

Rally Cup BELUX

TECHNICAL REGULATION 2025



208
RALLY4



CORSA
RALLY4



Ypsilon
RALLY4

PEUGEOT
SPORT

LANCIA
CORSE

OPEL
MOTORSPORT

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GENERALITY

These technical regulations have been registered to the federation:

Royal Automobile Club de Belgique RACB Sport

Under the organiser's permit number: T01-SMRCB/B25 from 10/02/2025

In the event of differences in the interpretation of these rules, only the french text will prevail.

These Technical Regulations have been written in such a way as to describe what is authorized and not what is forbidden. The reader must always bear in mind that no modifications are permitted unless they are expressly authorised by the documents listed below:

- 2025 Technical Regulations of the **Stellantis Motorsport Rally Cup Belux**.
- Appendixes and additives to these technical regulations
- Assembly instructions and technical bulletins for eligible vehicles
- Catalog of constituent parts (base or options) of eligible vehicles
- Homologation forms for eligible vehicles complying to the appendix J of the international sport code.

The technical regulations & appendixes thus assembly manuals, catalogues & technical bulletins will be available on the media library dedicated to each car model: <https://docs.stellantis-motorsport.com/fr>

Worn or damaged components may only be replaced by:

- Original Peugeot, Opel, and Lancia parts (for original and standard parts)
- Stellantis Motorsport part or Stellantis Motorsport option (for specific parts)

as defined by Stellantis Motorsport and referenced in the parts lists and catalogues that make up the kits for eligible vehicles.

All work on the vehicle must be carried out according to the repair methods defined by Peugeot, Opel, and Lancia for original and series parts or Stellantis Motorsport for specific parts, while remaining in compliance with these technical regulations.

Stellantis Motorsport reserves the right to modify the technical definition of the eligible vehicles as well as the technical regulations of the **Stellantis Motorsport Rally Cup Belux**.

Competitors will then be informed of these modifications by the publication of addenda to these regulations and/or modification of the specification sheet (spec-sheet) dedicated to the event concerned and/or publication on the media library dedicated to each model.

Entrants are entirely responsible for the technical conformity their vehicle for the duration of **Stellantis Motorsport Rally Cup Belux** qualifying events, from preliminary technical scrutineering until the publication of the official results.

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ARTICLE 1 – DEFINITION & IDENTIFICATION OF ELIGIBLE VEHICLES

1.1 Eligible vehicles type

The **Stellantis Motorsport Rally Cup Belux** is reserved to the following vehicles:

- Peugeot 208 Rally4
- Opel Corsa Rally4
- Lancia Ypsilon Rally4

The assembly of eligible vehicles must be carried out exclusively using the specific parts kits defined by Stellantis Motorsport and sold by Racing Shop, as well as the OEM parts corresponding to these cars, in compliance with the assembly instructions and within the limits specified in this regulation.

All parts outside the kits and options of the eligible vehicles are prohibited (e.g.: quick couplings, additional thermal protection, etc.).

The following parts are free in compliance with the regulations of the national federation of the country where the event takes place:

- Brake pedal cover
- Fixation of the bumpers to their mountings
- Trip master and mounting bracket
- Map light and mounting bracket
- Jack and bracket
- Headlight ramp
- Cornering lights and mountings
- Second spare wheel mounting bracket

The vehicle must comply with the regulations of the national federation of the country where the event takes place as well as the FIA homologation form relating to the eligible vehicles including the latest up-to-date amendments for each round.

ARTICLE 2 – TECHNICAL SCRUTINEERING OPERATIONS

2.1 - Technical specification sheet (Spec-sheet)

During preliminary technical scrutineering, the entrant or his representative completes the specification sheet for the current round with the mandatory declarative fields concerning the mechanical and electronic components present on his vehicle.

The serial numbers entered in this document are registered as associated with the entrant's race number for the current round of the **Stellantis Motorsport Rally Cup Belux**, from preliminary scrutineering to final scrutineering.

Any operation resulting in a modification of the components and/or numbers initially registered in this document can only be done after the agreement of the scrutineer.

This document, see example document in appendix section, signed by the entrant or his representative, must be given to the technical(s) scrutineer(s) of the national federation where the event takes place or to the technical representative of Stellantis Motorsport.

2.2 - Scrutineering check operations

At the preliminary technical scrutineering, the scrutineers of the national federation where the event takes place will check the so-called security components, identification elements and sealed parts as well as the compliance of the vehicle with these regulations. In this context they can be assisted by the Stellantis Motorsport technical representative.

The authorization to take the start of the **Stellantis Motorsport Rally Cup Belux** event given by the technical(s) scrutineer(s) of the national federation where the event takes place or by the Stellantis Motorsport technical representative is not a sufficient condition of conformity for the continuation of the course of the event.

2.3 - Technical scrutineering operations

At any time during a **Stellantis Motorsport Rally Cup Belux** round, technical checks may be carried out to verify vehicle's compliance with these regulations. These checks will be carried out by scrutineers of the national federation where the event takes place in accordance with current FIA sporting rules.

As such, any control, comparison, sampling, or performance measurement operation may be carried out on all or part of the vehicle to ensure its conformity.

All the costs resulting from these checks will remain the responsibility of the entrant without any possibility of financial participation on the part of Stellantis Motorsport.

ARTICLE 3 – INTEGRATED ROLL CAGE

3.1 - Designation and definition

The body shell and its roll cage defined by Stellantis Motorsport and homologated by the FIA is the only one authorized. It must be possible to clearly identify the chassis via the chassis number plate welded to the roll cage.

Any modification of the roll cage is prohibited. Forbidden modifications include machining, reinforcement, welding, or treatment of the cage which results in a permanent modification to the material used for the cage or to its construction.

Repairs to the roll cage are not permitted. Any bodyshell whose roll cage has been damaged would have to be replaced.

ARTICLE 4 – ENGINE, FUEL & MAPPING

4.1 - Designation and definition

Engine and turbo of the eligible vehicles are those defined by Stellantis Motorsport and only sold by Racing Shop. Any engine and turbo used to participate in the **Stellantis Motorsport Rally Cup Belux** must have been assembled or overhauled, then sealed by Stellantis Motorsport through one of its technical partners.

Neither Stellantis Motorsport nor his engine partner can be held responsible regarding the reliability or changes to the performance characteristics of an engine whose performance has been certified.

No modifications other than those defined in the assembly instructions are authorized.

The engine serial number will be entered in the specification sheet (spec-sheet) and registered as associated with the entrant's race number for the current round of the **Stellantis Motorsport Rally Cup Belux**, from preliminary scrutineering to final ones.

Its replacement can only be made in the case of proven failure and after the scrutineer's agreement.

4.2 – Approval & Engine sealing

4.2.1 Identification

Any engine used to participate to the **Stellantis Motorsport Rally Cup Belux** must present seals at the cylinder head cover and the oil sump as defined by Stellantis Motorsport and illustrated below:



Seals numbers are those associated to the engine number present on the identification plate as entered by its technical partner Oreca Magny-Cours during the original assembly or overhaul of it.

The presence and the perfect legibility of the numbers of the seals/seals are the responsibility of the entrant.

4.3 - Turbocharger sealing

4.3.1 Identification

Any turbo used to participate in the **Stellantis Motorsport Rally Cup Belux** must present a seal to the crankcase as defined by Stellantis Motorsport and illustrated below:



The seal number is the one associated to the turbo number as entered by its technical partner during original assembly or overhaul of it.

The presence and legibility of the numbers of the seal is the responsibility of the entrant.

4.3.2 Replacement

Replacement of turbo assembly may only be carried out after scrutineer's agreement. Only the use of the turbo declared as "spare" in the specification sheet and presented to the scrutineer during the preliminary checking is authorised.

A single turbocharger can be allocated to several competitors.

4.3.3 Flange / Air restrictor:

Each turbo must be equipped with a 30mm FIA flange (air restrictor) as defined by Stellantis Motorsport and marketed by the Racing Shop. A seal must be present on the two fixing screws at each preliminary check.

If the turbocharger does not have a seal in location, the scrutineer of the national federation where the event takes place will measure the internal diameter of the restrictor and proceed to an affix of a new seal.



4.4 – Seals

A scrutineer is free to affix seal(s) to any mechanical part(s).

In the event of an intervention which would require the removal of one or more seals, a request must be made to the scrutineer or the technical representative of Stellantis Motorsport that he is able to supervise the operation and affix a new seal.

4.5 – Compliance

Seals are not a sufficient condition of conformity of the engine or its turbo. Thus, as part of the conformity checks, the performance of the engine and/or turbo may be checked as well as the dismantling of these.

An FIA seal is not valid during the events of the **Stellantis Motorsport Rally Cup Belux**

NB: The Stellantis Motorsport sealing is not valid during FIA events.

4.6 - Maintenance

Any maintenance or overhaul operation of an engine cannot justify the removal of one of the 3 mandatory seals (oil sump, cylinder head cover, turbo sump) whether in the context of the race or outside.

If, within the framework of the race, a mechanical intervention necessitates the need to replace a seal, this can only be done with the authorization of a scrutineer.

Any removal of a seal during an event without authorization of the scrutineer and his attendance or, if that is not possible, a member of Stellantis Motorsport, will result in the exclusion of the competitor from that round of **Stellantis Motorsport Rally Cup Belux**.

4.7 - Fuel

Only Lead-free 98- octane petrol from the official supplier of the Belgian Rally Championship may be used (see BRC Sporting Regulations and its annexes). The use of any other fuel, even blended with the above type of fuel, or of an additive is expressly forbidden.

Entrants must take all necessary steps to ensure that a fuel sample at least three liters can be taken for the vehicle's tank at any time during an event for analysis purposes.

Samples will be taken and analysed in compliance with the procedure described in the general prescriptions of the of national federation where the event takes place.

4.8 - Engine mapping

4.8.1 Mapping / Fuel:

Only the engine mapping specified in the specification sheet drawn up by Stellantis Motorsport for 98-octane lead-free petrol is authorized.

4.8.2 Torque management system (TMS):

The use of the device allowing engine torque management through mapping defined by Stellantis Motorsport (see technical bulletins) is authorized.

Each competitor is free to use this device or not.

4.8.3 Alternator management (LIN):

The use of the device allowing Engine's alternator management through mapping defined by Stellantis Motorsport (see technical bulletins) is authorized.

Each competitor is free to use this device or not.

4.9 - Engine Control Unit & data logging

4.9.1 Engine Control Unit:

Only the SRG 141 Magneti Marelli control unit defined and homologated by Stellantis Motorsport and sold by Racing Shop is authorized. It must remain in its original location as described in the assembly instructions.

The ECU serial number will be entered in the specification sheet (spec-sheet) and registered as associated to the competitor's race number for the current round of the **Stellantis Motorsport Rally Cup Belux**, from preliminary scrutineering to the final ones.

Its replacement can only be made in the case of proven failure and after the scrutineer's agreement and his attendance, or if that is not possible, a member of Stellantis Motorsport.

4.9.2 Data logging:

Scrutineers must be able to connect to this control unit at any time during an event. By connecting to these control units, they can use stored data during conformity checks. It is the responsibility of the entrant to ensure that the ethernet connection and wiring remain in perfect working condition.

The deletion of data acquisitions is prohibited during a round of the **Stellantis Motorsport Rally Cup Belux**, from the preliminary technical inspections to the final technical inspections.

ARTICLE 5 - LUBRICANTS

Use of the following lubricants is mandatory:

- Engine oil: Total Quartz Ineo First 0w30 (Ref: PS97727A10)
- Power steering fluid: Total LDS (Ref: 1615099680)
- Gearbox oil: 75W140 ELF HTX750, reference 904895438A

Brake fluid and engine coolant are free.

ARTICLE 6 - TRANSMISSION

Only final drive ratios and the gears on the type-approval forms of the authorised vehicles are authorised.

ARTICLE 7 – ELECTRICITE

All electrical equipment (power box, wiring harnesses, control unit, sensors, actuators, etc.) must be present, operational and in perfect working order at any times during an event.

ARTICLE 8 – SUSPENSION & BRAKING

8.1 Suspension

The adjustment of the geometry and stiffness of the running gear is allowed using the parts defined by Stellantis Motorsport and marketed by Racing Shop, in accordance with the current specification sheet for a given event and the recommendations of Stellantis Motorsport.

Only the shock absorbers designed by Stellantis Motorsport and marketed by Racing Shop, are authorized without internal or external modification in compliance with the specification sheet that covers the event in question.

The front and rear anti-roll bars specified by the specification sheet for a particular type of surface, may be disconnected, or removed.

8.2 Brakes

8.2.1 Braking System:

The use of the EVO braking system described in the InfoTech 24-06, listed in the specification sheet, and defined by Stellantis Motorsport, is mandatory.

8.2.2 Pads:

Only the pads listed in the spec-sheet for a given surface and identified as “**Stellantis Cup**” are authorized.



ARTICLE 9 – PNEUMATIQUES

9.1. Tarmac rallies

Competitors may use a maximum number of registered tires for the whole of a rally, spare tyres(s) included:

- 8 tyres, for a one-day rally
- Maximum 10 tyres for a 2-day rally

The first 5 rain tyres must be declared but will not be counted in the quota. Tyres used during the shakedown, or qualifying stage if this is provided for in the Supplementary Regulations of the event, will not be included in the total quantity authorized for the rally. The quota of this regulation may be modified by the special regulation of the event.

All must be MICHELIN 19/63-17 type:

- Pilot Sport S10 (Soft)
- Pilot Sport M20 (Medium)
- Pilot Sport A MW1 (Wet)

For the Spa Rally only (unless otherwise stated in the championship sporting regulations or the specific regulations for the Stellantis Motorsport Rally Cup Belux events), the following MICHELIN 19/63-17 tyre types are authorised:

- Pilot Sport SS02 (Supersoft)
- Pilot Sport S10 (Soft)
- Pilot Sport A MW1 (Wet)

Mixing is permitted. Re-cutting is permitted under the conditions set out in the BRC's sporting regulations. Only tyres purchased from Kronos Racing are permitted.

At any time during a rally, it must be possible to check the type of rubber'range used. It is allowed to hide the tyre's model, but it is expressly forbidden to erase it. The use of different types of tyres on the car at the same time are authorised.

The tires will be fitted with FIA barcodes which will be used for tire registration via the Tyrecard provided by the RACB. The entrant is solely responsible for the concordance between the barcode numbers written on his tyres card and those of the registered tyres. Barcodes should always be visible from outside the car.

The re-cutting of tyre's tread pattern is autorised under the conditions indicated in the BRC sporting regulations.

During all **Stellantis Motorsport Rally Cup Belux** rounds, the use of surface treatment by chemicals, or mechanical action, or any other heating system (heating blankets for example) is prohibited.

ARTICLE 10 - WEIGHT

10.1 Minimum weight

The minimum weight of the eligibles vehicles is **1080kg**.

The minimum weight is the weight at any moment during an event, excluding the driver, co-driver, their helmets and Hans devices, including a single spare wheel, tools and spare parts carried inside the car, with the fuel tank and windscreen washer reservoir empty.

Tools and spare parts carried inside the vehicle must be firmly fixed in place behind the driver and co-driver seats.

The minimum weight with the crew and their equipment on board is **1240 kg**.

Competitors must comply with these two points for the duration of the event.

10.2 Ballast

The vehicle's weight may be adjusted with ballast weights as defined by Stellantis Motorsport and marketed by Racing Shop:

Reference	Qty	Designation
904654688A	1	PLAQUE LEST 5 KG
904654708A	1	PLAQUE DE LEST 2.5KG

The ballasts must be placed inside the passenger compartment, on the floor or under the seats. Its fixation must be done using 4x M10 screws of at least grade 10.9 along with washers and lock nuts.

The competitor must inform the scrutineer that the car is carrying ballast at preliminary technical checks so that any seal(s) may be inspected or made.

ARTICLE 11 – EQUIPMENTS

11.1 Interior equipment

The use of a 330mm-diameter Sparco steering wheel is mandatory excluding carbon or Kevlar versions.

11.2 External equipment

The underbody protections from Gravel kit are authorized for tarmac use when they come from the Rally4 kit defined and homologated by Stellantis Motorsport and sold by Racing Shop for the eligible vehicles.

11.3 Safety equipment

The following safety equipment is mandatory:

- Seats:
 - Sparco Circuit I ou II
 - Sparco Matrix with its homologated bracketsOr any other seat from the Sparco range, excluding carbon or Kevlar versions.
- Sparco 6-points harness belts, as provided in the rally4 kits of eligible vehicles.
- Sparco harness belts cutters, as provided in the rally4 kits of eligible vehicles.
- Automatic fire extinguisher system, as provided in the rally4 kits of eligible vehicles.
- 2 kg manual hand-held fire extinguisher, as provided i in the rally4 kits of eligible vehicles.

11.4 On-board automatic extinguishing system

11.4.1_ Manual extinguisher:

The presence of the manual fire extinguisher as defined in the kit of the eligible vehicles is mandatory, it is the responsibility of the entrant to ensure that it is in perfect working order, perfectly mounted and easily accessible by the crew.

11.4.2_ Automatic extinguisher:

Only the FIA approved automatic extinguishing system defined by Stellantis Motorsport and sold by Racing shop for the eligible vehicles is authorized. The layout of the fire extinguisher system must comply with the instructions specified in the manufacturer's manual.

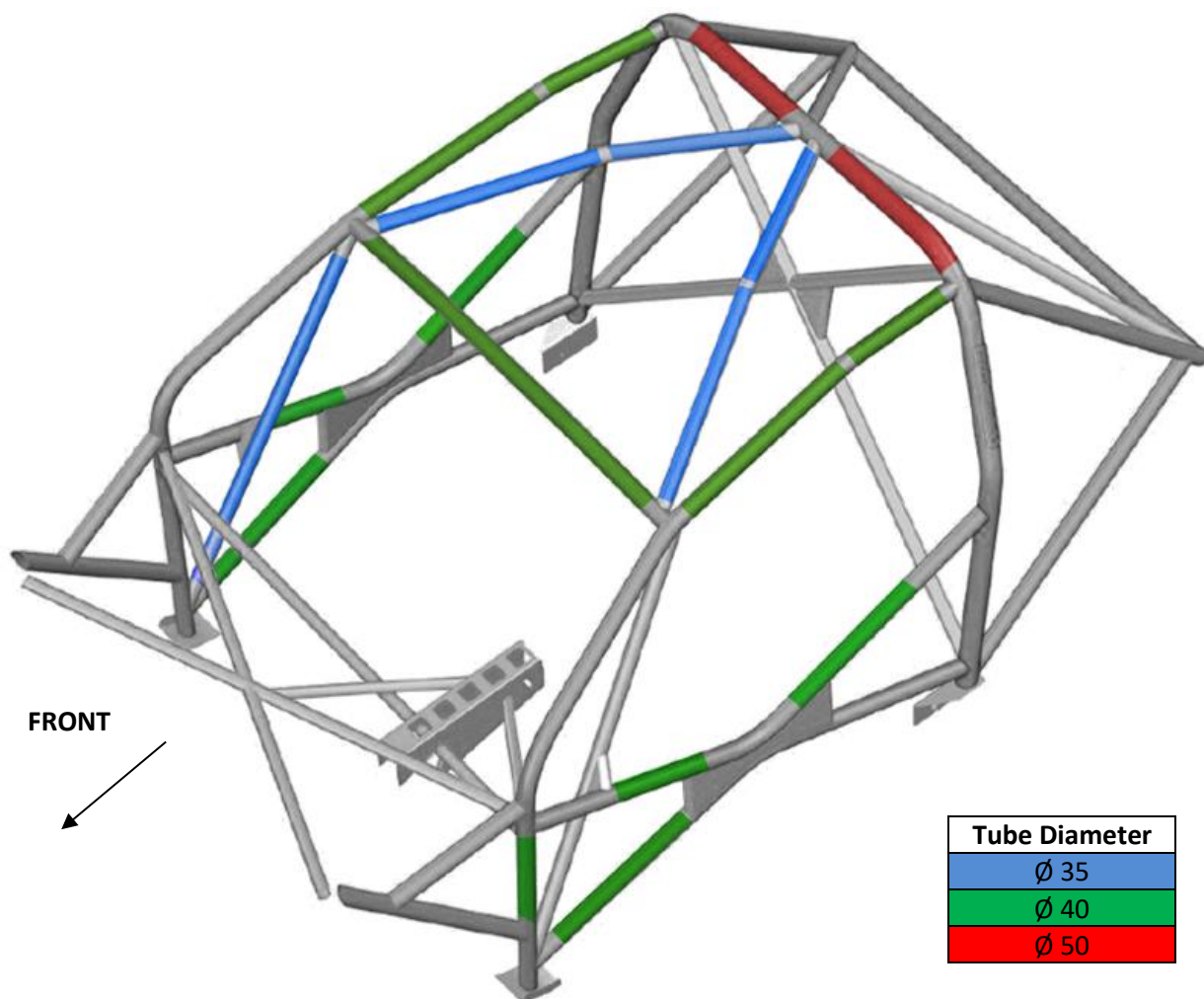
The pipes of the extinguishing circuit must be held using metallic collars only. The use of plastic tie wraps similar of "Rilsans" types is forbidden.

The fixation of the system's nozzles must be made by using mounting brackets 904467318B and 904467308B or equivalent.

It is the responsibility of the entrant to ensure that the two circuits are in perfect working order, pressurized and that the start-up device is easily accessible by the crew in driving conditions, with tighten harnesses.

11.5 Protection of roll cage tubing underneath the roof

As part of the **Stellantis Motorsport Rally Cup Belux**, protective foam for the roll cage in compliance with the illustration diagram below and the T3L assembly manuals is mandatory.




All sleeves must be fixed in such a way that they cannot move in relation to the tube.

For this purpose, the following items can be acquired from the Racing Shop:

- Roll-bar FIA Foam Ø35 ----- reference 904613428A
- Roll-bar FIA Foam Ø40 ----- reference 219001-40
- Roll-bar FIA Foam Ø50 ----- reference 219001-50

11.6 Additional lights

The headlight ramp and cornering lights are free for the **Stellantis Motorsport Rally Cup Belux**.

 Specification Sheet		2025 A			
Event:		Surface:	ASFALT		
CAR CONFIGURATION					
Chassis N°		Engine N°			
GB N°		ECU N°			
Engine Seals	Top 	Down 	TURBO Seals 		
			Case: 		
			Restrictor: 		
			Spare Turbo 		
HOMOLOGATED / AUTORIZED PARTS					
#	Category	Description	Reference	Mandatory	Not Allowed
A00	Bodyshell	Bodyshell	904630018_	One of them	
			904674158_		
A10	Assembled engine	Assembled engine	904674028_		
		TOTAL Quartz Ineo First 0W30	PS97727A10		
A12	Hitch	Engine flywheel	904630118D		
A26	Air intake	Air filter	0A2664486B		
A36	ECU	ECU's mapping	Last official update	Free Choice	
		OPTION: TMS			
		OPTION: LIN			
C231	primary shaft	1st & 2nd ratio	D829083N01915F5F	One of them	
		1st & 2nd ratio - EVO	D829083N03915F5F		
C232	GB - Final drive	Final drive 12/56	CPL125690620	One of them	
		Final drive 12/54	CPL12549062041		
C235	Differential ramps	Set of diff ramps (27°/57°)	F90623711	One of them	
		Set of diff ramps (42°/63°)			
C71	Driveshaft	Left driveshaft D28 - 208	904661358B	One of them	
		Left driveshaft D28 - 208	904703128B		
		Left driveshaft D26 - Corsa	904680108A		
E13	Front upright	Assembled wheel hubs Infotech 24-06	904958198A		
		Front Tarmac TCA Bracket	904639758A		
		Front Gravel TCA Bracket	904639768A		
E14	Front suspension	Front shock absorbers - TARMAC	904640938B		
		Valving reference - TARMAC	FT011		
		Front shock absorbers - GRAVEL	904640948B		
		Valving reference - GRAVEL	FG010		
	Front suspension	Front Spring 45N/mm (Tarmac)	1E1420808A	One of them	
		Front Spring 46N/mm (Tarmac)	1E1420807A		
		Front Spring 51N/mm (Tarmac)	1E1420806A		
		Front Spring 56.5N/mm (Tarmac)	1E1420805A		
		Front Spring 31N/mm (Gravel)	904659378A		
		Front Spring 35.5N/mm (Gravel)	1E1420810A		
Front suspension	Front Spring 40N/mm (Gravel)	1E1420809A			

#	Category	Description	Reference	Mandatory	Not Allowed
E15	Front anti-roll bar	Front anti-roll bar Ø15	904639358A	One of them	
		Front anti-roll bar Ø18	904639388A		
		Front anti-roll bar Ø22	904639428A		
E21	Rear subframe	Rear subframe	904665338_		
E25	Rear suspension	Rear shock absorbers - TARMAC	904640968B		
		Valving reference - TARMAC	RT022		
		Rear shock absorbers - GRAVEL	904640978B		
		Valving reference - GRAVEL	RG018		
		Rear Spring 40.5N.mm (Tarmac)	1E2521280A	One of them	
		Rear Spring 47N.mm (Tarmac)	1E2521278A		
		Rear Spring 52N.mm (Tarmac)	1E2521277A		
		Rear Spring 28N.m (Gravel)	904659388A		
		Rear Spring 32N.m (Gravel)	1E2521282A		
Rear Spring 36N.m (Gravel)	1E2521281A				
E26	Rear anti-roll bar	Rear anti-roll bar Ø19	1E1664119C	One of them	
		Rear anti-roll bar Ø22	1E2664122C		
		Rear anti-roll bar Ø24	1E1664124C		
F11	Front brake disc	Gravel discs - Ø285x26	904207038B		
		Gravel Disc floating bells	904941838B		
		Right Tarmac disc Ø330xx224x30	904921028B		
		Left Tarmac disc Ø330xx224x30	904921038B		
		Tarmac Disc floating bells	904921018C		
F21	Front brake caliper	Front right brake caliper	904667368_		
		Front left brake caliper	904667378_		
		Front brake pads MINTEX F4R "STELLANTIS CUP"	1F2121875B		
F40	Rear brakes	Rear brake caliper	904653278A		
		Rear brake discs - Ø290	904644488B		
		Rear brake pads TM Mix 1	904642108A	One of them	
		Rear brake pads TM Mix 2	904644498A		
F63	Brake circuit	Brake Master Cylinder Ø22.2	165548888D		
K90	Ballasts	Ballast Plate 5Kg	904654688A	One of them	
		Ballast Plate 2.5Kg	904654708A		
R5A	Rear view Mirrors	Side mirrors	All OEM models available for the 208	One of them	
T5B	Rest pad	Copilote foot rest	904624658C		
Y1B	Seats	Sparco circuit I ou II	008019RNR	One of them	
		Sparco Matrix with homologated supports	904934428A		
Z2C	Rampe de phare	FREE			

<u>Race N.</u>		<u>Entrant name or his representative</u>	
<u>Date</u>		<u>Signature</u>	

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Technical Regulations & *Technical documents* : <https://docs.stellantis-motorsport.com/fr>

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