



Foreword

Dear Competitor

I would like to take this opportunity to welcome you to the Peugeot Rally Club which will be running both the successful Peugeot Sport Bonus Scheme and the Peugeot Challenge, comprising the existing 206 Super Cup and the exciting new venture, the 206 Winter Cup.

The Peugeot Challenge has proved to be the best one make series in the UK and was the launch pad for former World Rally Champion Richard Burns, who returned to the Peugeot camp – joining the current Manufacturer's World Rally Championship winning team. Colin McRae of course was a former graduate of the Peugeot Challenge. And we welcome the winner of the 2002 206 Super Cup, Garry Jennings, to the UK works team.

With events in 2002 being decided by a handful of seconds, we expect both Cups to be equally competitive, and an intense battle as always. 2003 should prove to be equally as compelling. We will continue with the Peugeot 206 XS after its successful debut in 2002, but with the addition of 10 new cars in left hand drive to complement the 34 right hand drive cars already built.

Other innovations for the 206 Super Cup include the reinstatement this year of the successful half points-half cash scenario, which will be the format on the first two events, with the third having full points on each day. You may rejoin the second day, after re-scrutineering, even if you don't finish the first day. The cash rewards are substantial with £10,000 available for each event. Top points scorer will take home £2,000 with prizes down to 10th place. Alongside this, to soften the burden of entry fees all drivers will receive start money of £100. Plus a new car on offer, for the Late Challenge Cup, another Peugeot innovative Championship.

And with the inauguration of the 206 Winter Cup to add three events into the close season, the thrilling battles will be ongoing throughout the whole year. It also has an attractive prize structure, as the mini-championship to introduce new competitors to the Peugeot marque.

The Rally Club offers structured training and continual on-event support for all competitors involved in the 206 Super Cup, the 206 Winter Cup and the Bonus Scheme for Peugeot 106 runners participating in the BTRDA Championship. The level of professional training offered by the Club will provide you with the vital skills that are required to deal with the pressures and challenges faced in order to climb the motorsport ladder.

The Peugeot Challenge provides the opportunity to progress to the pinnacle of the sport and turn dreams into reality. The end of the year sees cash prizes for the top four drivers and co-drivers as well as the fantastic prize of an official Peugeot drive in the works 206 Super 1600 car on the final round of the FIA World Rally Championship, The Rally of Great Britain. The result on this event may lead to further drives with Peugeot Sport.

May I take this opportunity to wish all Peugeot competitors the best of luck for what should prove to be another exciting year of fantastic motorsport.

Mick Linford

Motorsport Manager UK
Peugeot Motor Company plc



PEUGEOT
sport

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PEUGEOT RALLY CHALLENGE

SPORTING & TECHNICAL REGULATIONS 2003

INTRODUCTION.

With the 206 Super Cup established in 2002, we are committed to build on the strengths of previous years with the winning formula of new donor car and controlled build kit, to give the best possible single make rally car. Coupled with strict controls on build specification, the aim is to ensure near identical cars, so that the driver's talent can be the prime objective of the close competition.

For 2003, Peugeot Sport has introduced the 206 Winter Cup to offer a starting championship for new competitors. And another new innovation for the 206 Super Cup is the introduction of the left hand drive option of the competitive 206 XS.

We are confident that the major prizes on offer, coupled with closely matched cars, will result in yet another great year of motorsport.



SPORTING REGULATIONS

1. ANNOUNCEMENT

Peugeot Sport Club will organise and Peugeot Motor Company plc (the Company) will promote the 2003 Peugeot Rally Challenges in accordance with the General Regulations of The Motor Sports Association (MSA) and the supplementary regulations of the individual event organisers. The two challenges are known as

206 Super Cup MSA Championship permit number 2003/206 SC
206 Winter Cup MSA Championship permit number 2003/206 WC

1.1 Administration

The Challenge will be administered by:

Stella Boyles
Peugeot Rally Club
P.O. Box 25, Humber Road
Coventry. CV3 1BD
United Kingdom

Telephone: +44 (0) 24 7688 4674
Fax.: +44 (0) 24 7688 4677
Mobile: +44 (0) 7768 306106
E-Mail: stella@peugeotsportuk.com

1.2 Technical

All technical queries should be directed to:

Alan Knight/Doug Noble
Peugeot Rally Club
P.O. Box 25, Humber Road
Coventry. CV3 1BD
United Kingdom

Telephone: +44 (0) 24 7688 4676
Fax.: +44 (0) 24 7688 4677
Mobile: +44 (0) 7831 877021
E-Mail: parts@peugeotsportuk.com

1.3 Press and Public Relations

All general Peugeot press queries should be directed to:

Claire Barton
Peugeot Sport UK
P.O. Box 25, Humber Road
Coventry. CV3 1BD
United Kingdom

Telephone: +44 (0) 24 7688 4518
Fax.: +44 (0) 24 7688 4677
Mobile: +44 (0) 788 1788 283
E-Mail: claire.barton@peugeotsportuk.com

All cup press queries should be directed to:

Simon Moss
Peugeot Sport UK
P.O. Box 25, Humber Road
Coventry. CV3 1BD
United Kingdom

Telephone: +44 (0) 24 7688 4750
Fax.: +44 (0) 24 7688 4677
Mobile: +44 (0) 7968 585534
E-Mail: simon.moss@peugeotsportuk.com



2. DESCRIPTION

2.1 206 Super Cup Outline

The 206 Super Cup is designed to provide a ladder of opportunity for the aspiring competitor to progress to international standard through a combination of competitive events, financial support and professional training.

It is also designed to provide a high profile and professional championship for drivers and co-drivers of the Peugeot 206 XS in Peugeot Challenge specification. It is possible that a driver/co-driver may progress from complete beginner, to British Rally Championship, to World Rally Championship in three years.

2.2 206 Winter Cup Outline

The 206 Winter Cup is designed as an introductory championship to the Peugeot marque. It will give current and new competitors an arena to test and compete prior to the major championship.

It will also be a high profile and professional championship. The events will also be supported with technical staff, parts vehicles and cash prizes.

2.3 Events

Competitors are responsible for submitting their own entries which may, or may not, be accepted by the individual event organisers. Registration for the Peugeot Rally Club, 206 Super Cup or 206 Winter Cup does not guarantee entry to Cup events.

However, every effort will be made by Peugeot Sport to ensure entries for all Cup competitors will be accepted.

The 2003 206 Super Cup calendar is shown in Appendix A.
The 2003 206 Winter Cup calendar is shown in Appendix B.
The 2003 206 Late Challenge Cup calendar is shown in Appendix C.



f2.4 Eligible Vehicles

The only eligible car is the Peugeot 206 XS bought originally from Peugeot Sport UK. This donor car can only be modified by parts supplied in the original conversion kit, as supplied by Peugeot Sport, and must comply with the specification as described in the Technical Regulations.

Cars bought second hand from previously registered competitors must still comply with the Technical Regulations, and have the original engine seals and controlled engine computer intact and in original condition.

2.5 Eligible Competitors

Driver: Drivers must register specifically for each individual Cup in order to be eligible for points, cash awards and the end of year prizes. Membership of Peugeot Sport Club is included in the registration fee.

Drivers must further register with the Peugeot Rally Club.

The previous overall winner of the 206 Super Cup will not be eligible to return in 2004.

Co-driver: The co-driver must join the Peugeot Rally Club to score points and to be eligible for cash awards and the end of year prizes. This is mandatory for the first five events in the 206 Super Cup, thereafter a freedom. Rally Club membership for co-drivers in 206 Winter Cup is not mandatory.

Applications for entry to the Peugeot Rally Club, and Cup registration, will only be considered on the official application form, and when accompanied by the correct fees. Successful applicants will be notified by the issuing of a membership card and number. The Company reserves the right to refuse an application without entering into further correspondence.

In applying for membership and registration, the competitor agrees to be bound by these rules, those of the F.I.A.; MSA; and the individual events that form part of the 206 Super Cup and 206 Winter Cup.

All competitors must hold an MSA competition licence of National B status (or higher) at the beginning of the year. Upgrade of this licence to National A and International status must be achieved throughout the year, as per the MSA Yearbook. Competitors who hold a licence issued by a governing body other than the MSA must ensure that this is valid for competition in the UK.



3. REGISTRATION

Membership and registration of the Peugeot Rally Club is valid until December 31st, 2003. Cheques must be made payable to Peugeot Motor Company plc. Membership of the Peugeot Rally Club will entitle the competitor to receive a general discount of 15% from the Special Tuning Parts Catalogue, further special discounts and offers from Peugeot Sport. In addition, Peugeot Sport will provide the services and help of the Peugeot Rally Co-Ordinator and Technical Assistance. Also, training sessions in aspects of motorsport will be provided.

Peugeot Rally Club Membership £30

206 Super Cup – To take part in the 206 Super Cup, competitors must also complete the registration form and pay the registration fee. Registration gives a driver eligibility for special competition bonuses. Registration includes membership of Peugeot Sport Club, two Peugeot jackets, two shirts and two tickets to end of season Awards ceremony. Registration is free for co-drivers.

Registration Fee £250

206 Winter Cup – To take part in the 206 Winter Cup, competitors must also complete the registration form and pay the registration fee. Registration also gives a driver eligibility for special competition bonuses. Registration includes membership of Peugeot Sport Club and two Peugeot Sport fleeces. Registration is free for co-drivers.

Registration Fee £100

4. IDENTIFICATION

Competitors will be required to display specified decals/badges on their cars and clothing. Failure to display or maintain decals/badges in a legible condition and in the correct position may result in the loss of points and prize money for that round. These will be inspected at the start of each event, and changes must be made immediately if requested by a Peugeot Sport official.

Competitors may display other advertising material providing it does not conflict with any Peugeot sponsors. Special dispensation **MAY** be given after consultation with the Peugeot Challenge administrator.

All competitors competing on the Cup events must wear the 2002 specification Peugeot Sport fire resistant overalls, with ALL appropriate cloth badges affixed, during the competitive element of each event. They will also be required to wear, wherever possible, during the non-competitive part of each event, e.g. scrutineering, prize giving, etc. Peugeot Rally Club or Peugeot Sport clothing. One-off co-drivers may be excused, on request, but must not wear conflicting overalls or clothing.

For details of specific car decals and their locations please see Technical Regulations. Further clarification of positions and sponsor names will be issued by Bulletin prior to the first round. Sponsor decals are issued free of charge to competitors.



5. SCRUTINEERING AND SERVICING

Prior to, and at each event, the Eligibility Scrutineer, with Peugeot Sport Technical Staff, and in conjunction with MSA licensed scrutineers where appropriate, will check the cars for conformity to these Sporting and Technical Regulations.

All competitors will have the opportunity to meet Technical Representatives from Peugeot Sport, prior to the start of the season, to discuss any questions they may have over the eligibility or legality of their cars, without penalty.

Further checks will also be made during and at the end of each event and competitors whose cars do not conform to these regulations will be penalised.

The Company also reserves the right to visit registered competitors and the premises in which their cars are held and inspect the vehicles between the events notified in Appendices A, B and C.

5.1 Eligibility Scrutineering

Alan Knight and Andrew Farrington will carry out eligibility scrutineering, in conjunction with other MSA licensed scrutineers, and other Peugeot Sport Technical staff.

5.2 Servicing – General conditions

5.2.1 Service shall be defined as unrestricted work on a competing car except where limited in the present Article 5.

5.2.2 Throughout the rally, servicing of a competing car may be carried out only in service parks. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

5.2.3 Any infringement concerning servicing or any action defined as “Prohibited Service” noted by the rally officials or Peugeot Sport personnel may entail the application of Article 8.1.

5.3 Definition of Prohibited Service

5.3.1 The use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car.

5.3.2 The presence of team personnel or any team conveyance (including helicopters) on road sections within one kilometre of its competing car except:

- Where specifically permitted by means of a Bulletin.
- In special stages (from the yellow sign at the beginning of the Time Control to the stop sign at the end of the Special Stage).
- In, or at the entrance to, service parks or regroupings, where the passing of food, drink and information (data card, road book, etc.) to or from the crew is also permitted.
- Whilst transporting the crew(s) to or from the parc fermé.
- Solely for the purpose of transporting an extra battery to the parc fermé.
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel following the service vehicle route as prescribed in the service book, provided that they do not stop at the same location at the same time.

5.3.3 The deviation of a rally car from the route of the rally.



6. SCORING, PRIZE FUND AND AWARDS

6.1 Scoring will be as follows:

Position	Points
1st	30
2nd	25
3rd	22
4th	20
5th	18
6th	16
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

See Appendices for scoring breakdowns.

6.2 Prize Fund on each Event
Position in 206 Super Cup

Position	Prize Fund
1st	£2000
2nd	£1500
3rd	£1200
4th	£1000
5th	£ 800
6th	£ 600
7th	£ 500
8th	£ 400
9th	£ 300
10th	£ 200

6.3 Prize Fund on each Event
Position in 206 Winter Cup

Position	Prize Fund
1st	£500
2nd	£400
3rd	£300
4th	£200
5th	£100

6.4 Start Fund

Each driver signed on for 206 Super Cup will receive a minimum of £100 of start fund monies. This will be distributed by cheque after the event.

Note:

The Rally of Wales, Pirelli and Scottish Rallies will each have 2 separate days/legs. Each part on the Rally of Wales and Pirelli Rally will score half points and half prizes. The Scottish Rally will score full points and prizes. Competitors may restart second day/leg, even if a non-finish on first.



6.5 206 Super Cup Awards

The following awards will also be presented at the end of season 2003 Awards Dinner and Gala Ball.

OVERALL WINNER - DRIVER

The leading driver in the 206 Super Cup standings at the end of the season will receive the Challenge Trophy, and will win a full works drive with Peugeot Sport UK on the FIA World Rally Championship, final round, Rally of Great Britain. The result on this event may lead to further drives with Peugeot Sport. Also, the winner will have a loan recce car for the event. There is no cash equivalent.

OVERALL WINNER – CO-DRIVER

The leading co-driver in the 206 Super Cup standings at the end of the season will win a cash award of £2,000, plus the Co-Driver Trophy.

RUNNERS UP

Drivers	2nd Overall	£4,000	Co-Drivers	2nd Overall	£1,000
	3rd Overall	£3,000		3rd Overall	£ 750
	4th Overall	£2,000		4th Overall	£ 500
	Plus memento awards.				

HENRI TOIVONEN GRAND ATTACK TROPHY

This trophy will only be awarded to a driver whose performance is judged by the Company to be in the spirit of attack shown by the late Henri Toivonen.

NDP PUBLICITY AWARD

This award will be awarded to the crew adjudged to have obtained the best media coverage throughout the season. Proof of coverage will be needed, and a suitable package should be prepared for end of season judging, by November 1st.

ARMSTRONG-JENNINGS TROPHY

To the lady driver adjudged to have put up the best performance in the 206 Super Cup. There may be cash awards if three or more lady drivers register.

BEST “ROOKIE”/NEWCOMER

A trophy to the highest placed newcomer in the 206 Super Cup. To qualify, a competitor must have never previously been a member of the Peugeot Rally Club, nor held a competition licence higher than National B. Dispensation may be given to competitors who joined the Peugeot Rally Club after June 2002.



BEST VETERAN

A trophy to the highest placed driver in the 206 Super Cup who was born before 1st January 1963.

BEST JUNIOR

The Mark Fisher Memorial Trophy to the highest placed driver in the 206 Super Cup who was born after 1st January 1978.

BEST MECHANICS

A shield, £250 and prize from Snap-On Tools to the team of mechanics responsible for preparing the winner's car.

DEALER CUPS

A trophy to each Peugeot Dealer whose supported vehicle finishes highest in the Overall and Junior classification.

DISCRETIONARY AWARDS

Further discretionary cash awards and trophies and sponsor trophies will be made at the end of the season.

Note: All championships are calculated using the points system outlined in 6.1. Each championship is scored on its own criteria, i.e. Junior winner will score 30, even if 5th overall.

6.6 206 Winter Cup Awards

The following awards will be presented at the end of season 2003 Awards Dinner and Gala Ball.

OVERALL WINNER - DRIVER

The leading driver in the 206 Winter Cup standings at the end of the season will be presented with the Winter Cup Trophy, and £2,000 of vouchers from Special Tuning.

There will be further discretionary cash awards, trophies and sponsor awards.

6.7 Ties

If two or more competitors accumulate an equal number of points, the tie will be resolved by reference to the greatest number of highest points scored, then 2nd highest, etc., until the tie is broken, to include dropped scores. If this fails to resolve the tie, then the higher of the points on Round 4 will be used.



6.8 Championship Points

All points will be issued in the form of a Championship Table, and issued in a dated Bulletin. Any appeals or queries against the Championship points must be received in writing by the Co-ordinator within 10 days of the issue date.

6.9 Payment Of Awards

No monies will be paid out at events. At each event you will be required to sign on. As soon as is practical after each event, Challenge officials will calculate the monies due to each competitor and forward details to the appropriate Accounts Department for processing. Cheques will then be forwarded as soon as possible. Monies could be deducted for advance purchase of additional Awards Dinner tickets, on request.

However, we will be making a presentation at each event which you are expected to attend. Non attendance at the event presentation will result in award monies being halved.

In order to qualify for end of season awards, competitors must attend the annual prize-giving, to be held on the 22nd November, 2003.

In accordance with current government legislation the Company is legally obliged to withhold Entertainment Tax at the basic rate on all payments over £1000 to non-UK resident sportsmen/women: that is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that the Company is required to deduct tax at the relevant rate - currently 23% - from any such payments they make to non-UK residents. Under certain circumstances, it may be possible to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing. For details, contact the Peugeot Challenge Co-ordinator.

7. COMMUNICATIONS

7.1 Signing On

Drivers and their co-drivers MUST sign on with the Cup Co-ordinator or her representative at each event. Failure to do so will result in loss of score and prize monies for that event. Only Peugeot Rally Club members may score points in any of the Championship tables.

7.2 Bulletins, numbered and dated, will be issued throughout the year. These will have the same force as these regulations. They may be sent electronically, ie e-mail, but will also be issued in printed form.



8. PENALTIES, APPEALS AND JURISDICTION

8.1 Penalties

Any infringement of Peugeot Technical Regulations reported by the scrutineers or Peugeot Sport officials, irrespective of any penalty applied by individual event officials, will carry the penalty laid down in these regulations.

Parts of the cars will be fitted with a seal, prior to receipt of the car, and at various times thereafter, as described in the Technical Regulations. Tampering with, or removal of seals will not be entertained and will be deemed as a Technical Infringement, receiving the penalties in accordance with these Sporting Regulations. Unexplained removal of seals between events will receive the penalty as though it had happened on previous event. The penalty will be as the 2003 MSA Yearbook, set out below for clarification.

- a) Count the event as one of the events contributing to the total Championship score.
 - b) Be excluded from the event, forfeiting all points, prize monies and other awards relating to that event.
 - c) Forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus score of points.
- In such cases, no other competitor scores will be adjusted.

However, if Peugeot Sport officials or Stewards consider that there are EXCEPTIONAL circumstances, then a lesser penalty MAY be applied.

The promoters reserve the right to exclude, before the start of any event, any car that is presented in a condition considered discreditable to the Peugeot Challenge.

8.2 Appeals

An appeal may be lodged against an interpretation or application of the Peugeot Challenge Regulations.

An appeal fee of £250 must accompany the appeal and be lodged with the Peugeot Challenge Co-ordinator, or her substitute, in writing, within 30 minutes of the provisional event results being declared.

The appeal will only apply to the Cup positions on the event. The appeal will be heard by a panel of stewards appointed by the Peugeot Rally Club as soon as is practical, and until their decision is made, the Cup positions will remain provisional.

Appeals against Championship decisions or points tables must be made in writing within ten days of the published date of the points table. Appeals against decisions made by event officials must be made in accordance with the regulations of the event.



8.3 Jurisdiction

The Peugeot Challenge Co-ordinator or nominated substitute will have the power to withhold points and prize monies from any competitors if his/her car is not displaying the specified decals. The Co-ordinator and Peugeot Sport Technical staff also have the right to forbid cars that are not in good presentable order, from competing in the Challenge.

The Company reserves the right to seal and strip cars within the provision of the Peugeot Sport Technical Regulations, the General Regulations laid out in the MSA Yearbook, and, if relevant, the FIA 2003 Year Book. Any costs incurred will be borne by the competitor.

In the case of a dispute specifically relating to the Cup, an appeal must be made as laid out in Article 8.2. This will be heard as soon as is practical by a panel of stewards. This panel will consist of three stewards from these four listed: Mr Mick Linford, Mr Gordon Hastie, Mr Mike Harris and Mr Mike Broad.

Drivers who indulge in careless or reckless driving during a training or competitive event, or behave in a manner likely to bring the sport or Peugeot Sport into disrepute, will be reported by the Peugeot Challenge Co-ordinator to the stewards who may impose a penalty which may include exclusion from the Cup.

Peugeot Technical Parts support will be present at all events wherever possible. Please note that parts bought from Peugeot personnel on event must be paid against a cheque or credit card at the time. Any monies outstanding to Peugeot Sport will be offset against prize monies due to competitors.

All present regulations laid out in these pages apply only for the 2003 Peugeot Challenges. Any amendments published after these regulations will appear in the official, numbered competitor bulletins, which will have the same force as these regulations.

Stella Boyles

Peugeot Rally Co-ordinator
1st November, 2002



PEUGEOT RALLY CLUB REGISTRATION FORM

Applications must be accompanied by the correct registration fee and returned to:

Stella Boyles
Peugeot Rally Club
P.O. Box 25
Humber Road
Coventry
CV3 1BD

Cheques should be made payable to:
Peugeot Motor Company plc

CLUB RULES

1. The Peugeot Rally Club will be run by the Peugeot Motor Company plc.
2. The Club will have two aims. Firstly to help young rally drivers to make progress within motorsport, and secondly to administer the Peugeot Rally Challenges. For 2003, they will be known as the 206 Super Cup and 206 Winter Cup.
3. The Club will organise and promote special training events for its members.
4. Members will be entitled to 15% discount from parts in the Special Tuning catalogue.

PEUGEOT RALLY CLUB

MEMBERSHIP FORM

Instructions for completion of form:

Please complete ALL details, in BLOCK CAPITALS. Complete every part requested, including facing page.

Incomplete forms will be returned.

Name: _____

Address: _____

Post Code: _____

'Phone No.- Day: _____ 'Phone No.- Evening: _____ 'Phone No.- Mobile: _____

Fax Number:- _____ E-Mail address:- _____

Peugeot Rally Club Membership	£30	_____
206 Super Cup Registration	£250	_____
206 Winter Cup Registration	£100	_____
206 Late Challenge Cup Registration	F.O.C.	_____
Cheques made payable to Peugeot Motor Company plc		=====

Are you entering: 205 Challenge, 106 Bonus Scheme, 206 Super Cup, 206 Winter Cup, Co-driver (for whom? _____),
Other? _____

DATA PROTECTION ACT: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.



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sport

┌ ┐ Name: _____

Place of Birth: _____ Other strong geographical link: _____

Photo
Mandatory

Nationality: _____ Date of Birth/Age: _____ Occupation: _____

Married/Single: _____ Children: _____

└ ┐ When Started Rallying: _____ In what car: _____

Major Successes & Achievements to date: _____
(& ambition for this year...)

Summary of Peugeot Challenge (if contested) or details of previous experience

General notes of interest to be used for commentary purposes.



PEUGEOT RALLY CLUB DRIVER/CO-DRIVER INDEMNITY FORM

I have read the rules and conditions of the Peugeot Rally Challenge 2003 as issued by Peugeot Motor Company plc, and agree to be bound by them, by the General Competition rules of the Motor Sports Association Ltd., and by the International Sporting Code of the FIA. I also agree to abide by and be bound by the Supplementary Regulations issued for any event arising thereunder.

In consideration of the acceptance of this application or of my being permitted to take part in the said events, I agree to save harmless and keep indemnified the Peugeot Motor Company plc, and such person(s), company or body as may be selected by them as promoters or organisers or sponsors of the events named in the Club rules, terms and conditions and their respective officials, servants, representatives and agents, from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself, my passenger(s), my driver(s), and mechanic(s) howsoever caused arising thereunder and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said Peugeot Motor Company plc. and the said other persons, bodies or companies, their officials, servants, representatives or agents.

Furthermore, in respect of any parts of the said events on ground where third party insurance under the Road Traffic Act is not compulsory, this agreement shall, in addition to the parties named above, extend to all and any other competitors, their servants and agents, and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) but shall not extend to a competitor adjudged guilty of reckless driving under the said General Competition Rules.

I have read the indemnification above and agree to the terms and conditions contained therein:

Signature: _____ Date: _____

(Note if under 18 years of age, a parent's or guardian's signature will also be required.)



TECHNICAL REGULATIONS 2003

1. OVERALL SPECIFICATION

- 1.1** The car eligible for the 206 Winter Cup and the 206 Super Cup 2003 is the Peugeot 206 XS 1596cc originally purchased from Peugeot Sport, Coventry.
- 1.2** The car must comply with the Peugeot Sport Technical and Sporting Regulations, and with event (i.e. MSA Year Book) and local safety regulations at all times.
- 1.3** The car must comply with, and be entered in, the FIA Group A class A6 using FIA homologation form number 5627. On entry forms, car must be entered as 206 XS.
- 1.4** Modifications to the car, other than those allowed by categories 4 and 5, are not permitted, even if they are allowed by FIA Gp A and/or N regulations.
- 1.5** If any vehicle is deemed either mechanically unsafe, or in an unacceptable condition, by Peugeot Sport Technical Staff, it will be regarded as ineligible for the Cup, even though it may have passed event scrutineering.
- 1.6** The use of any third party and/or replica components is not permitted.

2. DONOR VEHICLE SPECIFICATION

- 2.1** The donor vehicle is a purpose built Peugeot 206 XS right or left hand drive car specially constructed for Peugeot Sport by PSA Peugeot Citroen at our Ryton assembly plant. The car is a limited edition model, specifically built for motorsport application.



3. CONTROLLED KIT SPECIFICATION

GROUP	PART NUMBER	DESCRIPTION	Quantity per car
ENGINE	2000	Engine computer	1
	2012	Inlet camshaft	1
	2013	Exhaust camshaft	1
	2009	Oil cooler kit	1
	1016/3	Main bearing bolt	4
	1016/4	Trap door for sump baffle	2
	2016/1	Sump baffles	1
	2008	Oil catch tank + cap + hose	1
	2003	Inlet manifold	1
	2003/1	Mounting kit for fuel rail	1
	2004	Throttle body and fittings	1
	2001	Wiring harness for throttle body	1
	2014	Spark plug	4
	2005	Fuel injector	4
	2007	Air box kit	1
	2405	Aviation fuel line kit - in-car	1
	2006	Exhaust manifold	1
	2006/1	Exhaust manifold studs	10
	2066	Exhaust interpipe with catalyst	1
	2067	Exhaust rear silencer	1
TRANSMISSION	2100	Clutch plate	1
	2101	Clutch cover	1
	2127	Clutch cable - RHD (or LHD Option)	1
	2102	Clutch release bearing	1
	2103	Gearbox assembly 6-speed synchro + ZF diff	1
	2104	Driveshaft - LH	1
	2105	Driveshaft - RH	1
	2110	Engine / gearbox mounting kit	1
	2115	Gearchange kit + reverse lockout cable	1
	2106	BE pinion for speed sensor	1
	7119C	Nyloc hub nut	2
	7209/2	Wheel stud	16
	7206/1	Wheel nut	16



FRONT SUSPENSION	2200	Front wishbone - RH	1
	2201	Front wishbone - LH	1
	2202	Front strut assembly- RH -gravel	1
	2203	Front strut assembly- LH -gravel	1
	2205	Top strut mount - RH	1
	2206	Top strut mount - LH	1
	2601	Top strut reinforcing plate	2
	2207	Top spring plate	2
REAR SUSPENSION	2208	Front spring -gravel	2
	2220	Rear axle solid mount	4
	2204/1	Top rear damper bolt + locknut	2
	2221	Torsion bar - pair -gravel	1
	2204	Rear damper - gravel	2
BRAKES	2400	Front brake kit - 292,0	1
	2402	Brake servo - 200,0	1
	2401	Master cylinder - 25,4	1
	2401/1	Brake reservoir	1
	2413	Fly off handbrake lever	1
	2425	Hydraulic handbrake kit	1
	7252	Mintex rear pad set - 1144	1
	4002	AP 600 brake fluid	2
	1423	Brake bias adjusting valve	1
	2404	Aviation brake line kit	1
	2403	Pedal box assembly - RHD or LHD for cable	1
CHASSIS	2604	Roll cage - supply	1
	2605	Roll cage - weld-in, fitted	1
	2607	Seat mount bosses - car set, fitted	1
	2608	Seat belt boss-car set of 4, fitted	1
	2609	Seat mounts - driver side	1
	2610	Seat mounts - co-driver side	1
	2606	Alloy sumpguard	1
	2606/1	Sumpguard mounting kit	1
	2611	Alloy tankguard kit	1
	2315	Mudflap front	2
	3641	Spare wheel ratchet strap	1



CHASSIS (continued)	4005	Sparco Rev seat	2
	4013	Lumbar support	2
	4001	Seat belts - Sparco Pro Race	2
	4011	Steering wheel	1
	4020	Steering wheel boss	1
	4004	Battery master switch	1
	2612	Front door trim panel - LH	1
	2613	Front door trim panel - RH	1
	2614	Rear quarter trim panel - LH	1
	2615	Rear quarter trim panel - RH	1
	2616	Front door pull strap + bolt + plate	2
	4015	Electric fire extinguisher	1
	4017	Plumbing kit	1
	4016	Trigger box	1
	4010	Hand held extinguisher	1
	4003	Pull cable	1
	4000	Bonnet and tailgate pin set	2
	2460	Compomotive controlled road wheel	4
EXTRAS	8355/46-62	Peugeot Sport racesuit 2002	2

4. FREEDOMS

4.1 You may remove the following components -

- 4.1.1 Any component or group of components (i.e. a front suspension strut assembly or an air cleaner system) that will be directly replaced by one issued in the controlled kit.
- 4.1.2 The wheel arch plastic liners and their fixings, EXCEPT the right hand rear, this is the fuel filler protection, unless a suitable replacement is fitted to protect this area.
- 4.1.3 All carpets and sound deadening materials.
- 4.1.4 The roof lining.
- 4.1.5 All underbonnet sound deadening.
- 4.1.6 All luggage area trim.
- 4.1.7 All rear seating and its fixing brackets, both welded in and bolted in.
- 4.1.8 The rear wipe / wash system.



- 4.1.9 The roof mounted aerial and its housing.
- 4.1.10 The floor gear lever and handbrake consoles, and relocate the electric window switches.
- 4.1.11 The airbag system.
- 4.1.12 The passenger glovebox and its lining.
- 4.1.13 The spare wheel holder.
- 4.1.14 The radio / CD and speakers.
- 4.1.15 The series seat belts and their mountings, front and rear.

4.2 You may alter the limited slip differential static pre-load by using varying thickness plates, **but you cannot alter the design and/or the specification of the component parts.**

4.3 You may fit any of the following optional components at any time-

- | | | |
|-------|--------------------------|---|
| 4.3.1 | Front struts- tarmac | 2202/3T |
| 4.3.2 | Front springs – tarmac | 2208T |
| 4.3.3 | Front pads | Type: 1144/1166/1177 Part Numbers: 1424/5 1424/4 1424/6 |
| 4.3.4 | Torsion bars | the standard 19.0 mm from the donor car |
| 4.3.5 | Rear dampers | 2204T |
| 4.3.6 | Crutch strap | 4009 |
| 4.3.7 | Spare wheel holding post | 3640 |

4.4 In order to fit safety equipment or controlled components, you may remove or deform material from the immediate area of any component that it contacts.

4.5 You may replace the series production screenwash reservoir and pump assembly and replace it with screenwash reservoir, pump, and tubing in the cockpit, in compliance with current FIA Gp A regulations.

4.6 You may fit a cockpit switch to override the auto cooling fan switch.

4.7 You may re-route and tie-wrap, but not remove, any redundant wiring loom components.

4.8 You have free use of lockwire or Loctite on any nut and bolt.

4.9 Ride height is free within the adjustment range of the components, but no part of the vehicle (with the exception of mudflaps) can touch the ground when both controlled tyres on one side are deflated, measured on a flat surface, under competition conditions with the crew and equipment on board.



- 4.10 You may fold back the edges of the wheel arches that project towards the tyres.
- 4.11 You may compete with the anti-roll bars in the following conditions, but no other variation -
Front - either fully fitted and functioning OR the bar and drop links completely removed.
Rear - either fully fitted and functioning OR the bar and end plates completely removed.
- 4.12 You may replace the standard horn with an air horn system.
- 4.13 You may fit any driver / co-driver equipment necessary, as long as they have no influence on the car's acceleration and terminal speed. For example tripmeter, co-drivers footrest, helmet nets, and floor protection in the way of trays or rubber/polyurethane sheeting. Likewise driver aids such as pedal extensions or an extension to the handbrake lever, or an engine speed indicator light are permitted.
- 4.14 You may re-paint the car externally and/or internally in any colour. The colour scheme must be approved by Peugeot Sport, in advance, and comply with control 5.15.
- 4.15 You may close bodyshell holes by welding in steel plates.
- 4.16 You may remove any protruding studs or fixings that are redundant.
- 4.17 You may fit a blanking panel in the redundant radio aperture in order to mount cut-outs or switches.
- 4.18 The make and model of the battery is free, but not the location.
- 4.19 The type of jack and wheelnut tool is free, and their mounting in the luggage area, but not the jacking points.
- 4.20 You may close the gap between the sumpguard and chassis with mesh or polyurethane sheet in order to protect the engine/transmission, this protection must not pass beyond the centre line of the front struts.
- 4.21 You may fit steel safety cables to retain the exhaust system should the mountings fail.
- 4.22 You may bridge the gap between the fuel tankguard and the floor with alloy or polyurethane sheet.
- 4.23 You may fit pedal stops on the floor to control throttle and clutch excessive travel.



5. CONTROLS

- 5.1** You must fit all the parts of the controlled kit, or any of the allowed optional parts that replace a part of the kit, at all times. The specific camshafts must be fitted by Peugeot Sport. The engine will be sealed after this point, and must remain sealed.
- 5.2** The fuel vapour recovery system must be modified. As with all catalyst cars equipped with closed fuel systems, the fuel tank breather, and the route for fuel vapour from the tank to the charcoal canister, which is purged by inlet manifold vacuum, is currently from the tank to the engine.
- The tank has two outlets –
1. The fuel pressure feed pipe, replaced by the in-car aviation hose in the kit,
 2. The original vapour pipe from the inversion valve is re-routed via the RH rear wheel arch and cut to length, finishing behind the RH rear wheel.
- 5.3** Tyres must be of Michelin manufacture, and supplied by their official Service Provider, to the following specifications: -
- | | | |
|----------|-------|---|
| Tarmac - | Slick | 18/58-15 N20 |
| | Inter | 18/58-15 TA00 |
| | Wet | 18/58-15 TA00 re-grooved only by Michelin |
| Gravel - | | 14/62-15 L81 or L82 (Michelin will delete L81 and replace with L82 in early 2003) |
- 5.4** All tyre patterns used must be as supplied by Michelin, or their official agent, and cannot be subsequently modified by re-grooving.
- 5.5** There will be a maximum number of controlled tyres allowed per car per event, for the 206 Super Cup. The quantity and type will be notified, and tyres will be marked for identification, prior to each event, see Draft in Appendix D. The 206 Winter Cup will have no quantity limit.
- 5.6** You must use unleaded fuel with no additives, to either BS EN 228 (branded as unleaded) or BS 7800 (branded as super unleaded) currently on sale to the general public, and with a maximum MON rating of 89. Fuel samples for testing may be taken at any time.
- 5.7** All ancillary lights must be Hella Xenon gas discharge type, housed in specific carbon fibre lamp pods of Peugeot Sport origin, and purchased from Peugeot Sport Special Tuning.
- 5.8** You must use TOTAL engine and gearbox lubricants during the 206 Super Cup. This control is removed for the 206 Winter Cup.



- 5.9** The engine cam belt covers, together with the electronic computer (ECU) will be sealed by Peugeot Sport. You must use these units at all times, and must not tamper with or break the seals. Should more than one engine or ECU seal be broken or are tampered with, the unit will automatically be declared illegal.
- 5.10** You must notify Peugeot Sport immediately any seal becomes broken, either during or between events of the Championship.
- 5.11** You must surrender, upon request, any sealed components for detailed investigation and/or exchange at any time.
- 5.12** In the event of an engine problem, you are not allowed to dismantle it. You must follow the procedure below -
- 5.12.1** The engine, defined as an assembly excluding flywheel and clutch, and without inlet and exhaust manifolds, must be returned to Peugeot Sport Coventry, with seals intact, for stripping and investigation.
- 5.12.2** A replacement controlled sealed engine drawn at random from Peugeot Sport stock will be issued.
- 5.12.3** The competitor price for this engine will be the nett price of the rebuild charge for their engine.
- 5.13** The driver and co-driver must wear Peugeot Sport racesuits during the competitive element of every event. Only 2002 specification Peugeot Sport racesuits purchased from Special Tuning are allowed, and the competitor must affix controlled cloth badges in the positions shown by a drawing supplied with the badges.
- 5.14** The following areas will be controlled by Peugeot Sport and their Championship sponsors for decals, the rest of the car is free, but respecting 5.15.
1. The complete bonnet.
 2. The complete front doors.
 3. The centre 500mm of the front black bumper section.
 4. The corners of the rear bumper skirt.
 5. Under each headlamp.
 6. Hella dummy lamp covers x 1 over each spoiler lamp (or if lamps are to be used, then immediately above).
- Note: A drawing will be issued, by Bulletin, showing exact positions before the first round of each championship. The 206 Winter Cup may contain more freedoms.
- 5.15** You must not display any advertising or decals on the vehicle or drivers and co-drivers clothing that may conflict with Peugeot or their co-sponsors, unless they form part of an Event or Championship sponsorship, or have the approval of Peugeot Sport.



APPENDIX A - 206 SUPER CUP CALENDAR

The 2003 206 Super Cup calendar is as follows:

Date	Event	Location	Surface	Licence	Website
March 22-23	Rally of Wales*	Wrexham	Gravel	Nat B	www.rally.wales.com
April 26-27	Pirelli Rally*	Gateshead	Gravel	Nat B	www.pirelliinternationalrally.co.uk
June 13-15	Scottish Rally*	Dumfries	Gravel	Nat B	www.scottishrally.co.uk
July 4-5	Jim Clark	Edinburgh/Duns	Asphalt	Nat B	www.jcmr.u-net.com
Aug 2-3	Harry Flatters Rally	Epynt	Asphalt	Nat B	www.breconmotorclub.co.uk
Sept 6-7	Ulster International	Belfast	Asphalt	I'national	www.ulster-rally.co.uk
Sept 27-28	Trackrod Rally	York	Gravel	I'national	www.rallyyorkshire.co.uk

Best 6 scores from 8 events will count.

*Each of the first three events in the calendar will run as two individual National B events, covering the same mileage as the British Rally Championship event. Start money is applicable for day 1 only, paid in full. Cars may restart the second event, even if a non-finisher on the first. All cars must re-scrutineer. This gives two signature opportunities for licence upgrade requirements. Under exceptional circumstances, competitors may contest day 2, without contesting day 1.

The Rally of Wales and the Pirelli Rally, each day, will count for half points and half prizes. The Scottish Rally, each day, will count for full points and half prizes.

If events are altered or cancelled, the Company reserves the right to substitute alternatives. On-event cash awards as per Article 6.2.

On Event Awards

In addition, the following awards will be presented on each event:

Hella – sponsor gifts

TOTAL – Oil – for Spirit of the Rally

Snap On – Cooler and tools (to be confirmed)

Motorsport News – 2 x 6 month subscriptions for Best Improvement on Seeding

The annual awards dinner will take place on the 22nd November, 2003 to which all prizewinners, competitors and guests are invited.



APPENDIX B - 206 WINTER CUP CALENDAR

The 2003 206 Winter Cup calendar is as follows:

Date	Event	Location	Surface	Licence	Website
1 Dec 2002	Galloway Hills Rally	Castle Douglas	Gravel	Nat B	www.gallowayhillsrally.co.uk
5 Jan 2003	Red Kite Stages	Llandovery	Gravel	Nat B	n/a
22 Feb 2003	Rallye Sunseeker	Bournemouth	Gravel	Nat A	www.rallyesunseeker.co.uk

The best 2 from 3 scores to count, but the winner must have started all three events. On event cash awards as per Article 6.3.

If events are altered or cancelled, the Company reserves the right to substitute alternatives.

The annual awards dinner will take place on the 22nd November, 2003 to which all prize winners, competitors and guests are invited.

ON EVENT AWARDS

In addition, the following awards will be presented on each event:

Michelin – £500 cash award – distribution to be advised by Bulletin.

Hella – £250 vouchers

TOTAL – Oil

Snap On – Tools

Motorsport News – 2 x 6 month subscriptions for best improvement on seeding



APPENDIX C - 206 LATE CHALLENGE CUP CALENDAR

The 2003 206 Late Challenge Cup calendar is as follows:

Date	Event	Location	Surface	Licence	Website
Aug 2-3	Harry Flatters Rally	Epynt	Asphalt	Nat B	www.breconmotorclub.co.uk
Sept 6-7	Ulster International	Belfast	Asphalt	I'national	www.ulster-rally.co.uk
Sept 27-28	Trackrod Rally	York	Gravel	I'national	www.rallyyorkshire.co.uk
Oct 25-26	Michelin Tempest	Aldershot	Gravel	I'national	www.tempeststage.org.uk

The intention of the Late Challenge Cup is to provide a championship for those 206 Super Cup competitors who fall by the wayside in the early part of the year from poor scoring or limited budget.

All comers to the 206 Late Challenge Cup must be registered for the 206 Super Cup and comply with all 2003 206 Super Cup regulations.

Scoring will be 3 events from 4, but must have started all 4 events. The winner of the 206 Super Cup will not be eligible to win the Late Challenge Cup, prize will automatically go to the next in line.

There is no separate on-event prize fund for the first three events as it is already allocated to the 206 Super Cup, as per Article 6.2. However, the Michelin Tempest Rally will have the full prize fund, as per Article 6.2.

The prize for this Cup is a brand new Peugeot 206 road car, to be driven away from the annual awards dinner on the 22nd November, 2003 to which all prize winners, competitors and guests are invited. In addition, a Late Challenge Cup trophy will be awarded to top driver and co-driver.

If events are altered or cancelled, the Company reserves the right to substitute alternatives.



APPENDIX D - DRAFT TYRE ALLOCATION

EVENT	MILES	TYRES	QUANTITY (max)
Rally of Wales	120	L81 or L82	10
Pirelli Rally	120	L81 or L82	10
Scottish Rally	120	L81 or L82	10
Jim Clark Rally	80	N20/TA00	8/6
Harry Flatters Rally	180	N20/TA00	12/6
Ulster Rally	120	N20/TA00	10/6
Trackrod Rally	120	L81 or L82	10
Michelin Tempest Rally	100	L81 or L82	8
"Joker Tyres"		Any	2

The above is the total number of control tyres allowed on each event.

Again for the 206 Super Cup we will restrict the total number of tyres used on each event. All tyres will be marked by MSA paint on each event by the scrutineering team, to police the above restriction. The above maximum number of tyres has been calculated based on knowledge of the event and tyre wear. Any modifications to this will be advised by Bulletin, before each event.

All tyres must be presented for marking before the event starts, and we propose that all control tyres, up to the maximum number, required for each event are presented for marking before your scrutineering time. A separate bulletin will clarify where and when exactly before each event. Please try and leave plenty of time for this, and do it early! You must remove previous event marks before presentation.

During the season, you may add up to 2 "Joker Tyres" to the above maximum allocation. If you suffer excessive punctures during an event you may choose to draw your "Joker Tyres". You will require to have these paint marked by the Peugeot Sport Scrutineer before using them on a stage. You do not need to use these extra 2 at all. However, once these 2 extra "Joker Tyres" have been drawn, whether used or not, you may not increase the above allocation. You do not need to draw both "Joker Tyres" on the same event, but once drawn may not be carried forward to a subsequent event.

You must be able to account for the location of all tyres, on event, on request.

Tyres for the 206 Super Cup are to be purchased directly from the Michelin agent. This is Ed Shore from K & S Tyres, 01782 402983, Mobile 07866 772766. Note that Michelin have assured us that any unused tyres can be returned and full refund will be made. The agent will be present on all events of the 206 Super Cup and will fit and remove tyres free of charge. They will also turn the tyres on the wheels, if requested.



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Super 106 Cup Bonus Scheme

For 2003, cars formerly contesting the Super 106 Cup will still be eligible for a Bonus Scheme. The engine seals and former controls will now be released, although cars will have to still conform with FIA Group A specification.

To be eligible, you will have to be a member of the Peugeot Rally Club, a registered championship contender and carry a sun strip on your car throughout each event. The sun strip is provided free of charge from Peugeot Sport – contact Doug Noble on 02476 884676 to order.

The full list of controls which we had during the Super 106 Cup will be relaxed. For the Bonus Scheme, you will need to have the cars conform to FIA Homologation. The use of any components that appear in the VK (Variant Kit) pages is forbidden. The other controls, for example, engine seals, will be relaxed. The Bonus Scheme is primarily aimed at cars formerly included within the Super 106 Cup, but all Peugeot 106's within A6 and N1 are welcomed.

Each event will have prize money down to third place and points scored in the respective Super 1600 Category championship will be used to determine the end of year places, for the Super 106 Cup Bonus Trophy and prize money. The end of year awards will be presented at the Peugeot Sport Annual Dinner, 22nd November, 2003 to which all prize winners, competitors and guests are invited.

As part of the Peugeot Rally Club, you will be eligible for your 15% discount from competition parts in the Special Tuning catalogue, as well as an invitation to join the training sessions organised by the Club.

BTRDA

Well known in the UK as an excellent gravel championship, the BTRDA offers 10 events throughout England and Wales, with approx. 45 miles plus of competitive stages, generally run over a Saturday.

Entrants will require to be members of BTRDA. Contact the Co-ordinators of this championship:

Howard Wilcock - 0115 966 5176

Andy Bull - 01527 835476

www.btrda.com

On Each Event -	1st	£300
	2nd	£200
	3rd	£100
End of Year -	1st -	£500 + Trophy to driver & co-driver
	2nd	£400 + plus Memento Awards
	3rd	£300 + plus Memento Awards



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