic replacement parts can be used where it can be shown and proven to be of the same material, manufacturing process, form, shape function dimensions and fit without modification as per the original. Unless the regulations say you can, assume you can't.

3. Chassis

No chassis stiffening allowed apart from that derived from fitting a roll cage and upper strut brace to the front only.

4. Car - Exterior

No alterations to the shape of standard bodywork, which must retain its original silhouette. Standard wing mirrors must be retained. **Front wiper blades must function but can be replaced as a single blade. Rear wiper blade can be removed.** All lights function. All weather strips/channels must remain. Any replacement body panels must be original shape and material. No modifications may be made to the body work other than for repair. Exterior trim should remain standard, no widening of the wheel arches is permitted unless on production car. **Holes may be cut into the rear valence at the exhaust moulding height.** Bonnet and engine cover to be in normal closed position no nonstandard gaps. No use of tape to fill shut lines. Glass may be replaced with polycarbon subject to **Motorsport UK** regulations.

5. Car - Interior

Dashboard must remain in situ, but radios, speakers, etc can be removed along with associated ducting/wiring. It is recommended the windscreen heating/demist system remains. Steering wheel may be replaced. Glass sun roofs where fitted by manufacturers must be removed and the opening closed in accordance with **Motorsport UK** Blue regulations. Electric window motors and door cards can be removed but exposed doors must be covered in accordance with **Motorsport UK** regulations. All instruments to remain standard. **All other furniture, door cards, roof lining, sound deadening and original seatbelts may be removed. Interior body panels may be removed so long as its removal does not effect the rigidity of the vehicle and safety of the driver and/or passenger.**

6. Ground Clearance

It is permitted to alter the ride height but the car must be no less than 75mm from the ground I race trim with the driver onboard stationary or moving.

7. Engine

The engines must be standard specification 2ltr ,138bhp at flywheel; An allowance of 10bhp allowed for upgrades in exhaust /filters etc. No internal performance enhancing modifications whatsoever to the engine are allowed, **for example no polishing or porting of the cylinder head, no alternative cams or high compression pistons.** The use of OEM or aftermarket components only to be used for rebuilds which should be within the tolerances set down by the manufacturer.

- a) Oil/Water Cooling- Radiator to be standard in terms of capacity and location. **An oil cooler can be added. Air ducting may be used to cool engine and/or front brakes.** Standard sump to be retained but may be baffled.
- b) Induction System- aftermarket air filters allowed [filter must be branded item available commercially ie no one off specials] and must be fitted in the engine bay.
- c) Exhaust System – Standard manifold to be retained remainder including silencer free. [Ensure you meet the circuit noise restrictions].
- d) Engine management – Standard ECU only to be used [no remapping].
- e) Fuel System –Fuel pump to remain standard, fuel lines and filters are free No additional fuel pressure regulation allowed.

8. Suspension

- a) Permitted- Uprated/lowered springs are permitted. Only uprated dampers specified by and bought from Track Attack Race Club Ltd. Anti roll bars are free but must not be adjustable by driver whilst seated. **Top mounts remain standard as are the mounting holes.** Uprated **adjustable** anti roll bar **drop** links are permitted, providing they are not adjustable in length. Camber bolts are permitted. Standard chassis bump stops must be fitted in standard position. Polybush replacements are permitted.
- b) Prohibited – Modifications to suspension pick up points, cock pit adjustable anti roll bars with driver seated, offset or adjustable suspension strut mounts. Adjustable spring platform. Hub carrier brackets. Rose joints/rod ends in any suspension component. Any modifications restricting a wheel from reaching its fully dropped position.
- c) Wheel base and track to remain standard for the model being raced, other than spacers up to 10mm per **wheel** permitted.

9. Transmission

Must remain standard [gearboxes, ratios etc] for the model being raced with no internal modifications allowed. **Uprated gear linkage permitted.**

10. Electrics

Ignition system standard. **Coil pack free. All lights operative to Motorsport UK regulation.** Rain light to be fitted to **Motorsport UK** regulations. **Batteries may be relocated, to Motorsport UK regulation** and to be capable of repetitive starts from the battery.

Standard alternator and pulley to be retained. The key start system can be replaced with a push button starter.

11. Brakes

Brake discs must be standard size. Cross drilling, pimped, slotted or grooved allowed. Pads free. Hoses free. Handbrake standard and must function. Air ducting may be used to cool engine and/or front brakes. Brakes bias adjustment permitted but must not be adjustable during a race. ABS system removal permitted.

12. Wheel/Steering

Wheels restricted to the sizes offered by the manufacturers for the vehicle being raced. Alternative wheels may be used if they conform to the size requirements. **Steering locks to be removed.**

13. Tyres

The control tyre is the Nankang NS-2R. All manufactures data should be visible. Tyres can be purchased on the open market but TARC has negotiated a deal with Nankang Tyres Motorsport Department (01215 005 010) when advised about the club and series you are racing in.

14. Vehicle Weights

Minimum 1000 kg including driver and any residual fuel. Weights will be checked at random.

15. Fuel Tank/Fuel

Tanks must be standard in type and position. Fuel allowed as per **Motorsport UK** regulations ie standard pump fuel, with no additives.