

THE 205 CHALLENGE ,
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PEUGEOT 1400 JUNIOR 205 Championship/1600 CHALLENGE

The Peugeot 1400 Junior 205 Championship and 1600 class of the 205 Challenge for (UK) will be promoted and run by Streetly Motor Club (UK) who are the permit holders. Pat and Liz Flynn will coordinate the championship would like to kindly thank them for their experience and help with the championship.

General – Section 1

1.1 The permit holder for the Championships will be Streetly MC. Permit Numbers..reg no 2006/5711

1.2 The Championships will be organised in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent organisers' bulletins.

1.3 The championships are open to anyone who holds a stage rally licence, at the discretion of the challenge organisers. The organisers have the right to refuse the registration of anyone and also to exclude any registered competitor if need be.

1.4 While we understand that there will be a high level of competitiveness on the stages, registrants must have a fun and fair-minded approach to the sport.

1.5 All protests in respect of these regulations must be lodged in accordance with the General Regulations of the MSA.

1.6 Changes or additions to these regulations will be communicated through various channels such as by post and email. We encourage all competitors to keep a good contact with the organisers, to ensure that everyone stays current any issues.

1.7 Registration for the Challenge does not guarantee your right of entry on any of the qualifying events.

1.8 In the situation of any unforeseen circumstances causing either or both Championships to be shortened or cancelled in the season, the 205 Challenge may, at its discretion, refund partially or in full any registration fees it feels appropriate. If a prize fund is collected from the crews then should the challenge be cancelled, the prize fund will be refunded in full to the competitors.

Challenge Officials – Section 2

2.1 Officials for the Championships are:

Challenge organiser:	Pat Flynn
Competitor Liaison:	Liz Flynn
Scrutineer:	Dominic Hodge [assistant Nick Bailey]
Stewards:	Chris Wood Cliff Simmons John Flynn

2.2 The Officials for the Championships will be Judges of Fact regarding the implementation of these Regulations.

Classes – Section 3

3.1 The 1400 Junior 205 Championship will consist of two classes:

Green Horns: A driver who has never previously competed in a rally of 'National B' status or above.

Experienced: Any other driver

The 1600 class of the 205 Challenge will consist of three classes:

Beginner: A driver who has never competed in a stage rally previously.

Novice: A driver who has not won a 1st, 2nd or 3rd class award in a stage rally outside of the 205 challenge, [the exception being a 2nd or 3rd in beginner or novice class in 205 challenge, these people retain novice status]

Expert: A driver who has received an award in stage rallying, except 2nd or 3rd in beginner or novice class in 205 challenge , or who was previously entered in the expert class of the 205 Challenge.

Note: The selection of your class must be agreed by the organisers. For example, a driver who has competed successfully in other motorsport disciplines may be asked to move into a higher class for obvious reasons.

3.2 In addition to overall and class awards, there will be these further categories:

Overall league, the top 20 crews will receive points 100 down to 5 in 5 point increments. This will decide overall prize at end of year.

Co-drivers: All registered co drivers will compete in this category. You will be in the same class as your driver

Registration – Section 4

4.1 The registration fee for the challenge shall have 2 elements:

1400 Junior 205 Championship

Driver - £205
Co-driver - £40
A total of £245

1600 class of the 205 Challenge

Driver - £295
Co-driver - £50
A total of £345

4.2 Registration forms are available from Streetly MC or Pat or Liz and on website and must be returned by post or hand delivered, including the full registration fee, unless agreed otherwise by the organisers. Drivers and co-drivers must be registered by 15/02/ 07 to be able to score points in the Challenge. Exceptions will only be made by prior agreement.

4.3 The full registration fee must be paid before a driver or co-driver can participate in any training activities or score points on qualifying rounds for the Challenge. Please join Streetly mc, at www.streetlymotorclub.co.uk Others may attend at extra cost.

4.4 Registered competitors should note that the information they supply will be held in a computerised database for the purpose of producing mailing lists and recording results. This information may also be used for other purposes to do with the Challenge.

Qualifying Events – Section 5

5.1 The 1400 challenge will consist of 5 rounds[4 best scores] that will all participate for championship points:7 rounds for 1600 championship[5 best scores]. Rallies may be replaced by a rally of similar status if coordinators need to.

1400 Junior 205 Championship

Practise day, March tbc
March 23rd Fulbeck, Near Newark
May 4th or 11th Twyford, Nr Colsterworth on A1
July 20th, Swansea Bay Rally
September 21st; Lindisfarne Rally, Otterburn ranges
November 15th; RAC Rally, Roger Albert Clark, 1 day Challenge rally North Yorkshire Forests

1600 class of the 205 Challenge

Practise day, March tbc
March 23rd Fulbeck, Near Newark
May 4th or 11th Twyford, Nr Colsterworth on A1
June 29th, Mid Wales stages, Newtown
July 20th, Swansea Bay Rally
September 21st; Lindisfarne Rally, Otterburn ranges
October 18th ; Bulldog Rally, North/Mid Wales
November 15th; RAC Rally, Roger Albert Clark, 1 day Challenge rally North Yorkshire Forests

It should be noted that the Challenge organisers are not responsible for the final results awarded to competitors on these events. It is the decision of the event organisers and it will be these results that will be used for your standings in the championship,

The Cars – Section 6

The 1400 Junior Championship is open to any car from the PSA (Peugeot/ Citroen) family using the 1360 TU range of engines. Model examples are; 205, Saxo, AX, Xsara, 206, 306, 106 [Please note all cars will be equalised, we reserve the right to introduce bulletins, to advise methods [eg Success ballast, air restrictors etc]

Technical specification.

Unless it says you can, then no other modifications are permitted and the car must remain 'as standard'. The onus is on the Competitor to ensure that the competing car meets all the regulations.

Engine;

1360 TU engine only (8 valve) with the following standard induction systems. It is not possible to mix systems and or cars;

A Single twin choke solex carburettor Approx 85 BHP

B Mono point injection Approx 75 BHP

C Multi point injection Approx 100 BHP

This engine will be equalised [possibly by ballast – in kilogram's –sealed by the Challenge Scrutineer. Or via an air restrictor] You will be advised of equalisation method on a later bulletin

Gearbox;

205s Must use the 5 speed gearbox with 4.286 (14/60) final drive. Gearbox to be sealed by Challenge Scrutineer with 2 adjoining bolts on the end plates pre-drilled. Gearbox's will be selected at random for checking. This will include dismantling at competitors expense to ensure compliance. All other PTS cars will be given a gearbox/final drive combination set by scrutineer, pertaining to their particular model

Brakes;

Cars running solid disc can upgrade to vented disc from the 205 1.6 GTi range. Note; same pad area and shape. 106 XSi can use standard vented disc.

Flexible hoses may be upgraded using braided hoses.

Brake friction material maybe; Standard, Mintex or Pagid.

Interior Trim;

Must be retain to Endurance Road Rally regulations to MSA regulations 22.21. This includes; Rear seats, Parcel shelf, Interior carpet, etc. You may remove; Hand brake cover, Boot carpet and trim.[This may be subject to change by separate bulletin from Championship Scrutineers]

Suspension;

The following changes are permitted against standard;

Shock absorbers; Bilstein Sprint line kit or Leda equivalent may be used. No other manufacture is permitted.

Front springs; To Challenge specification of 165lbs for 205

Rear torsion bars must be Standard.

Standard ride height to be maintained, tolerance of +/- 10mm;

Front 345mm Rear 340mm[205 for example]

Poly bushes may be used on all suspension bushes. These are available as a Challenge kit from TI Motorsport.

Wheel bolts maybe exchanged for stud and nuts.

Safety;

All cars must comply with the current Safety requirements as laid down by the M.S.A. For example;

Roll cage,

Safety Harnesses,

Sump and tank guards

Mud flaps behind driving wheels

Fire extinguisher kit

Master switch

Air horns etc.

Miscellaneous, Others;

No seam welding is allowed, apart from the suspension tower tops where a 5mm plate may be added. Seam welding may be allowed on bulkhead and seat mount areas.

Wheels; Standard 13" or 5.5 [6.0] x 14" GTi alloy or 405 alloy rim may be used.

Steering wheel may be exchanged

K&N air filter kit may be used, any extra ducting must use the standard intake with ducting to the carburettor only.

Group N engine mounts may be used.

Car's must be Road legal and have a current MOT at all times.

Car's must be taxed. (Exceptionally, Individual events may relax this rule in the Supplementary regulations.)

If lower spot lights are removed then the aperture must be blanked off.

Where standard parts are utilised the supply is free.

If it doesn't say you Can, you Can't

Championship decals;

All competing car's must display the challenge spec decals

6.1 The 1400 Junior 205 Championship will also be open to any 1400 205 in standard form e.g. XS, GT, GR etc with 1360 ccTU engine with solex twin choke carburettor.

The 1600 class of the 205 Challenge will exclusively use Peugeot 1.6 205 GTI Rally Cars Built to 1992 International GPN specification with some mandatory parts, some parts that may be altered, some parts that may be removed, some permitted replacement/additional parts and some recommended parts. All references to GpN refer to the 1992 GpN rules. All direct consequences of the following specifically allowed modifications are exempt from the GpN regulations.

6.2 To ensure fair play, any competitor may purchase a fellow competitor's engine for £400[1400 junior cup cars only] at a given point during the championship. All competitors[1400 & 1600] will be expected to have their engines sealed prior to the start of the season. Plus rolling road check!for all cars to be equalised, Mikeanics Congleton is the nominated RR[Scrutineers decision as to condition of engines to be traded is final]

1600 class of the 205 Challenge Technical Specifications – Section 7

7.1 For the purpose of these regulations the word 'standard' will be defined as:

“A part manufactured to the original equipment specification visually and mechanically identical to that produced by Peugeot when the vehicle was manufactured. Parts can only be used as standard parts if, in the organisers' opinion, they don't cause an increase in the vehicle's performance, no matter how slight.”

7.2 Variations to Group N specifications

A: Mandatory parts;

A1 Roll cage: Entire Roll cage must be manufactured by Safety Devices or Challenge spec and must not connect-with or pass-through the front bulkhead. Pre august 2001 log booked cars may run with other cages subject to a scrutineer's letter.

A2 Bilstein dampers with GpN competition cases and or standard suspension must be used[or challenge spec kit]

A2[b]Springs must be a linear spring only, no rising rate or multiple springs

A3 Mintex or Pagid or standard brake pads/shoes must be used. Carbon Materials are not allowed[or challenge spec kit]

A4 The standard 19mm rear torsion bars must be used.

A5 Standard unmodified 1.6 205 GTi injection ECU must be used but the rev limiter may be disabled, see B2.

A6 Standard 205 1.6 GTi or 205 1.9 GTi injectors must be used.

A7 Only the control tyre make and sizes may be used, see below (*)

A8 Only standard Peugeot 14" x 5.5" wheel rims may be used. EG 205 GTI rims and 405 gtx rims

A9 Air filter: Must be standard or K+N. A K+N kit may be used

A10 Mud flaps must be fitted to all wheels re blue book regs.

A11 A sump guard and tank guard must be fitted.

A12 All championship decals must be displayed in the mandatory locations, see below (**).

A13 Ignition system must remain standard 205 1.6 or 1.9 in it's entirety.

A14 FIA competition approved safety harnesses must be fitted for both the driver and navigator.

A15 FIA competition approved seats must be used for both the driver and navigator.

B: Parts that may be altered;

B1 Cylinder head: You may remove a maximum of 25 thousandth of one inch from the cylinder head face, see clarifications.

B2 Standard unmodified 1.6 205 GTi injection ECU must be used but the rev limiter may be disabled, see A5.

B3 Fuel pressure regulator may be altered, see D14.

B4 Front wishbones may be modified to incorporate rosejoints that may be adjustable (care must be taken to ensure that this is safely engineered and aligned).

C: Parts that may be removed (all standard parts not in this list MUST remain):

C1 Rear seats.

C2 Carpets.

C3 Headlining.

C4 Internal A, B and C pillar trim.

C5 Boot trim.

- C6 Centre console.
- C7 All sound deadening material.
- C8 Front driving lamps and rear wiper motors.
- C9 One of the front anti-roll bar drop-links or the entire front anti roll bar and both front drop-links.
- C10 Servo's may be disabled if required.

D: Permitted replacement/additional parts:

Brakes:

- D1 205 1.9 GTi GpN rear discs and callipers may be fitted (309 rear beam is NOT allowed as it is wider).
- D2 205 1.9 GTi GpN front discs, callipers, hubs and driveshafts may be fitted as complete units (no mixing of these components between 1.6 and 1.9 is possible or allowed).
- D3 309 1.9 GTi (8 valve) GpN front discs, callipers, hubs, driveshafts and wishbones may be fitted as complete units (no mixing of these components with others is allowed).
- D4 205 1.9 GTi GpN master brake cylinder may be fitted.
- D5 A Limiting valve may be fitted to adjust the rear brake bias.
- D6 A hydraulic handbrake may be fitted and may be modified to "fly-off".

Suspension:

- D7 Top mounts may use rosejoints but these must not be adjustable for camber.
- D8 Any suspension-bush or engine-mount material may be used.
- Strut Brace is allowed.

Steering:

- D10 A quick rack may be fitted

Gearbox:

- D11 Any homologated 205 1.6 GTi GpN or 205 1.9 GTi GpN gearbox may be used, see clarifications.
- D12 A Quaife non-plate-type LSD may be fitted, see clarifications.
- D13 Any replacement gear linkage may be used (quick-shift/rosejoints).

Engine:

- D14 Fuel tank must be standard. Pump, filter and pressure regulator only need to conform to MSA rules and be considered safe, see B3.
- D15 Exhaust manifold must remain standard but the rest of the system is free.
- D16 Door and Side trim may be replaced only by approval of the series scrutineer
- D17 A 4.8:1 CWP may be used by Novice & Experts[Challenge kit]

E: Recommended parts:

- E1 Motordrive Seats.

(*)

Yokohama are the control tyre. These will be supplied by Yokohama direct There will be two patterns / compounds available, one for Gravel one for Tarmac.

(**)

Championship Decals:

All cars must display the championship decals comprising of:

- Windscreen sticker: 12" deep across the full width of the window screen.
- Door and bonnet decals: Door sticker being 12" by 8" and designed to cover the top of a door number square, bonnet sticker being 6" x 28" across the front of the cars bonnet.
- Yokohama tyre stickers: To be displayed above both front wheel arches. (Front Wing).

MSA "blue book" rules, FIA 205 1.6 GTi GpN 1992 "yellow book" rules and the above must be complied with

7.3 Additional Clarifications

Example of GpN regulations: "If it doesn't say you can, you cannot";

The engine:

No parts may be altered or machined in any way other than standard servicing with the exception of removing a maximum of 25 thousandths of one inch from the cylinder head face (see B1 above). Therefore no machining of valves or valve seats, no polishing or porting of the head or intake/exhaust manifolds, no balancing of pistons, con rods, crank, flywheel etc. Oil cooler is not permitted.

The gearbox:

No parts may be altered or machined in any way. Therefore only the given choice of homologated gear ratios is allowed, but fitment of the Quaife non-plate LSD is permitted.

Allowed gear ratios are (see D11):

BE1 1st 43/13, 2nd 32/17, 3rd 34/25, 4th 31/29, 5th 32/37.

BE3 1st 39/12, 2nd 37/20 others as above

2nd BE3 box; 1st 38/13, 2nd 37/20 others as above

CWP 65/16 for all 1.6 Gti's
1.9 Gti as follows
BE1 ; 1st 38/13, 2nd 32/17, 3rd 34/25, 4th 31/29, 5th 32/37 with CWP 61/17

Ride height must always be above 205 1.6 GpN minimum.

The rear torsion bars may be adjusted for ride height, see A4 above.

205 1.6 GpN ride height is 332mm front and 321mm rear measured vertically from wheel centre to bottom of plastic wheel arch trim with no people and no fuel on board. Note that ride heights will settle after they are set and must still be correct even at the END of an event.

No wheel spacers are allowed.

Nothing can be removed except as stated in "C" above so the following items must be carried in their correct locations: , all standard "205"/"GTi" badges, full dash, rear fog, front and rear bumpers with their metal bars inside etc.

Electrical System:

Battery is free.

Please note the following:

Cars must always conform to current MSA regulations.

Cars must be MOTed and road legal at all times.

Cars must be taxed (Exceptionally, individual events may relax this rule in the supplementary regulations).

Where standard parts are utilised the supply is free (use any suitable supplier).

You may be asked to swap ECU s with another competitor at any point before or during a rally

7.4 To ensure fair play, competitors will be expected to attend scrutineering and rolling road test at Mikeanics, Congleton 01260 297115 [This may be booked anytime before 1st round], ALL 1400/1600 crews must attend and subsequently have their engines, ecu etc sealed. This will avoid the need to strip and verify engine eligibility during the season. There will be a ruling of , purchase of rivals engines introduced, this fee will be £800[criteria to be introduced by D.Hodge], as introduced 2007! You will not score points until you have attended the Rolling Road session!!

Point Scoring – Section 8

8.1 Points will be awarded to registered drivers and co-drivers on each qualifying event.

8.2 The 4 highest scores from the 5 qualifying events (1400 Junior 205 Championship) or the 5 highest scores from the 7 qualifying events (1600 class of the 205 Challenge) will be used to arrive at the year-end category positions. If any qualifying events are cancelled, the organisers may substitute another, or if this is not possible, the number of scores to count for category positions may be reduced by the same number.

8.3 Star of the Rally category. On each stage of every qualifying event, the fastest registered driver will receive 6 points, the next fastest, 4,3,2,1 respectively. All drivers can score points in this category and no scores will be dropped. This prize is at the discretion of coordinator Pat Flynn

Joint fastest times will score equal points for each driver receiving the same time.

Note: - The Final Results, published by the qualifying round organisers, will be the definitive results, whatever the circumstances. It is the competitor's own responsibility to ensure that all stage times are included in these results.

For each rally that a competitor , enters and has published a press release/story in a newspaper, [within 14 days of rally finish] a point will be awarded to that crew, [therefore a maximum of 7 points available] this should resolve any tie breaks, however If an end of season tie occurs *in any category*, the challenge organisers will award one additional point to the top crew on the 1st round

Prize fund and awards – Section 9

9.1 Awards: In addition to 1st overall, the organisers will provide first, second and third place trophies to registered competitors on each event for all categories of the championships except the fastest stage time. No crew may receive more than one award.

9.2 At the year end, in addition to first overall, driver and co-driver awards will be given out to the top 5 registered competitors within each class of both Championships.

1400 Junior 205 Championship prizes to be confirmed but will most likely include Ice lake driving in Sweden as an incentive, plus a drive in a 4WD car on a stage rally may be offered.

There will be **a prize drive for the overall winner, of the 1600 class of the 205 Challenge, provided by tba,**

The Annual Awards will be presented at a prize giving ceremony[usually in late December] to be advised in a later bulletin.

9.3 The allocation of any additional prizes - cash or goods or services - will be at the discretion of the challenge organisers.

Eligibility, Penalties and Appeals – Section 10

10.1 The challenge has appointed Dominic Hodge as the Technical Scrutineer for the Championship. Paul Benning will be eligibility officer working with the scrutineers. He will be a Judge of Fact on all technical matters, including eligibility. Registered competitors are reminded of the eligibility rules laid out in Section O of the MSA Year Book, and in particular the penalties defined by O.3.5.2 in respect of any breach of the eligibility regulations.

10.2 Any appeals must be lodged in accordance with Section O of the MSA Year Book. Registered competitors are reminded of the requirements of O.6.3.1 regarding the time limits for lodging appeals.

10.3 Any breach of the rules and regulations as set out in the challenge can result in the loss of points. In the event of exclusion from the whole challenge, no refund will be given.

If the championship is curtailed [e.g. foot and mouth] for any reason, including war, acts of god etc, then the championship may be declared final to the last complete round.