

TORQUE

Inside:

- 205 Roland Garros
- Castle Combe Action Day
- Curborough Report
- Isle of Man Rally
- NEC Classic Motor Show
- Project Rallye Part 5



CLUB UK
PEUGEOT
SPORT

THE NEW PEUGEOT RCZ CAPTURE THE THRILL



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the new RCZ are: Urban 27.4–41.5 (10.3–6.8), Extra Urban 50.4–62.7 (5.6–4.5), Combined 38.6–53.2 (7.3–5.3) and CO₂ 168–139 (g/km).

NEW PEUGEOT RCZ

MOTION & EMOTION



PEUGEOT

Contents

Regulars

Know Your Committee	4
Editor's Letter	4
Events	5
News	14
Group Torque	28
Group List	31

Features

Curborough	6
Project Rallye Part 5	8
Isle of Man Rally	11
205 Light Protectors	15
NEC Classic Motor Show	16
205 Roland Garros	20
Castle Combe Action Day	22
208 R2 Rally Car	24
Yorkshire Focus Part 2	26
Group Leader Support	30

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Important Note:

Changes of address must be notified to the membership secretary before the COPY DEADLINE to ensure delivery of the next magazine. Failure to do so may result in your magazine being sent to the wrong address, and no replacement will be sent.

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Chairman's Chat

Welcome to you all our members, I hope you have all had a great festive period and no doubt many of you are busy planning Peugeot themed activities, from rebuilds, restorations or events out, for 2013.

Personally speaking it has been a very busy and enthusing few months in the role with plenty to look forward to from the Club's perspective.

As promised in the last issue, we have the full report on the NEC Classic Motor Show, our first attendance here at this superb event. We have some great pictures taken by some of the members who kindly supported us over the weekend. Make sure you have a good read and hopefully it will encourage you to put some time in over the next few months to get your cars looking their best for 2013's shows.

The boost we have seen on the forum from this show alone has been great and it has become evident that interesting feeds on Facebook can really pay dividends.

As you may have seen, I made the decision to move the Pugfest 2013 date due to the clash with the Goodwood Festival of Speed only now to find out in early December that their date has been moved too, due to the F1 calendar. Our first Committee call to discuss Pugfest 2013 was on the 6 December as I am keen to ensure that we are well planned and have all aspects covered months in advance. It would be great for the Committee to be able to enjoy the Show without massive amounts of stress on the day, so fingers crossed. If you would like to support the Committee on the day, we'd really appreciate the help – your entry fee will be refunded after you have helped us out. More details on this will follow on the forum in the coming months.

A big thanks to Matt Scott (geezerdiamond) who has really pulled out the stops and delivered our superb all-new Pugfest 2013 website. Take a look on the PSCUK forum tab when you log on next or via www.pugfest.co.uk. This will be updated regularly with all the vital information that you need to know and will be the hub of all things Pugfest.

I'd also like to welcome Jon Ford to the Committee in the role of Club Secretary. Jon has taken part in his first few Committee calls and passed with flying

colours – I think his calling in life was to be a minute taker extraordinaire. On a serious note thanks for stepping up Jon and welcome to the team which is getting bigger and stronger to really push us on in 2013.

Our new venture driven by PSCUK member Craig Alexander regarding the funding of 205 driving light protectors has gone exceptionally well and we will be looking to commission our second batch of these parts in the near future. Thanks to those who supported this. We tried to ensure that we gave a member cost benefit and this will be more of a focal point with other batches of parts, as promised on the forum.

Due to the success here, we are now looking into other parts to consider for remanufacture, with 205 driving light protectors being the favourite so far.

We also hope that over the coming months we can really start to develop our merchandise items and perhaps sell some items that are not PSCUK branded to appeal to a wider audience. We don't make big profits on our merchandise but it is simply a case of offering members more choice. Hopefully this can be well established before Pugfest 2013.

Rich has been busy over the last few months contacting the Group Leaders who play a vital part in our success as a club. A number of initiatives have been implemented over the past few months based on feedback that Rich gathered and we hope that this will work well as the year progresses. We now have a reduced number of active regions so if your region is quiet or not active at all, then why not take the lead and drive change by setting up some meets? Rich will be happy to support here if he can.

Again, as I mentioned in the last edition, if you have any suggestions on any aspect in relation to the Club or ideas about what we can include on the forum or in Torque, please drop me an email at chairman@pscuk.net

We are always looking for reports or features on your cars or anything else Peugeot related, so please let us know if you have something in mind and Rich (our Torque Editor) will liaise with you to get this in print.

I hope you enjoy this issue and thanks for the support.

Stuart Farrimond

Deadline for next issue: 15th April 2013

Editor's Letter

With the miserable winter weather still upon us our cover car this issue is a great little 205 convertible, just to remind you that spring, and hopefully better weather, is just around the corner and you'll once again be able to enjoy your beloved Peugeots to their full potential. This 205 Roland Garros is not a big budget show car or a highly modified track car, it does however have an interesting story behind it and is something a little different, which goes to show that anything may be feature worthy. So if you're reading this thinking that your car is not good enough to be featured then please get in touch and you may be pleasantly surprised. Torque magazine is one of the main things that makes our club stand out from the others and I'm really keen to feature more members' cars this year.

Rallying appears to be popular at the moment and you can read all about the Isle of Man Rally and also the 208 R2 rally car within this issue. I have also been in contact with a couple of other club members who are taking

part in rally events this year so will hopefully be able to report on these soon too. Also in this issue you can read about another successful Curborough trackday and the Spring Action Day, both of which will be taking place again very soon this year.

Last year has been another busy one for Carl Chambers who has taken the jump from trackdays to racing; you can read here about how the modifications on his 306 Rallye have progressed, along with a review of last year's racing events.

Finally, the last show of the year for our club was the NEC Classic Motor Show. After many months of planning and hard work this event proved to be an overwhelming success. We had 6 amazing Peugeots on our stand which received countless positive comments during the 3 days of the show, this report along with details of how you could have your car on display this year rounds off this issue.

Richard Shorrock

Know Your Committee

Secretary

Name: Jon Ford

Forum name: busengineer

Age: 32

Location: Stoke on Trent, Staffs

What do you do for a living?

I am a diesel fitter for an international transport company. I'm a bus mechanic.

How long have you been a member of the club?

I've been a fully paid up member since April 2010, I was lurking around on the forum for a while before that. I became secretary at the end of 2012.

What does your committee role involve?

The role of secretary involves arranging committee meetings, putting together the agenda for them and taking and producing minutes. I've also taken on arranging the traders for Pugfest 2013.

Besides Peugeots what are your hobbies and interests?

In my spare time I like to attend a few VW shows with my camper. I also go off around the country camping and walking regularly. I enjoy eating out and a few jars. I also like watching motorsport, mainly BTCC and F1. Over the last 6 months I have started mountain biking again, trying to get back to my teenage years spent BMXing!

What cars do you currently own?

I currently own a 1985 VW T25 Campervan and my 205 GTi5.



What is your favourite car of all time?

Bit of an obvious one I'm afraid but a Ferrari F40.

What is your favourite Peugeot of all time?

Definitely the 205 GTi, I loved seeing them around when they were new and I've loved

every minute of my 6 years of ownership. I do really fancy a 3 door 309 GTi too though!

What is your worst Peugeot of all time?

Most of the Peugeot range of the last few years has been pretty undesirable but we are seeing green shoots with the RCZ and 208 I think.

Which is your favourite show / event of the year?

I'd struggle to pick just one. My top three are Cholmondely Pageant of Power, Curborough PSCUK trackday and of course Pugfest.

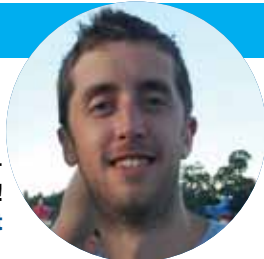
What are your views of the current Peugeot scene?

I think it's going strong after a good attendance at Pugfest last year. The 205 has a huge following with its scene starting to split nicely between competition cars, track cars and clean standard examples becoming more sought after. I think the 205/309/405 will continue to grow in popularity as pampered classics, which will only serve to strengthen the scene.

Also the popularity of the nu-skool cars appears to be growing as shown with the fantastic turn out of 406 coupe owners at Pugfest. RCZ and 208 models are getting popular so should prove to further strengthen the scene.

How do you think the scene will change in the future?

I think the launch of the 208 GTi will attract a new generation back to sporting Peugeots again, and hopefully regain some market share in the hot hatch sector and put Peugeot back where it belongs. As the values of standard 205/309 GTi's rise I think less will be used daily and more will be bought as an investment. I also think values of good 106/306/GTi/Rallyes will steady and then begin to rise as people remember how well thought of they were in the press when new.



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RENEWALS

PLEASE CHECK YOUR MEMBERSHIP RENEWAL DATE AND POST YOUR RENEWAL TO US IN PLENTY OF TIME. THIS WILL ENSURE YOUR CONTINUED MEMBERSHIP AND CLUB BENEFITS.

CHEQUES SHOULD BE PAYABLE TO 'PSOOC' FOR THE SUM OF £20 AND SENT TO BM PSCUK, LONDON WC1N 3XX. OR RENEW ONLINE AT www.psooc.com AND VISIT THE ONLINE SHOP.

Events

With a new year upon us the events calendar has never looked so full so early. Here is a list of events which the club will be attending in the first half of 2013, don't forget to register your interest on the forum or with your group leader at your local meets. (All dates are confirmed unless otherwise stated)

Classic Sports Car Club Tin Tops

Long standing club member Carl Chambers will again be competing in the CSCC Tin Tops championship in his 306 BTCC race car and would love some support from club members throughout the year. He plans to compete in all rounds except for Spa Franchorchamps. The provisional dates for this season's races are listed below;

26th March at Snetterton (Test Day)
13th-14th April at Snetterton (300/200)
6th May at Brands Hatch (Indy)
2nd June at Anglesey (Coastal)
14th-16th June at Spa Franchorchamps
29th-30th June at Cadwell Park (Full)
13th-14th July at Castle Combe
3rd-4th August at Pembrey
24th-25th August at Donington Park (National)
21st September at Oulton Park (International)
19th-20th October at Snetterton (200)



Lakes Tour (15th-17th March)



Each year this event gets better and better, it is a stunning area to drive around especially at this time of the year on the tight and twisting roads that we explore. It's a two day driving event combining gentle narrow passes, and a few quicker flatter roads. The meeting place for both the Friday and Saturday is the Glebe Road car park in Bowness at 10:00am with a full tank a fuel. Contact Adrian Walker via email (adrian.walker2000@yahoo.com) for further details and to put your name down for a fantastic trip that will get the year off to a superb start.

West Cork Rally (16th-17th March)



The Clonakilty based West Cork Rally will take place for the 35th time this year, and with some major changes to the format will allow competitors more flexibility. The aim is to help competitors by alleviating some costs and reduce the amount of

time away from work. The event will have 12 stages over the weekend, three stages done twice each day with a 1pm start on the Saturday and a 3.30pm finish on the Sunday. Scrutiny will begin and end later on the Friday while crews who have a long distance to travel can do mechanical and documentation scrutiny on the Saturday morning if they so wish. There is also very little reduction on stage mileage from the 2012 event which represents great value for money. Other changes announced include some classics stages being revisited with the service area for the first day located at Owenahinch.

Curborough Trackday (1st April)

A regular on the club's events calendar this trackday has been booked for Easter Monday, with a 9:00am start then track action from 10:00am until 4:00pm. Further details and tickets will be available soon via the club's forum and shop, and you can read all about last September's event in this issue.

Spring Performance Car Action Day (27th April)

The Spring Performance Car Action Day has been a highlight at the Castle Combe Circuit for nearly 25 years and 2013 looks as though it could be one of the best yet. This has always been a key event at Castle Combe Circuit as drivers dust off their overalls and take to the track for some serious performance driving in one of the first events of the year. The coveted 'Car of the Show' award will be back again as will on track drifting demonstrations by some of the region's top drifting specialists. Castle Combe Circuit Action Days are open to drivers with road-legal cars which match the theme of the day and pass the strict sound check. For track users, the day is divided into time zones so that friends can get together to book a particular time.

Beaulieu Simply French (12th May)

The second Simply French gathering of French cars of all shapes and sizes will take place at Beaulieu this year. Featuring a cavalcade and display on the Main Arena of 20 cars chosen from all rally entrants - one of these selected cars will be the winner of the People's Choice Award. The competition is open to all owners of French cars taking part in the rally and will take place at approximately 2.45pm on the day of the event. Admission to the event includes entry to the whole Beaulieu attraction and if you wish to park alongside your friends, or fellow club members, you must arrive together as there will be no designated areas available.

La Vie en Bleu (1st-2nd June)



The seventh annual pageant of French motoring excellence takes place once again at Prescott Hill Climb. With top class racing, awesome car displays in the paddock, witty Gendarmes, live music and French Can-can girls performing throughout the day there's something for everyone.

New for this year, the Bugatti International Rally will kick start their UK tour, making it the largest gathering of Bugatti's to be seen together in the UK.

Bromley Pageant of Motoring (9th June)

As the biggest one-day classic car show in the world, the Pageant is established as something of an institution amongst enthusiasts. Where else would you find over 3000 classics in one place? This years Pageant promises to be better than ever with a number of added attractions, making this a great day out. A one-make section where vehicles of each make and model can be entered and parked together saw more than 1600 cars in this area alone last year. Plus there's so much more with a fun fair, steam engines, trucks, motorcycles, modified cars, trade shows and autojumble stands.

Cholmondeley Pageant of Power (14th - 16th June)



The sixth Cholmondeley Pageant of Power takes place in the glorious Cholmondeley Castle, Cheshire. The Pageant showcases high octane action on land boasting a 1.2 mile track where over 150 cars and bikes compete, boat action on the Mere and aerobatic displays including

the fantastic Breitling Wingwalkers. 2013 will see the fastest car and bike action to date and the supercar paddock promises to be the most extensive ever. There will be more manufacturer stands, death defying air displays, terrifying stunts on water, new artisan food stalls and endless opportunities to shop within the exclusive lifestyle pavilion and trade area.

Classic & Retro Action Day (29th June)



View 1000's of classic and sports cars from the Jaguar E-type, Daimler Dart, Lotus Elite, Alvis Single Eagle, Marcos and more at the Castle Combe Circuit, Wiltshire. Track time is available to book to get out on this much loved historic 1.85 mile circuit. Paddock cars are invited to join the 'Giant Classic Cruise' lunchtime parade, a real highlight for drivers and spectators alike. There's also a vintage trade area incorporating vintage picnic hampers, art deco jewellery, automobilia and more

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CURBO

Having arranged a Saturday track day at the small but technical Curborough sprint track for the measly cost of just £25 per person we have to admit we were somewhat disappointed with the turnout, which in turn led to the club losing a significant amount of money on the booking. That said the people that did attend all thoroughly enjoyed the day and got the bonus of additional track time – in fact almost non-stop track time as we ran around to the 5pm curfew.

As usual the main attendees were 205 owners (generally silver in colour and called Steve !), with various states of tune and condition from road going to track specials, there was all kinds of variations on a theme. Daz Kilsby turned up in his V6 but standard looking 205 Gentry, sadly nursing a poorly second gear which made circulating a little more difficult, but the torque of the 3 litres allowed good progress to be made and the sound was great ! Steve Whitby turned up after introducing two new members; Mark Samples and Chris Osborne that had put in equal thirds to buy a ready built track 205, complete with Bogg Bros manifold topped with Yamaha R1 carbs - all 'hidden' by a dubious looking bonnet scoop (by their own admission). As with most Peugeots there was already a story to be told, with a tale of the battery catching fire on their first drive. Lots of laps later and a sideways trip over the Molehill, the threesome were enjoying and learning from their track experience and keen to do more.

Nigel (Squeak205) Johnson was present in his carbed MI16 powered 205 custom that has been shown many times over the years, unfortunately the latest body mod not being to his liking due to an accident in the previous days courtesy of his other half. The lack of clearance between the back

arch and wheel had him reluctant to go on the circuit, but eventually he succumbed and after a swift few pulls of metalwork off he went. The action was obviously contagious as Nigel's brother was soon over to ask about taking his Corsa on track for the first time.

Curborough regular Henry Yorke was present in his faithful 'skip' with mucho mods and running a turbo and rally style dump valve to make all the right track noises and make very non cabrio - esque progress around the bends. Meanwhile Henry's brother Mike brought along a recently acquired BMW E36 328i with welded diff for his usual bout of entertaining the assembled spectators at the expense of 6 rear tyres ! Even Henry's father David appeared with his trusty, but rather older E30 M3 and somehow was persuaded to let Henry drive it a few laps around the circuit - brave man !



ROUGH

By Tony Philpott
& Henry Yorke

Photos by
David Yorke

On the more standard front I had my much loved and abused XS doing a few laps, which again suffered from fuel starvation on the right hand bends, conspiring to ruin my enjoyment, while Geoff Hand with his similarly powered but modified Junior based creation circulating with no such problems. Geoff's car is very much work in progress (aren't all 205's) with more plans in the pipeline, and no doubt more interior 'luxuries' headed for the stockpile at the back of the garage.

Dean Naish had his rear beam in pieces by midday with the anti roll bar deciding to re-align itself while on circuit. This resulted in a speedy repair job, no doubt the beam had been apart before as there wasn't a slide hammer to be seen! A successful refit soon had Dean back on track. Meanwhile Peter Parkin had no such problems with his immaculately turned out F reg 1.9. Steve has

been working to get his silver GTI looking as sharp as it is, with a recent engine out, the refitted motor was looking better than new.

Steve Parsons in his road rally prepped 205 spent many laps recovering from some amazing rear end out angles (deliberately induced), possibly helped by his natty electric power assisted steering column, complete with variable assistance. Steve Newton and Clara were sharing the driving in his car that was threatening to blow the clutch just getting off the trailer, but somehow lasted the whole day of track action, with smiles all round. Jon Ford brought his GT16 powered 205 along to enjoy some track time and was generally soaking up the sunshine and atmosphere having a laid back day with friends and family and his VW camper. Which just left Paul Fletcher resisting the temptation to take his own silver 205 on circuit but was always engaged in chatting to the other assembled members that did attend.

Steve Laine made a rather late appearance at about 4:50pm as we were starting to wrap up. He had been blighted by a 6am start from Cambridge and a driveshaft failure which resulted in a recovery truck to Nuneaton, a rapid sourcing of a spare and a quick blast across to get a few laps in to save the day.

The weather no doubt helped in making sure all those assembled enjoyed the day, with the event just as much a social gathering as a track day, as it always seems to be at Curborough. Of course we will plan to go back, but after the turnout we had, future events will have to depend on gaining enough advance bookings to make it viable. As the saying goes - 'use it or lose it' and hopefully we'll see you at the next event!



PROJECT RALLYE *part 5*

It's been a long time since the last update on the Rallye but once again the car has sat at the back of the garage un-used since coming back from Pugfest 2009, not really knowing what to do with it, since buying a real 306 BTCC car.

In 2011 I met a guy who had bought the sister 306 BTCC to mine and he was racing it in the CSCC Tin Tops where another ex BTCC 306 was also racing. I watched a few races that year with the plan to start racing in 2012. I have done many trackdays but the BTCC 306 is a bit of an animal just to jump straight into and go racing for 40 mins on my own, so the Rallye was dragged out of the garage and prepped as a stepping stone for me to use in 2012 and then move onto the BTCC one in 2013 all being well.



The Rallye was stripped down again and this time put on a much bigger diet. The complete wiring harness was removed and the car was re-wired from scratch with only the very, very basics; i.e. only main beam headlight, rear side lights, rear rain/fog lights, indicators and single speed wipers. The original instruments were removed and



replaced with a compact kit car item, with oil and water temps as well as shift lights built in, all at a fraction of the cost of a stack dash. 306 hazard and heater rear window switches were used to switch everything, mainly as I had loads of them lying around with oil pressure, battery and indicator lights fitted to the centre of the dash.

The ABS brakes and power steering were all removed to save weight and to help prepare me for driving the BTCC car. A dash mounted brake bias valve was plumbed in to adjust the rear brakes and stop them locking up without the ABS being there. Mintex race pads were fitted to the front to help the brakes last 40 mins. With the power steering gone I was able to remove its heavy mounting bracket on the engine (8kgs in total it weighed), doing this also meant making new engine mounts. These were copied from the BTCC car and I did the gearbox mount as well, using the round bushes from a 205 rear beam and cut the tube from an old 205 rear beam to mount them in.



The front suspension was changed to a set of 205 Gaz coilovers I had laying around, this meant the anti roll bar links had to be modified to fit, so rose jointed ones were made and while at it rose jointed bottom ball joints were made



up copying the BTCC ones. These along with adjustable top strut mounts allowed 3 degrees of negative camber to help the front tyres

last and to improve front grip. The rear suspension was left totally standard.

An OMP FIA roll cage was fitted along with a rear harness bar, a plumbed in fire extinguisher, 6 point harness, race seat and electrical cut off were all fitted to MSA requirements for racing. Perspex windows were added later in 2012 and the car was weighed, it came in at a very surprising 870kgs, that's a full 40kgs lighter than my track 205 was and that's still with all metal panels so I could go even lighter if I was going to carry on racing it. Scrutineering was passed with ease so the car was now ready to go racing, now just the driver to get ready !

A "Go Racing" pack was bought and a medical was completed so at least

lets go racing



I was deemed fit to go racing. The ARDS test was booked and one cold and frosty February morning I went off to Snetterton full of nerves of what to expect. No worry was needed really as it wasn't that hard to do. The cars used for the driving part of the test are RCZ 200 THPs, so luckily I had been driving one of these



that Peugeot had loaned me and I was well used to the car. The driving was just about seeing that you are safe and aware on track, NOT about how fast you could go! A spin meant an instant fail so with it still being cold, damp and frosty on track a lot of care was needed. 3 safe consistent laps are what were needed and happily that's what I did. All that was left now was the written test, you must get 100% correct on the flags to pass and I'm happy to say I got 100% on the whole test but to be fair it's all multiple choice so as long as you have watched the DVD in the Go Racing pack then you should pass fine. So 2 weeks later and through the post came my race licence, bring on the first race!

Just over a month from getting my licence I was back at Snetterton on 15th April for my first race. Nerves

were really setting in but at least I was on home ground and knew the track well. Qualifying was a big eye opener as although I have done many track days, this does little to prepare you for racing, and even in qualifying it's hair raising at first to have people overtaking wherever they like within inches of you at times, but once I got over the shock and settled in I qualified 13th out of 23 cars so was really pleased with that. Then onto the race. Nothing really prepares you for the first time you sit on the grid. Qualifying 13th was all well and good but this put me right in the middle on the grid right against the pit wall. And it started to rain, great!

The first lap was scary as hell, things get really tight in the first few corners and it's amazing to come out without getting hit as things do get close, and the weather threw allsorts at me with

rain, hail, sunshine all in the first lap. Part of the CSCC racing is a pit stop to allow 2 drivers to share costs, this means the single drivers have to pit and get out of the car, shut the door then get back in, and we managed this fairly well despite no practice at it.

In the end after a long 40 mins which really does show you how un-fit you are I finished 11th out of 19 cars so was really pleased for my first race ever.

The next round was Brands Hatch on 7th May, never ever been on track here before so Paddock Hill bend was fun for the first time. I qualified 16th out of 29 cars. The race went well, could have been better but I got held in the pits after pitting under the safety car, I should have gone in earlier I was told. But this is all a learning experience so will know for next time. I did have a





big off at Paddock Hill bend after the black flag was shown as I passed the line, it wasn't for me but it did put me off so I braked a tad too late. But after a grassy moment no damage was done and I finished 13th out of 23 cars so another great result.

Silverstone on 26th May, I have been on track here a few times and qualified 14th out of 26 cars. The race day was really hot so tyres and drivers suffered, but I was pleased to have had a good battle with a Puma in front and only just missed out on getting in the top ten. I had a last lap dive into a corner, I knew I was faster but sadly over cocked it and they came straight back past so I finished 11th out of 22 cars.

Castle Combe on 21st/22nd July, I have only done a 20 mins track session here quite some time ago on this track, so was pleased to qualify 15th out of 29 cars. The start was very tight here, and I got my first damage in the first corner after a VW Golf pushed his way through on the inside, he touched the rear wheel first which started to spin me but luckily (sort of !) he clipped the front wing which then straightened me up again and stopped me from being turned round and facing all the cars. I managed to fight back up the order and finished 11th out of 28 cars. Damage was only a bent wing, no rear damage, so not too bad. The next day I had entered the Sports v Saloons All Comers race, to make a weekend of it, I qualified 13th out of 35 cars. This was a 15 min race and I managed to get in the top ten, but I could see the next 2 cars in my class ahead and pushed hard to try and catch them as it would have meant a trophy if I could catch and pass them. Sadly for me they were local cars so I had to try really hard and this was my un-doing as I spun into the corn field ! Doh, luckily not too far in so I could get out again quickly and finished 11th out of 25 cars, seems 11th is the place the car likes.



Mallory Park on 26th August, never been on track here and qualifying was really damp. I qualified 12th out of 26 cars. In the race I had a great battle with a 206 RC (GTi 180) and for 2 laps in a row he left the door open at the hairpin, so on the 3rd lap I went for the gap just as he closed it. Cue another bent wing this time the other side. He chased me for many laps after that and went off in a big way 4 laps from the end collecting a Fiesta back marker. At last I finished inside the top ten, finishing 7th out of 21 cars.

Donington on 15th September, I did the French Car Show track time here earlier in the year as a practice so was looking forward to the weekend here. I qualified 15th out of 39 cars. But in the race things didn't go to plan for us and many others. The safety car came out so as people had told me what I should have done at Brands Hatch I pitted as soon as the safety car came out, this was not good as the race control held lots of cars at the end of the pit lane rather than letting them out to catch the safety car train up, so myself and many others lost a lap in the pits, so sadly I finished 17th out of 28 cars, and learnt not to pit under the safety car ever again !

Oulton Park on 6th October, the last round already. Never ever been to this track before and qualifying was wet after a lot of overnight rain. Not having had a wet race I wasn't really sure what tyres to go on, we have to run on List 1A or 1B in the MSA book which means they have to be road legal. I decided to go out on Toyo T1Rs rather than risk going on the Toyo 888s (semi slicks). It wasn't a great choice but not many people had much grip anyway, I qualified a poor 25th out of 31 cars. I had a great race with Mike Nash in his 106 Rallye, I managed to nip passed him on the first lap, and he chased me round for a few laps as we both passed quite a few cars. He managed to pass me in the



end, but we had a great pit stop so I got out in front of him again, he then had to fight his way past again, which he did but it is his home circuit ! I came in just behind him in the end, learning his lines and finished 14th out of 24 cars.

All in all I have had a great years racing, and am pleased to of had some close racing with very little damage. It's nice to race in a club that has a lot of like minded people who care for their cars, so damage is rare and never intended. I have been really pleased with how well the car has performed, and with the results from a car running a standard engine and standard rear suspension. It hasn't missed a beat all year so hasn't cost any more than tyres and fuel. Entries are £360 a race, and with travelling etc you're looking at around £600-700 a weekend, so not too expensive. Tyres will last at least 3 races if you're kind to them.

The year flew by, and many thanks to my pit crew; Dave and Louise Roberts and not forgetting Jane Mckee. Plus many others that have helped throughout the year. This year will be different and a whole new ball game with the BTCC 306 as I will be playing with the big boys. Please come along and support us at a round near to you, the CSCC Tin Tops calendar is listed in the Events page of this issue.

Check out our website <http://www.pugsport-racing.co.uk/> for my updates and results this year.

By Carl Chambers





Rallying in the UK or, more specifically, in England, has suffered a bit for me in the past few years. I found my interest in single venue events waning - the same old venues, the same old focus on mileage. I missed the feeling I enjoyed when I got to the end of the Woodpecker, for example, and felt like I'd actually achieved something. I also have less time to do events in one year, so I decided the few events I do should count for a little more.

I decided it's time to start doing some tarmac events that are a little more 'special' and, at first, had eyeballed Belgium. For a number of reasons I won't bore you with, that didn't come about, but I spotted that the Rally Isle of Man (what you and I remember as the Manx) was back in 2012 after an absence in 2011. There were some pretty special entry deals to be had that included ferry costs, and it looked promising. I decided it was time to get out there and do it while I still could. The full event, including recce, would have been too much of a stretch when you factor in the whole week off work - so the plan was to enter the 'Trophy' event, a 100 miler that takes in just the final leg of the whole event (a one dayer as opposed to two-and-a-bit).

The discussions start at a Streetly Motor Club meet, where I casually mention I need a co - driver to venture to the island with me. Dave Millard was like a dog that'd just seen a juicy T - bone steak; his eyes were wide, his head nodding and I think he might have started salivating. If he had a tail, it would have been wagging, I think. I figure he's keen so I pencil him in as a 'highly likely' candidate. Sounds like we could be on for it, so I stick an entry in.

Time passes over the summer; the car doesn't really need anything doing to it bar fitting the new gearbox with ZF differential, and fixing the trip meter. These jobs get completed relatively quickly and easily. Then about 2 weeks before the event it starts to sink in - Dave sorts the Patterson's DVD out and starts talking about notes, and I realise we're not even booked on a ferry or in a hotel yet.

The latter was sorted out very quickly and easily with Isle of Man Event Services, who have been commandeered by the event to help sort out the travel packages. They manage to get incredible deals on the ferry, and sort us out a hotel at £30 per head per night, which can't be grumbled at (breakfast included). It's one less thing to worry about, and was much appreciated.

Notes wise, I only had one previous experience over Epynt. Here we used the Patterson written notes and tried to refine it over the recce, but in hindsight it was

too much detail to boil down on our first use of notes. I also had found that descriptive notes stick in my head a lot better than the numbered system we used previously. We would change things this time, moving to a much simplified note system where the majority of the detail that Patterson's provide was stripped out and 'rounded down' in terms of corner severities. We don't need the resolution that Patterson's give - the difference between a medium, medium - plus and fast is just over complexity for a lot of the time.

Coming along on the spanners was fellow SMC member, Steve Griffin, and 205 stalwart and good friend Andy Baker of AB Motorsport. Since the event was such a major commitment in terms of time and money, it was a great comfort to know Andy would be on hand as what he doesn't know about 205's isn't worth knowing, and Steve also has many years experience spannering on events, so we were in good hands.

Still, a week before the event and I'm still worrying a little. I never really worry about events but when it's such a commitment like the Isle of Man you want to make sure everything is 100%. You want to make the most of the experience.

So the plan unfolds. I depart a missus and tearful daughter (which makes it all the more harder) on Wednesday night, collecting Dave and Steve en - route to Heysham for the 2.15am ferry to Douglas. We sup a couple of beers before grabbing some shut - eye on the crossing, and hit Douglas at 6am. We check in to the hotel and thankfully they've managed to get one of the two rooms ready early, so we grab an hour or two of sleep before we head to rally HQ for registration and scrutineering, which pass without incident. We get a great entry number - '205'.

Thursday is overcast with rain on the cards, but we head off in the Jeep to do as much of the recce as we can. The allotted times have been reduced and road works make visiting each stage the maximum number of times (twice) impossible over the day. We manage to recce 5 of the 6 stage layouts once only. Not confidence inspiring, but we were glad to find we were not changing the notes much at all - Dave's initial 'cut' (made from the DVD) was excellent.

Recce done and dusted by 6pm, we retire back to the hotel, freshen up and head out to Douglas promenade to watch the start of the main event. It's a super - special style layout along the sea front; lots of spectators, lots of handbrake and lots of rain. Most of the drivers get on fine with it, and it reminds me a little of the Rally of the Midlands council offices stage in principal (although it's a fair bit longer)... Cont'd. over

but it has its detractors, as always. The crowds love it - it ticks the box for me, but Dave and I do wish we were out there playing as well.

The rain gets the better of us and we find a lovely, empty curry house looking right over the stop control so we settle into a window seat, some poppadoms and a pint of Cobra. Steve questions whether rallying gets any better; at that point I wasn't sure it did.

Being fairly cream cracked, we retire by midnight and enjoy a lie - in on the Friday (something the main field, who start the 2nd leg of the event, wouldn't have the luxury of). We spend Friday morning watching the recce DVD one last time, refine the notes a teensy bit more, and finally concede 'we are good to go'. What now?

The sun is out and it would be almost tropical but for the blustery wind blowing across Douglas seafront. We take a walk into town, stock up on some Isle of Man '3 legs' stickers for the car (good luck, I reckon) and wander back to service to check on the car. It's pretty quiet up there; the entry is astonishingly small for such a major event and with all the crews out on the stages, it's like a ghost ship. We head back down to the seafront mid - afternoon, and start sinking the beers. The weather is rather unbelievable and it's only when I consult my phone for a weather report for the Saturday that I chuckle - someone must be looking out for me - 0% chance of rain all day. My phone has never said that before. Ever.

An early night follows, partly because of the day ahead but also because poor old Andy Baker arrives on the 6am ferry in the morning. I don't sleep great; single venues rarely get me nervous any more but this event felt a whole load different - a bit more concern for the roads we will be traversing. Breakfast consists of a bowl of crunchy nut cornflakes and that's all I can manage, while everyone else stocks up on full English.



We're due on the road just before 10am, so it's a fairly relaxed start to things. We set up pitch, and then Andy and Steve give the car the once - over and swap the tyres. I wander over to the crew of car 206, another Peugeot 205. The driver, Boosh, is a local farmer so I figure has lots of knowledge of the lanes - I tap him for knowledge and apologise in case I end up holding him up. He's a good laugh, rallying on a real budget, and his service pitch reminds me of how we started out all those years ago. He's got a groundsheet, 4 spare wheels and a toolbox... and that appears to be it.

The Trophy event, which takes in just the final leg of the rally, is all of 6 entrants. We take in all 10 stages of the Saturday (approaching 100 competitive miles), the first being a short little 5 miler called 'Snuff the Wind', to get you into the swing of things. We arrive at the start line without any worries. We clear the stage without incident (bar a half - spin at a hairpin; bit too enthusiastic on the handbrake!) and overall feeling is the car is not as much of a handful as I thought it would be - it's actually smoother at speed than in the road car (relatively speaking). It's quite bumpy and there was only two or three stretches of road remotely resembling a straight - we just about snuck into 5th before having to brake on one of them. A flat - out 4th gear dip / jump tested our mettle but with confidence in the 3 - way Reigers and Proflex suspension, we just nailed it. Something I wouldn't have entertained had we been on the old Bilsteins at the rear!

Getting a stage out of the way has settled the nerves a little, and we set off on the road section to the next stage, '179'. An odd name, yes - apparently a height reference off the OS map. We roll up to the start, engage launch control and set off like a scalded cat down the long start straight. The chicane mentioned on the



DVD is not there, which throws us a little, but the stage is a belter, with some lovely fast, flowing roads that aren't quite as narrow as Snuff the Wind. There is a split / merge on this stage, with a loop section to get the mileage up. We start our second loop when, on some gentle and otherwise uninteresting swooping corners, we suddenly lose drive - the diff is grabbing at low throttle so it feels like a shaft, but it seems odd to have snapped a shaft as it went on a very fast, easy bend. We tip - toe on, thanks to the plate - type differential giving us some degree of drive, but it soon turns out that the diff has not been set up right and there's not enough preload on it... we arrive at a hairpin left (that saps our speed) into a long uphill climb, and the car just won't make it up. We are 'beached', so roll back down to the hairpin junction and assess the situation.

I check the shafts best I can but they seem absolutely fine. On the phone to Andy, we can only assume a stub pin has sheared inside the diff because there's no obvious external problems, but there is a graunching noise when you apply drive. Unable to complete the stage, it looks like we're retiring on the second stage. All that prep, all the effort (not to mention all the expense) and we're out already. I'm not at my happiest.

Andy and Steve trek out in the Jeep with a spare shaft, and it turns out that the long shaft has pulled off its intermediate bearing and slid out of the diff just enough to loose drive on that side. Easily fixed with a shove back in and a gentle drive back to service. The plan is for Steve to get the bearing welded on while we speak nicely to the organisers and see if we can rejoin the field just for the mileage. They're wonderfully accommodating and let us get back out there, but the main field is experiencing delays due to some incidents and the service area is empty when it should have all the crews back in. Still, this gives us time to fix the car and grab some relaxed lunch.

Eventually the field returns and we follow them out, now last car on the road, and out to the next stage which is... the second run through Snuff the Wind! Oh great! We run it again, 7 seconds quicker this time, but the second run through '179' is cancelled due to time issues and we head all the way back to service again. Still, we're doing plenty of sightseeing of the island and it is indeed a beautiful place.

So we're off out of service for our last two stages of the event. The first of the two is a stage on the north edge of the island, called Staarvey. A little over 7 miles of tarmac sex, but the one stage we never managed to recce. I remember it well from the DVD because it has lots of jumps, crests and a section in the middle that just looks a hilarious blast along a main A - road. We start off on the narrow lanes around Cronk - y - Voddy before dropping 90 - left onto the A4 towards Peel. The recognition clicks in, and I peg the right foot to the bulkhead and promise I 'aint lifting off it until we get to the fast - right - into - 90 - left at Knocksharry. I stick to my promise and we're on the limiter (~135mph) just as we approach it. No adrenaline rush like it at any single venue in the UK, I promise you.

We get another chance to max it down into the outskirts of Peel, where we almost overcook it when trying to judge where to brake from 130+ into a 90 left - not something I've had to do all that often. To top it all, the stage has a flat out blast over 4 or 5 crests on a narrow country lane, but make sure you don't flat it over the sixth because there's a 90 left hiding on the other side. Thrown in the middle of all of that, I remember another crest into a hidden right and a small humped bridge known simply as 'car breaker' to the Patterson's... Dave calls it 'in character'; his Irish accent does it justice and affords us a little giggle. It's an important point really - anything that makes you remember a junction or caution, even if its humour, works well.

We have a great run through it and, for the Trophy event, it's a fastest stage for us - 12 seconds clear of the leader, Tim Collins, in his Evo 9 (maybe he had issues though !). Interesting, at 7:39.9, even in the main field we would have been the quickest class C car through there (same with Snuff the Wind). Maybe next time we should do the full event and go for a class pot !

Onto the last stage, 'Classic'. This is the one - the stage I have been waiting all my life for. It starts up in the peaks near Killabrega, runs along C37 heading back down to Douglas across the narrowest, yummiest piece of tarmac you'll ever see. This is no place for risk taking, with no room for error, and on the first section across the moors we turn it back a notch because I really want to get to the end of all of this - the image of us blasting down the TT finish straight is all the more imprinted in my mind's eye.

We get to the popular house and hairpin junction at the B10 that leads us onto the Baldwin road, and it's a mental checkpoint that we're past the nasty stuff, so I open the Pug up along the wider two - lane roads. The crowds of people lining the road eggs me to wind her to the limiter and give them some induction noise and hopefully a smile or two. A few waving fists and thumbs up from spectators gives me a nice, warm flush and I realise I'm absolutely loving this.

We're heading generally downhill now, so the corners arrive with more entry speed. We blast pass the reservoir before hooking across onto the East Baldwin Road that runs down the cut of a valley; the road is covered by trees and it's just fast lefts and rights sewed into each other in the most delicious way. The Pug beats a great rhythm down here; very little brakes but just hard throttle and lifts / dabs around the corners.

Douglas nears now, as we hook a sharp left onto Ballaooates and over the infamous crossroad (another mental checkpoint - no lifting here you great sissy). We soon emerge out of the country roads onto the A18 - the tail end of the TT mountain course - and the rest of the stage is very well imaged in my mind. Big, open, wide roads and more bulkhead mashing - swooping curves downhill into the town, over Governors Bridge and flat over the right crest into the main straight down to the finish. Flat, flat, flat - peg the thing. A little hairpin at the end to slow you for the flying finish, but before that we make sure we drown out the TT grandstand with a Longman soundtrack as best we can.

We made it. Well, technically, we didn't of course, because we retired on the second stage - but as far as we're concerned it feels like we did it all ! We drive into service and by all accounts the crew of car 205 are a pair of Cheshire cats. I should think about teeth whitening, maybe. To top it all off, the organisers are nice enough to let us drive over the finish 'ramp' even though we're not technically classified, which is a really nice thought and is the cherry on the icing for us - lots of nice shots and I even get a microphone shoved under my chin.

The rest is history, as they say (you can guess most of it - it involves beer, a kebab and passing out knackered in a crappy sofa bed). Within 24 hours we're stuck in the pissing rain on the M6, and 12 hours after that I'm sat in front of a desk pondering how long it is to my next 'fix' and how many banks I'm going to have to rob to do it as many times a year as I can.

So that's Isle of Man ticked off the list. What next... Jim Clark maybe ? Ireland ? Mull ? Maybe a few rounds in Belgium or Holland... honestly not sure yet, but a return trip to the Isle of Man has got to be on the cards. When you consider the whole experience, and the quality of the stages, you really are hard pushed to find many that can match it. If you're a competitor in tarmac stage rallying in the UK, you really want to add it to your list, even if it's just once.

By Dan Howell





Just 29 Peugeot 208 GTi limited Editions available

- The New 208 GTi Limited Edition confirmed for Spring 2013
- Just 29 for the UK are available to order at £20,495

Following on from the recent announcement of the 208 GTi for 2013, just 29 lucky UK customers can be the proud owners of a limited edition model, available at £20,495. Limited to only 29 (one for each year since the UK launch of the original 205 GTi in 1984) this model will come with an enhanced specification. Worldwide, just 54 will be sold.

Demand for this exciting limited edition will be high. Each car will be individually numbered, visually exclusive and specified to a high standard with Satellite Navigation and, for the first time on a Peugeot – Digital Radio (DAB).

All cars will also feature a Union Jack flag on the lower grille, signifying the importance of the GTi badge to the UK. This range topping GTi model will be numbered from 01 to 29, and will come with exclusive satin pearlescent white paint and 17" 'Carbon' Onyx Black Alloys.

Full specification details and further images of the 208 GTi Limited Edition have now been revealed to the public on www.peugeot.co.uk. Production of this GTi is scheduled for April 2013 and these cars will be available for hand-over to customers ahead of the 208 GTi official launch date in late May.

The announcement of this latest new model follows on closely from the launch of the 208 which has been an instant success with over 15,000 UK orders since order books opened. British buyers will be delighted with this modern take of a true Peugeot GTi classic.

New Peugeot RCZ sports coupe confirms enhanced desire

- New look Peugeot RCZ reinvigorates this desirable sports coupé
- Appearance has the latest Peugeot design codes and enhances appeal
- Enhanced feature specification and extra options are also available

The restyled, New Peugeot RCZ which had its world premiere at September's Paris Motor Show was launched in

the UK in January 2013. Central to the restyle of Peugeot's popular sports coupé is a dramatic update to the vehicle's front face, reinforced by an enhanced specification, a wider choice of equipment options with new colour and trim combinations.



For the UK, the New RCZ retains its popular, two level 'Sport' and 'GT' range line-up. RCZ Sport continues with 18" 'Original' alloy wheels and a host of familiar features including dual-zone air conditioning, rear parking aid and USB box with Bluetooth. This rich specification is enhanced further by the addition of automatic lighting, including 'Approach' and 'Follow-me-home' features. New options on RCZ Sport include half leather and leather/Alcantara trim treatments. At the GT level, chosen by more than 80% of customers, the New RCZ is fitted with 19" 'Technical' alloy wheels as standard. This new wheel is designed to maintain the dynamic visual appeal of the GT, while also marking the advent of the restyle with a fresh new look. The dynamism continues into the cabin of GT models with the standard fitment of the interior sports kit, complete with sports steering wheel and gear lever. Simple leather continues to define the interior of the GT with the addition of an optional Cohiba Brown colour, on both simple and integral leathers. Also available as an optional choice are new matt black roof arches – an identifiable and characteristic aspect of RCZ. There are new body transfer decals and more alloy wheel options, demonstrating the continued visual versatility of the RCZ and the extensive choice available to customers.



In addition to the new look and enhanced specification the New RCZ remains very competitively priced. On-the-Road prices for the New RCZ Sport start from just £21,595 (an increase of £385 over the current RCZ Sport), with a 'price walk' of £2,400 to the New RCZ GT with an On-the-Road start price of £23,995.

The 260bhp Peugeot RCZ R will be launched towards the end of 2013. Neil Moscrop, Sales Director at Peugeot UK, said: "We're delighted to have even more features that enhance the New RCZ, which has already proved to be a great hit with customers who love its characteristic double-bubble roofline and distinctive roof arches."

The 208 Type R5 his the road

Following its unveiling at the 2012 Paris Motor Show in September, the 208 Type R5 met its first objective when it successfully took part in its first test programme before the end of 2012. The Peugeot 208 is consequently the first car built in compliance with the FIA's latest 'R5' regulations to have broken cover and turned a wheel.

The replacement of the 207 Super 2000 was put through its paces on a gravel stage in the southeast of France (Riboux) where it completed a four-day programme in the hands of Bryan Bouffier/Xavier Panseri.



"That first run was a key step which is now behind us," says Alexis Avril, technical manager of Peugeot Sport's customer competition department. "We still have a great deal of work on our hands, though, since we now need to move on to the next phase of development. This will involve putting as many kilometres on the car's clock as possible in order to validate its reliability. After that, we will be able to turn our attention to the optimisation of its performance potential. Between now and the 208 Type R5's release for sale, its schedule includes more than 10,000km of testing on gravel and asphalt, in testing and on events.

Choosing gravel for last week's test was the logical option. There are a high number of components that will be used for both types of surface, so our aim was to evaluate their strength on the tougher of the two. At a later stage, we will begin to focus on the suspension and the turbocharged engine which are the two chief factors of the global performance package. The development work in both these areas will be carried out directly by Peugeot Sport."

Bryan Bouffier: "The car felt good out of the box. I was happy with its overall balance and I was comfortable behind the wheel. It seems to be a strong basic car and I particularly liked the turbocharged engine which delivers plenty of torque. That makes it easy to use, and that's a big asset on loose surfaces."



205 Driving Light Protectors

With the Peugeot 205 becoming older each year and now considered by many to be a classic car, unfortunately replacement parts are becoming harder to source. So in a new venture for the PSCUK, and together with a lot of time and hard work by club member Craig Alexander, we are pleased to advertise our first reproduction parts for sale.



The PSCUK has covered the upfront development costs, and in return are going to sell the protectors through their online shop. The club is making a very small profit on this product, and if successful may produce other replacement parts for the benefit of its members.

The price includes the two vacuum formed polycarbonate lens protectors with Peugeot logo decals and drilled mounting holes, 4 stainless steel screws, 4 spacer tubes, packaging materials and postage with Royal Mail signed for delivery.



The prices are as follows;
PSCUK member £41.00
Non-member £45.00
Prices include post & packing

To purchase yours please visit our online shop via the clubs website.
Any questions please contact Mark Dixon by email at merchandise@pscuk.net



at the

The Footman James

Classic Motor Show

By Stuart Farrimond

Photos by Jonathan Unsworth, Henry Yorke, Craig Alexander, Mark Armstrong



The Classic Motor Show had a brand new layout this year and took over all of the halls on the Atrium side of Birmingham's NEC. That's eleven halls packed with amazing machinery, traders, services and features for the paying public to enjoy. Navigating your way around this huge show was easy enough though with the halls arranged in a letter C shape (C for Classic). With the Autojumble at the top and the Dream Rides at the bottom, the PSCUK's stand was perfectly placed in the middle in Hall 7.

Alongside the PSCUK stand was the Live Stage where motoring experts Mike Brewer and Edd China, star's of Discovery's Wheeler Dealers, provided light hearted fun and motoring features. This included classic car parades, motoring and buying advice, and special guests including Sir Stirling Moss and Guy Martin. Also at the show there were restoration displays during which a classic wreck was brought back to stunning order while demonstrating to show goers the skills and techniques needed to tackle a multitude of restoration tasks.

The Sporting Bears Motor Club brought something special to the show. A dream ride is a ten minute passenger ride in one of the cars from the Sporting Bears Dream Ride Garage, in exchange for a donation to charity. This contains between 60 to 80 cars, ranging from motoring legends to modern supercars. Also at the show were Silverstone Auctions whose cars represent some of the best examples of their type in the world. Some of the lots included a 1971 Fiat 500 L, once owned by Prime Minister David Cameron estimated at between £8,000 and £12,000, and a stunning 1960 Aston Martin DB4 Series II, estimated at between £180,000 and £200,000.

Finally, the Meguiars Club Showcase brought the best of the best concours winning cars together on the Meguiars stand. Each vehicle on display had previously been awarded top honours at various national shows, this year's finalists included a 1985 Porsche 944 Turbo, a 1983 TR8 and a 1963 Ferrari 250 GT SWB Berlinetta.

So with the show introductions over, let's hear from our Chairman on his experiences from the show.

What an experience this was ! I am confident that this perfectly summarises the views of all those who kindly supported our stand at our first ever Classic Motor Show at the NEC from the 16th - 18th November 2012.

As a club, we had wanted to attend this show for many years and after applying for space on the stand in early 2012, I was very surprised and excited to get an email confirming our stand application. The only downside to getting the application confirmed was the pressure of the planning involved over the coming months !

When we received the confirmation that we had a space here, we had to plan and decide on numerous issues (there were over 20 initiatives on the plan we used to get us there on the 16th November) and, frustratingly for many, we did not have the time to run a more democratic voting system to make it fair for all to submit their cars as contenders for the stand.

The good news is that for 2013 we are planning to use Pugfest as the place to decide which selection of different classic models we will take to the NEC and more details on this can be found further on in this report.



We gathered in Hall 7 of the NEC on Thursday afternoon, with the show opening its doors to the public early on Friday morning. Several hours of stand assembly later and we had completed the most complex and well-built TV stand in the history of man-kind with plenty of photos taken of Mark and Brendan during assembly. Our 3 TV's were up and running with Henry's superb 6 hour Peugeot / PSCUK loop of film keeping as all amused over the coming days.

Our new banner stand and car plinth details were erected and combined with our Club branded shirts (16 of which were ironed by some crazy Chairman the day before) added to our professional appearance, so much so that we had a few approaches from people who thought we worked for Peugeot.

Mark had Zoe had kindly prepared 300 logo'd bags with pens, membership details and Pugfest flyers to hand out to people who visited us and in addition we were constantly replenishing the flyers and membership leaflets that covered the cars over the weekend. If only all those taken results in an application for membership, I live in hope !

The cars on the stand looked exceptional and thanks to the following people who supported us;

Rab Elliott, mint condition 1990 205 CTI
 Craig Alexander, restored 1991 205 1.9 GTI
 Matt Selby, mint condition 1994 405 T16
 Stuart Rust, restored 1988 309 GTI
 Dave Kedward, factory built ex-Ari Vatanen 405 T16 Rally Raid

I also had my 1993 205 1.9 GTI on the stand too and the combination of the colour (white 205's seem to be very popular) and the location on the stand near the aisles meant that it got a lot of attention and I was pleasantly surprised considering it was the least mint condition car there.

The weekend was a long and tiring one for the Committee members, Consultants (Pete, Tony and Henry) and member volunteers that attended (thanks to Jonathan Unsworth, Craig Alexander, Zoe Elliott and Danielle Sale) but one that we can use as a good template for 2013's show.

As you may know, space at the NEC is limited and unfortunately we don't have the luxury of asking for more or specifying our stand size at all for 2013, so it's the luck of the draw in relation to space on our stand I'm afraid.

Our colleagues at Club Peugeot saw their stand size reduced this year and it was significantly smaller than their 2011 stand. Fingers crossed we get a suitable space in 2013 - we will be there without fail and the application (for a 10 car stand, but confirmation of the stand size will be received in early 2013) has been submitted already.

Based on feedback from people on the day and from the forum I got the impression that some thought that our stand may have looked a bit amateurish compared with others. Thankfully this wasn't the case. Yes, you could tell that we were not Peugeot UK funded but we spent a considerable sum (£2500 overall) and we selected expensive items on their suitability to be re-used at other



Get your car on the PSCUK stand at the NEC Classic Motor Show 2013!

For your car to be chosen;

- it needs to be looking it's best on the 14th July at Pugfest
- it needs to be entered into the Show and Shine / Concours competitions
- it needs to be available for a 4 day period from the 14th – 17th November
- the owner must be a fully paid-up member in November

The cars chosen will not necessarily be the winners in each category of the Show and Shine and Concours competitions, but the Committee will decide on the day if your car has been selected and, as Chairman, I will announce the chosen cars in the awards ceremony on the Sunday afternoon.

More details on this will be added to the Pugfest 2013 website over the coming months too.

For total clarity, we will be allocating stand space to 1 or more 'interesting cars' (dependant upon allocated space, once confirmed) as we did this year with the 405 T16 Rally Raid and we would not expect these cars to have the same selection criteria for obvious reasons.

As a Committee, we feel that this is the most transparent approach and makes it the fairest process for all members and we hope you all agree.

Good luck to you all !

PSCUK events. The only item missing from the stand that we need to change for 2013 is the introduction of a floor covering / carpet to finish it off.

We did spend over 12 weeks on 1 hour calls planning every aspect, and this is reflected in the fact that we have only perhaps 2 or 3 changes that we need to make for next year, along with 'new' cars for the stand, of course as I touched on earlier.

As a first 'stab' at it, I feel we excelled in many areas and we need to build on the positive vibes created by this event. What it did prove to me in my new role is how the Committee team pulled together and more surprising for us all I think, was the public's love for the 205 / 309 / 405 and the recognition that they have now reached classic status.

The interest generated and the feedback we received was astounding and that alone made it worthwhile. That we had a centre spread in Classic Car Weekly is the icing on the cake for me and makes the budget well spent. That said, I'd like to see 2 main benefits from this event - increased membership numbers and increased attendance at Pugfest as both of these mean a guaranteed future for this wonderful club.

The feedback on our stand, our professional look (despite the reservations of some that I mentioned earlier) and our passionate approach in engaging with the members of the public was outstanding and real boost for us all. I'd like to thank those members

who popped in to see us on our stand, it was great to catch up with you face to face and I hope you enjoyed the show too.

We look forward to seeing you there in 2013 (with some of your great cars on the stand too).

So, get those cars ready for the Pugfest Show and Shine / Concours competitions to have a chance of getting your car on the stand at the prestigious NEC Classic Motor Show 2013.

205 Roland Garros



J193 MHA is currently SORN awaiting a rebirth after the winter; a rebirth that probably has more to do with sentiment than good judgement or practical considerations !

I've had a history with France's finest; my first car was a 1987 205 XE, I've had a 407 SE and dealings with 306's via my step-son Adam. Over the years I've wanted another 205 and that's where my story with J193 comes in.

2002 was the year I got married and my now wife Annette wanted to get me a 205 cabriolet as a wedding present (way to go Net !), so I went to look at CTi's (as you do) but then my father-in-law spotted an ad listing a "Peugeot 205 Roland Garros cabriolet" up in Farnworth, Bolton. There was no picture and only a few details but I took a chance and headed up the M62. I didn't even know what a 'Roland Garros' was. It turns out that after the 1FM, the RG cabrio is the next rarest edition in this country.

Generally she was in good shape with the roof only just starting to go, drove well and (like the best girls) had me when she dropped her top ! £975 and she became the best wedding present ever !

I owned her for just about 2 years when it became obvious (due to the small boot and no proper rear seat belts) that she was no longer practical with a new baby in the family, so it was with a heavy heart that she was sold on to a guy in Stockport (whose family had a small fleet of 205's), with instructions to give me first option when they came to sell.

That day came 18 months later but finances didn't allow it so he passed my details on to Sarah, the next owner who stayed in touch too. Unfortunately, while travelling with her job, her housemate ragged the car around a field (with no coolant) until it died, eventually being put to rest in a damp barn for a year with a scrap engine and buckled wheels. He also threw away all the car history I'd painstakingly built up which went back to new where it was a company car for Tonnor Engineering in Birmingham.



Sometime later and with me unaware of all of this, the car ended up being sold as a 'project' to a retired Aircraft Engineer in Margate, Kent who kept himself busy fixing up 205's, mainly CJ's. He replaced the engine with one from a CJ, replaced the wheels and a rusty wing and got her going again. It was then that he noticed my website address on the licence plate and through that got in touch with me to





see if I wanted her back. This was now over 6 years since I sold her.

So, one (thankfully) sunny summer weekend, my wife and I headed down to Kent on the train, stayed the night and headed out to Margate where we were collected from the station in my wedding present. Smiles all round ! She wasn't (and still isn't) without her problems and we had a noisy and hot 7-hour drive back to Cheshire with no radio and a heater stuck on full !

I've done some remedial tasks since getting her back (like putting the engine back to the correct 'XS' spec instead of the strangled CJ one) but pretty much she's been my reliable daily for the past two years. Now sitting on 171,000 miles she has been used for work, holidays and spirited trips up the hill-climb at PugFest ! Unfortunately, that time in the damp barn had destroyed the roof frame to the point where I came to go to work to find 2 inches of water in the footwell. The decision was made and she was SORNed before things could get any worse, ready for a full (and no doubt 'interesting'!) restoration this spring.

Ever since kicking myself for not seeing her go on eBay (despite her condition at that time), I've kept a log of all the 205 Roland Garros's that go through there and currently have records of registrations, sale dates, values and of course pictures for over 200 different ones. It's interesting to see the same ones change hands every so often and I now have quite a good database of the survivors of the 150 cabrio and 450 hatchback RG's that were produced. I'm always looking out for details of others I may not know about and do intend to make the data available to club members via the website at some point, once I've got it into some kind of useful order !

I've also got a number of brochures etc that I am gradually scanning for the 'Downloads' area of the club website so look out for those. Hopefully 2013 will see her back to her original glory despite my amateur spannering skills but I know I have a wealth of expertise and help from the club and its members. For now I'm pottering around in a slightly down-at-heel 1990 205 GR bought through the club but I'm waiting to enjoy topless motoring once more. Reading the various 'Car Saga' threads on the forum and in Torque has given me the inspiration to do it properly.

By Matthew Scott (Geezerdiamond)
Hill Climb @ Pugfest photo's by Paul Saunders
and Allan Rhodes (www.x1media.co.uk)

Castle Combe 2012 Spring Action D



An early morning start (and for some, an even earlier start for those who had to cross the Severn Bridge) was the order of the day for April's Spring Action Day held at the Castle Combe race circuit. On arrival at the circuit and parking in the allocated area, it became clear that the grassed paddock area had not stood up well to the heavy rainfall that had taken place in the few days prior to the event.

The occasional shower on the day did not seem to dampen people's enthusiasm. For those who were out on the track, the surface tended to dry out quite quickly, however for those that had a choice of tyre available to them, there was the dilemma of what to fit and when. Attempting to jack a car whilst parked on the grass was a futile effort unless it was your intention to see how far it was possible to sink the jack.

This was to be Adrian Meredith's first outing in his Mi16 powered 205, resplendent in its Diablo Red colour scheme, which had been purchased the year before as a rough running Mi16 conversion requiring a little TLC. After a lot of fettling to get the basics right, a number of track orientated modifications had also been added to the car. Adrian was happy with the car except for the tyres, which were found to be past their best, so they will be replaced at some time in the future.

Nick Charles took the opportunity to thank the members of his race team for their support over the previous seasons, by fitting a passenger's seat into his championship winning 106 GTi and taking them out on the circuit.

ay

As my 306 GTI-6 was going to a new owner on the Monday morning after the event, I decided not to tempt fate by taking it out on the track.

There was plenty of action to see on track, and this year's event will be on Saturday 27th April. The club will hopefully have access to a limited number of free entrance tickets for this event, additional tickets will be available costing £10 (based on 2012 prices). 15 minute track time sessions can also be purchased in advance (with a cost saving over those that may be available on the day), please contact Brendan Molony (membership@pscuk.net) or call 0845 644 3107 to reserve your place. Further details will appear in the events section of the club website when I have received the prices for the 2013 event.

By Brendan Molony



208 R2 Rally Car

To follow and build on the successful achievements with the emblematic 205, 206, 207, Peugeot has applied its expertise, utilizing the 'spirit of re-generation' that combines all of their best features to produce the Peugeot 208.



Peugeot Sport reveals the first of three 208-evolved competition cars, as the production car goes on sale across Europe. The first competition version

revealed is the 208 R2 which was campaigned as a 'zero' car on the Tour de Corse in the hands of Stéphane Sarrazin and Benjamin Veillas.

The Competition versions of the 208

Development of the competition versions of the Peugeot 208 has been in operation since the car was announced in 2011, and the first version to be released is the R2 which will provide a glimpse of its potential at the Tour de Corse in France. Two other motor sport derivatives of the 208 saw the light of day before the end of 2012, beginning with the circuit version which features a specification very similar to that of the R2. The circuit version was followed by the eagerly-awaited 208 which complies with the FIA's R5 regulations and which will go on to take over from the successful 207 Super 2000 rally car at national and international level. It was unveiled in September 2012.

Creation of an icon

"With the 208, Peugeot has given itself the means to create a new motoring icon," noted Peugeot's Range Director Laurent Blanchet at the model's launch. "The 208 carries over the successful spirit of the 205 and the 206, plus the functionality of the 207 in a thoroughly modern package," added Xavier Peugeot, the Brand's Product Director. Through the livery of the R2, Peugeot's stylists have sought to mark the launch of the 208's competition line-up by highlighting the model's emotional appeal and resolutely modern lines.

208 R2: poised to become a new benchmark in a highly competitive market

The R2 is an indispensable part of the model line-up it is destined to spearhead. Affordable and competitive, it stands out as the ideal choice for those who want to get their first taste of rallying or simply enjoy their passion. The 208 R2 ran for the first time at the end of 2011 and is destined to replace the existing 207 RC Rallye not only as star of the brand's 'Volant' single make series but also as a challenger for class success at national and international level. Ford, Renault and Citroën all have R2 cars, but Peugeot Sport has set itself the target of becoming the class's new benchmark in terms of both performance and low competing costs. Careful attention was also paid to reliability, notably with regard to its transmission, electrics and electronics. Another aim was to make life easier for owners by minimising the number of parts required to convert the car from gravel to asphalt spec, and vice-versa. This was made possible by using as many shared parts and assemblies as possible for the two versions and by benefiting from the PSA group's customer competition catalogue.

'Regenerated' styling

Through its compact forms, short overhangs and flowing transition

between the bonnet and windscreen pillars, the 208 is a fresh interpretation of the brand's styling cues, both in terms of their underlying principles and in the details. The new signature front end is particularly charismatic, while its feline looks are more modern, status-enhancing and refined. It comes across as assertive yet lively, warm yet racy, hi-tech yet friendly, and natural yet sophisticated.

Technical 'regeneration', described by 208 R2's project leader, Yann Goraguer:

- **Lightweight:** "The 208's bodyshell is approximately 40kg lighter than that of the 207. In addition, the 208's overall volumes are one of the R2's chief strengths, while its long wheelbase ensures excellent stability. Weight-saving work has enabled us to bring down the centre of gravity further, optimise where the weight is located and reduce the intrinsically low inertia of this car with its short overhangs. These features combine to provide the 208 R2 with outstanding road holding."
- **Modern structure:** "The 208 R2's strengthened shell incorporates a multi-point, welded roll cage which marks a real step forward in terms of safety compared to rival roll cages thanks to a new manufacturing process."



- **Modern engine:** To comply with the regulations, Peugeot Sport has developed for the 208 R2 a brand new, naturally-aspirated, 1600cc engine based on the 1.6 VTi available for certain versions of the 208 road car. "For the competition version of

this engine, we started from a clean sheet of paper and achieved the 185hp specified in the brief. At the same time, we succeeded in maintaining the low fuel consumption and CO2 emissions that are features of the original engine. This extremely modern powerplant comes with variable valve timing (VVT) for the intake and exhaust. The group R regulations specify that the valves must be of the same size as those of the standard engine. Like its air intake dimensions, the 1.6 VTi's valves are smaller than those of the former 1.6 unit. The main factors which influence performance in the case of a normally-aspirated engine are its valves and intake, so we worked closely with Sodemo to make our new engine driver-friendly by focusing on flexibility rather than on peak power which often goes unused in rallying. We achieved this thanks to the use of VVT. The 208 R2 kits will be sold with the engine built, run-in and checked on the dyno."

- **Innovative gearbox:** "The gearbox, too, is new. The 208 R2 is equipped with a five-speed, manual, sequential gearbox with the lever mounted on the steering column. The gearshift system is identical to that of the 207 S2000 and represents a significant evolution for a car of this class in which the original gearshift is more conventionally mounted on the floor. The lever is much





shorter and also positioned higher, while the shift is more direct and precise because it is in line with the gearbox. The system is much more rigid since it is shorter and lighter. The gearbox itself features innovative cooling with an air duct at the front of the car which channels cooling air to fins built into the front part of the casing which help dissipate heat and cool the oil."

- **Reduced fuel consumption:** The lower weight, carefully designed aerodynamics and naturally-aspirated engine have resulted in a significant fuel consumption saving compared to the 207 RC Rallye. This makes an appreciable contribution to keeping the costs of competing to a minimum.

- **Suspension performance:** "We have carried over the proven three-way adjustable dampers, plus a new, bespoke adjustable hydraulic bump stop which has been developed specially in association with our supplier Öhlins. The R2 also features a specific wishbone arrangement which increases suspension travel. This, in turn, improves traction and is positive for the car's performance."

- **Hydraulic steering:** "The 208 R2's steering is specific, too. We have switched from the standard car's electric power steering to a hydraulic system, combined with a higher-ratio hydraulic rack for greater precision and enhanced comfort in response to demand from the drivers. The use of a hydraulic system also permits more accurate feedback of information, notably on loose surfaces."

- **Single caliper brakes:** "The diameter of the brake discs is dictated by the regulations. As wear parts, they need to be effective and reliable, but also relatively economical. To simplify the ordering and management of parts and to facilitate the conversion from gravel to asphalt spec (and vice-versa), we have opted for a single Alcon caliper plus standard, re-machined discs. Thanks to the floating caliper arrangement, the conversion from gravel to asphalt spec only requires the caliper mount to be changed."

- **Clutch:** The 184mm-diameter single clutch plate arrangement is dictated by the regulations. Peugeot Sport specifies an Alcon plate for the R2.

- **Wheels:** The wheels are also covered by strict regulations regarding their width, diameter and weight.

- **Tyres:** All the 208 R2 development work was done on tyres provided by Michelin, Peugeot's Sport partner.

The 208 represents a new generation of car, while Peugeot Sport has collaborated with PSA group experts to make the necessary modifications for motor sport use in compliance with the regulations. "Throughout the process, we worked closely with the group's different technical departments," says Alexis Avril, Customer Competition Manager. "At the beginning of a project like this, in-house skills and expertise allow you to make swifter progress when developing certain advanced solutions. The 208 R2's transmission, for example, is made entirely by PSA to a brief drawn up especially for competition purposes. We also

Technical data

Engine

Type: EP6C (special pistons, con-rods, camshafts)
Cubic capacity: 1598cc
Bore stroke: 77mm x 85.8mm
Maximum power: 185hp @ 7800rpm
Maximum torque: 19m.daN @ 6300rpm
Specific power: 116hp/litre
Fuel tank: 60 litres
Fuel injection: indirect (Magneti-Marelli), motorized single throttle valve, chain-driven double overhead camshafts with VVT intake and exhaust timing

Gearbox

Gearbox: five-speed sequential manual gearbox with three homologated final drive ratios
Differential: pre-loaded limited slip differential
Clutch: hydraulically operated cera-metallic single clutch plate (dia. 184mm)

Brakes/Steering

Front brakes: floating-calipers and ventilated discs
- asphalt: 310mm x 30mm
- gravel: 285mm x 26mm
radial-mount four-piston calipers
Rear brakes: solid discs: 290mm x 8mm
radial-mount two-piston calipers
Handbrake: hydraulic
Power steering: hydraulic

Suspension

Front: MacPherson type with specific uniball-jointed wishbones specific interchangeable front anti-roll bar (3 stiffness choices) with plain bearings specific cast aluminium struts (camber adjustment at pivot)
Rear: strengthened H-beam modified to accommodate an interchangeable anti-roll bar (3 stiffness choices)
Front/rear dampers: specific three-way Öhlins dampers with adjustable hydraulic bump stops

Chassis

Structure: body shell reinforced by welded, multipoint FIA-approved roll cage specific steel underbody shielding
Weight: minimum weight (in accordance with FIA regulations): 1030kg (unladen), and 1180kg (with crew), with 64% / 36% front/rear distribution
Wheels/tyres: asphalt - wheels: 6.5 x 16 / Michelin tyres (17/60-16) gravel - wheels: 6 x 15 / Michelin tyres (16/64-15)

Dimensions

Length/width: 3962mm / 1739mm
Wheelbase: 2538mm
Front/rear track: 1475mm / 1470mm

benefited from the savoir-faire and experience of the Brand's series production experts in fields like materials, surface treatment and processes. The 208 features a new, modern powertrain, so we spent a great deal of time with the firm's specialists during the 208 R2's different development phases. Last but not least, as a function of the regulations and in order to minimise costs, we called frequently on our colleagues to source the most suitable parts from the catalogue of the series production version."

The gravel and asphalt versions of the 208 R2 will both be available in kit form for a price of £37,500net (€30,500). This price includes a fully-built engine. It will also be possible to acquire the 208 R2 in fully built form (gravel or asphalt version) for £57,500net (€46,700). Two kits will be available to convert the asphalt version of the car to gravel trim, or the gravel version of the car to asphalt trim.



GROUPE focus

YORKSHIRE

part two

By Tom Fenton



CALVIN'S 205

Who: Calvin Storer, Buxton
Car: 1990 Peugeot 205 Trio
 Mostly likely found daily driven

After finding his 306 GTI-6 a bit thirsty on his daily commute, Calvin decided to go back to one of his favourite looking Peugeots, the 205 base model. He said "with a few minor mods this is how a 205 should look in my eyes." The resulting car had to be a white 3 door, and so after some searching he duly purchased a 1990 1.0 Trio model located over the Pennines in Oldham. No sooner had it arrived home than the pin stripes were removed, and the parts acquisitions started in earnest. With GTI suspension and brakes and some 106 Rallye steel wheels the car was looking the part but the 1.0 engine wasn't quite in keeping, so this was replaced with an alloy 1.4 XS motor. Phase 1 GTI half leather seats completed the interior and so Cal now has a tidy looking and economical daily drive.

Spec
 1360cc alloy 205 XS engine
 GTI front and rear suspension
 1.9 GTI front brakes
 106 Rallye steel wheels
 Phase 1 1.9 GTI half leather interior



TOM & PHIL'S 205 GTI MI16 "MOP"

Who: Tom Fenton & Phil Withers, Worcs
Car: 1989 Peugeot 205 Mi16 trackday car
 Mostly likely found at the Nurburgring

The origins of this car in its current form can be traced back to 2003, when yes you've guessed it, a bit of eBay browsing turned up a tatty looking dilapidated 205 Mi16, but with some good bits round it. Bought as a joint venture, the affectionately nick-named MOP (Mouldy Old Peugeot) joined the fold. After an overhaul to get it back to a good standard, this car was then used between myself and my good mate Phil to do various trackdays around the UK. Fast forward to 2006 when a spot of over enthusiastic driving at a wet Cadwell Park found yours truly parked in the tyre barrier on the roof. Despite this unplanned adventure, this spelled a good opportunity to rebuild the car and make it better than before, a 1.6 non sunroof donor car was acquired, and MOP Evo 2 came to life. With improvements to the rollcage, seating position, and overall preparation of the car, its debut trackday was at a very sunny Anglesey circuit on a summer bank holiday in 2006. It then continued to do another couple of years of trackday use until 2009. At that point the Mi16 engine needed some more poke, and so a conversion to throttle bodies and an Emerald ECU took place, and so MOP Evo 3 was born. Since 2009 the trackdays have continued, with three trips to the Nurburgring in Germany thrown in. The car is now away for the winter, awaiting a thorough check and re - prep ready for some trackdays next year.

Spec
 1905cc Mi16 engine, custom throttle body conversion with twin staged injectors and 90mm trumpets inside custom alloy airbox with front mounted ITG panel filter, Emerald K3 ECU
 1600 GTI gearbox, Quaife LSD
 283mm GTI6 front brakes, braided lines throughout, twin cylinder bias adjustable pedal box
 AVO coilover dampers, eccentric top mounts, upper strut brace front, 21mm torsion bars, 24mm anti roll bar, Bilstein group N dampers rear
 Safety Devices rollcage with additional diagonal and harness bars. OMP RS seats on lowered seat rails. Willans 3" 6 point harnesses, Lifeline fire extinguisher, roof vent, intercom
 3 sets of 1900 alloy wheels with Toyo 888 / Dunlop Direzza / Michelin slick tyres



TOM'S 205 GTI 1.6T

Who: Tom Fenton, Rotherham
Car: 1990 Peugeot 205 GTI 1.6 turbo
 Mostly likely found spitting flames at unsuspecting road users

Having featured in earlier Torque magazines, a few of you may recognise this car. I've owned it now since 2007 when I rescued it from being sent to the scrapyards due to its previous owner moving house and needing it gone. After going on the 2008 Euro Trip with the club as a standard 1600, it then underwent fairly major surgery during early 2009, to become a turbocharged version of its 1600 8v engine, along with modification to the suspension and brakes, to the point where the only original unmolested mechanical part left on the car is the, errrrr, actually no I don't think anything remains!

Interestingly whilst at Pugfest in 2011 I was approached by Mid Southern Counties group leader Adrian Butt who told me he in fact had previously owned the car! Looking back through the history file of the car I did in fact find a number of documents with his name on them. Since the major work in 2009 I have continued to do bits and pieces to the car, with the most recent

additions being power steering using a 106 electric power steering pump and a quick-ratio Xsara VTS power steering rack. However the car does get used hard at times, coupled with squeezing over 200bhp out of its 1580cc, which means it is now due for some attention to the turbo, and a new set of valve guides for the cylinder head.

Spec
 1.6 8v engine, lowered compression, undercrown piston oil jets, Garrett T25 turbo, Rover turbo injectors, Cosworth intercooler, DTA ECU, 205 TD radiator, 2.5" stainless downpipe into Magnex stainless exhaust with "stealth" tailpipe. Approx 200bhp
 1600 GTI gearbox, TranX LSD
 309 wishbones, GAZ coilover dampers, eccentric top mounts, 275lb springs front. 2.4 turn power steering rack
 309 wide track rear beam with Xsara VTS rear arms, 23mm torsion bars, 24mm anti roll bar, Bilstein 306 group A dampers rear
 306 GTI 283mm front brakes, rear disc brakes, twin cylinder bias adjustable pedal box
 Force Racing 2 piece converted 1900 Speedline wheels





MATT'S 205 GTI PROJECT 1

Who: Matt Evans
Car: 1987 Peugeot 205 GTI
 Mostly likely found in an increasing amounts of pieces

The Yorkshire group "King of Projects", Matt currently has 4 Peugeot GTIs in various states of array, or as his wife prefers to call them, "broken cars". His first one, a Black 205, was his first foray into Peugeot GTI world, having previously owned a Rover and a 106. He bought it in 2001 for £1100 whilst at university, a wise use of his student loan, from his housemate's boyfriend from Scunthorpe. It was white with purple wheels! Matt then ran it for 6 months before running out of money, so it was then destined to sit at his parents house for a couple of years. With his student dosing days over, and with some cash on the hip, he started a full restoration of the car including having it sprayed black, and rebuilding a Mi16 engine. At one point he also planned to fit a dash from a 206, and even got all the wiring sorted and working, but decided against this in the end and instead stuck with the 205 parts.

A couple of months after it was finished Matt went to see a friend, parked it on the hill outside his house, and didn't secure the handbrake properly. Sadly it



rolled off down the hill, missing 2 brand new cars and hitting a lamppost square on, requiring 2 new wings, a front panel, bonnet, gearbox and radiator. Then Matt decided to fit a GTI-6 engine, and so bought the engine from PeetyPug from a Xsara VTS that he was breaking and fitted that. Fast forward to 2 years ago, Matt had a feeling that the sills needed some attention, however he discovered that the passenger sill was rotten, and so what started as a quick sill replacement soon escalated into a complete overhaul with all rot being cut out from the rear suspension points / boot area, chassis inner wings, everything epoxy primed, gravitex stone chipped and then re-sprayed. Not content with the GTI-6 engine Matt has also decided to fit a rebuilt 8v 2.0 turbo engine at the same time. He is hoping to have it back on the road in the new year.



MATT'S 205 GTI PROJECT 2

Who: Matt Evans
Car: 1989 Peugeot 205 CTI
 Mostly likely found under a tarpaulin on his drive

As with many of the cars featured, this one was a product of everyone's favourite auction site, and was won on a drunken snipe for £166 as a non runner. All was well and good until the booze wore off and Matt then realised the car was in Worthing and he was in Sheffield. With van hire and diesel it cost Matt the same again to get the CTI back home, having to make some mods to the hire van (pull speedo cable out) so



MATT'S 205 GTI DIMMA PROJECT 3

Who: Matt Evans
Car: 1988 Peugeot 205 GTI
 Mostly likely found under a tarpaulin on his drive

After finding his 306 GTI-6 a bit thirsty and unable to resist a bargain, Matt bought this car as it had proper Dimma wheels, but with no engine, for the grand sum of £600. Although not an original Dimma, the car is not a bad example. As usual, the King of extended projects started building a supercharged GTI-6 engine to go in it, using a M62 supercharger from a Mercedes compressor. Not content with this, Matt then broke a rotten 405 Mi16 4x4 with the idea of grafting 4x4 gear to it as well. He still has all the parts, but has not done much else with it since (sound familiar?).



MATT'S 309 GTI DIMMA 4X4 PROJECT 4

Who: Matt Evans
Car: 1988 Peugeot 309 GTI 4x4 Dimma
 Mostly likely found in storage

Bought by Matt in 2010 and stuck in storage, he has not touched it since! This car really is quite special, it was the only 1 ever made by Dimma, and also was converted at the same time to 4x4. It has since then seen quite a hard life, being passed through a number of PSCUK members, it now requires quite a lot of restoration and re-commissioning work.



ALLAN'S 205 GTI ROAD RALLY CAR

Who: Allan Storer, Buxton
Car: 1988 Peugeot 205 GTI 1.9 road rally car

Mostly likely found OS Map 119 in the early hours of the morning

After a few years of trackdays, 2012 was the year that Allan and I decided it was time to have a go at something we'd both fancied trying for a while, road rallying. To get us started we joined a local MSA rally club; Matlock Motor Club. This allowed us to first of all take part in some 12 - car rallies, which as the name suggests, only allow 12 cars to compete. They employ much the same idea as a full blown National - B road rally event, but typically are much shorter, and take place typically starting early evening, and finishing in time to get back to the pub for a pint and a chip butty. Allan's daily 205 1.8 diesel with the addition of some big spot lights did us proud in these first couple of outings, as we learned how to compete, navigate, time keep, however it quickly became clear that the brute power of the 1.8D wasn't quite up to the task of competitive road rallying. So the 205 two - tone came into place, so called as someone had painted the bottom of the car black, with the top half still red. The car as it arrived was a strange combination, fitted with some parts that were ideal for smooth tarmac use such as stiff AVO coilovers, and yet others that suggested rough use, such as fuel tank guards.

With time ticking down towards our first full night event, getting the car prepared to road rally spec was a rush, the final straw being when the newly acquired 1.9 8v engine started leaking coolant from the rear of the block, from a crack. With the engine out we attempted a TIG welding repair to no avail, so Allan and I had a marathon session in the garage until 3am stripping another donor

engine for a good block, and then rebuilding all the internals into said block. Our first event was a steep learning curve to say the least, but the car and crew performed well enough to get to the finish, and not in last place to boot. It became clear however that the AVO suspension was not at all suited to the rough "whites" and so this was replaced with Bilstein challenge spec suspension all round. At the time of writing there is one round left in the championship, and both driver and navigator are mid table in the novice class in the championship, which is better than we could have ever hoped for in our first year of competition.

Spec

1.9 8v GTI standard engine, K&N induction kit, 4 branch manifold 1600 GTI gearbox with TranX plate LSD, Bilstein 205 challenge spec dampers front and rear, Peter Lloyd Rallying 185lb front springs, 21mm torsion bars rear, AP 4 pot alloy callipers front, 1.9 discs rear, hydraulic handbrake, Safety Devices rollcage, Sparco seats, 3" harnesses 6 point Navigator 4 point driver, Cibie Super Oscar spotlights, navigators LED strip light, LED rally clock, navigators alloy footbrace, Kumho gravel tyres on 1900 alloy wheels.



Group Torque

AVON GROUP

GROUP LEADER: **Adrian Meredith**

TEL: 0117 9712165 / 07768 011117

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MEET: 1st Monday of the month at 8pm

LOCATION: Cross Hands Hotel, Tetbury Road, BS37 6RJ

The Avon Group had a good end to 2012 with our Christmas meal at ZA ZA BAZAAR in central Bristol. As usual, some of the Gloucester members travelled down to join in the fun and antics for the evening. Everybody seemed to have a fantastic time eating lots and lots of food from all around the world in the all you can eat restaurant. After this we all then moved downstairs to the bar area to carry on drinking which did prove to be very difficult as we had all eaten far too much food. A great evening to round off 2012.

A New Year brings another list of great events for us all to attend, and along with all the normal events I have put together two new extra events for the 2013 Avon Group season. These include a mystery driving tour which will be approx 15 to 20 miles taking in some good quality roads and places of interest finishing at mid day in time for some dinner and a good chat about how the event went.

Also another new event for this year will be a visit to a newly organised car meet called Avenue Car Club who would seem to meet in Central Bristol and display anything from a Ford Anglia to a Ferrari 458. This event does seem to be very casual creating a lot of interest locally with like minded people parking up for a chat whilst enjoying a fresh ground coffee from a local restaurant or bar.

Other events that return for 2013 will be a barbecue in May at Blaise Castle, 2 x Action Days, Classic and Retro day and also Rally day all taking part at Castle Combe Circuit. Also, La Vie en Bleu at Prescott and not forgetting Pugfest also returning for another fantastic show at Prescott. Plus I'm sure some more events will turn up as we go through the year.

Adrian

LANCASHIRE GROUP

GROUP LEADER: **Stuart Farrimond**

TEL: 01257 426563

EMAIL: lancashire@psoc.com

MEET: 2nd Tuesday of the month at 8pm

LOCATION: Prince William Inn, Beacon Lane, Dalton, Nr. Wigan, Lancs WN8 7RU

It has been an eventful last few months for the Lancs lads. Mark, Rich, Jonny and I attended the NEC where my car was one of

the 6 on show and all thoroughly enjoyed the 4 days – roll on 2013's show.

So what have the regulars been up to? Anthony's mega rebuild continues with a few months work still left to get the car completed – fingers crossed it will be ready for the Lakes Tour in March. Mark continues to develop his 205 rally car with new suspension the next item on the shopping list and his 306 Rallye is still running well despite over 170,000 miles on the clock.

Rich's frustration with his pampered 205 1.9 GTI continues as reliability issues almost prompted him to sell it – Mark is waiting in the wings like a hungry vulture with a bag of £1 coins. Jonny has finally sorted his white 205 Mi16 running issues and the throttle body has now been replaced to solve the issue. His Miami 1.9 is currently off the road while he decides what to do with it.

My 2 are running well, but the list of jobs is building and I may owe Mark more than a few car detailing sessions by the time we are done - AC on the GTI is the next big job, but a clutch on the GTI and CTI master cylinder are on there too! Mark's trusty red 1.6 GTI continues to serve him well and it ferries him from Fleetwood every month without missing a beat.

2013 will see plenty more activity and by the time you read this, the Lancs lads will have had the annual all-day session in Manchester and I will have attended the Autosport Show at the NEC on the same day. Not bad planning though on my part, but a surprise gift from my wife for Christmas.

Following this we have the Blackpool rally that Mark and I will hopefully be marshalling at and then one of the best events of the year – the Lakes Tour in March.

Several other shows are likely to be attended too with La Vie en Bleu, Midland's Breakfast Club at RAF Cosford (hopefully), CPOP, the massive Pugfest, Retro Rides and the NEC rounding off what looks like being a great year.

It would be great to see some new faces in 2013 so don't be shy, pop along to one of our meets and I promise you'll be made to feel welcome. All the best for 2013!

Stu

MID SOUTH COUNTIES

GROUP LEADER: **Adrian Butt**

TEL: 01256 336964 / 07796 978741

EMAIL: a.butt@btinternet.com

MEET: Contact for details.

LOCATION: The Princess Royal, Guildford Road, Runfold, Farnham, Surrey GU10 1NX

2012 wasn't a bad year for the group, all things considered. Like most organisers, the unreliable weather played its part at times, but by and large, we managed to get

away with some sunny days in between weeks of never ending showers. Frankly, we were very lucky, compared to some.

To anyone who is new to our area, we are slightly different to other groups in as much as I don't hold localised Group meetings any more, due to a history of consistently poor turnouts, by group members. Instead, I draw up a series of events/shows, which are mainly local to our region, and these run from spring to autumn. So in effect, they take the place of monthly group meetings.

Our opening event at Andover on Easter Monday was the only show we had to call off from a group perspective. This was one of those weekends that were plagued by wet weather throughout and after a lot of frantic phone calls and text messages to all and sundry, I had to make the decision to cancel our involvement since the weather forecast was just too grim to warrant arriving at a show which was underwater! Some of our local guys managed to get there but reported the show was about a third full compared to previous years and was over and done with by early afternoon, due to yet more persistent rain.



The opposite was true for the Basingstoke Festival of Transport, held in mid-May. A record breaking turnout of 19 cars, out of 20 spaces booked, confirmed my thoughts that this show is getting more and more popular by the year. Warm and bright weather helped to swell the crowds and this was again a great day out, bolstered by the incentive of being free to enter for car clubs and public alike. Many thanks again go to Phil Day and his Wiltshire Group colleagues for helping me out, numbers wise, and also to those other club members who travelled some distance to join us.

At the end of May, several of us went to Prescott for a look at the French weekend, La Vie en Bleu. We hadn't been before and here again, this was another great event, and one that is a little bit different from just being a car show, and nothing else. Both PSCUK and CPUK had a good mix of cars on display and overall, the Peugeot marque equalled the other French clubs in attendance. A return in 2013 is possible, which club I shall go with is as yet undecided!

June was eventless (for some reason!) but on 8th July three cars from club members attended the inaugural event at Beaulieu, for their "Simply French" day.

The prospects for the show beforehand, did not look good. The weather, yet again, was horrendous throughout the preceding Saturday, and threatened to wash everything out. On the day however, the sun came out (particularly around the New Forest) and we enjoyed an excellent first show. A wide variety of cars were on display, old and current alike. An all in one admission fee of £10 (which included entry to the museum as well), made it very good value.

This year, Beaulieu are holding the same event on the same day as the Basingstoke Festival of Transport, so unfortunately I can foresee attendances at both being reduced a bit, as people will have to decide which show they prefer.

After that, there was of course Pugfest, which I was not able to attend, but I know some group members did, as individuals. Personally, I feel it's a shame that groups are not really encouraged nowadays to park up together like they used to. Maybe 2013 will see a change of emphasis?

What turned out to be our final event was on 12th August at Bordon, for the White Dove Transport Show. The group managed to display seven cars (albeit not parked up together, as we had been promised), and yet again, the weather smiled on us. Another good show, raising funds for a local hospice and one of us even got their car awarded a prize into the bargain!

There was a superb show at Dunsfold aerodrome on August Bank Holiday Monday which, despite me valiantly publicising, drew little or no interest from club members, so I went on my own. This was labelled "Wings and Wheels", and as the title suggests, was a combined vehicle and flight extravaganza. I recommend this show to anyone interested in the retro/classic car/plane scene, since there was plenty of track action as well as WW2 aircraft flying low overhead and performing mock dogfights, to the delight of the crowd.

Our events will be much the same this year, although at the time of writing, I still have a couple of months to find fixtures for. At the moment, here are some dates for your diaries;

1st April (Easter Monday). Spring Vehicle Meet at Andover.

12th May. Basingstoke Festival of Transport AND Simply French at Beaulieu.

2nd June. La Vie en Bleu at Prescott Hill.

14th July. PUGFEST.

11th August. White Dove Transport Show, Oakhanger, near Bordon.

18th August. Surrey Classic Car Show at Cranleigh, Surrey.



Finally, I seldom blow my own trumpet, but I have to say that 2012 was an amazing year for me and my 205 GTi. Apart from meeting the BBC Top Gear team in January, my car was featured in their magazine in July, as well as appearing in Classic Car weekly in May. In mid-December, myself and fellow 205 GTi owner Nick McConnell were invited by Peugeot HQ to display our cars alongside the new 208 GTi at Silverstone. We both received some great feedback from the dealer principals who were in attendance (300 in total), as many of them remembered selling the model when they first joined the motor trade!

Without causing too much debate within the club, I'd have to say that right now, the car that everyone is talking about (if our examples are anything to go by) really is the 205. Every time I go out in mine, someone comments about it, extremely favourably!

If you have a nice, clean, straight and standard example, I recommend you hang on to it because these cars are in demand, and will continue to be so! Just ask the guys who manned the club stand at the NEC in November. Absolutely brilliant!

Here's wishing everyone a good 2013.

Adrian

SOUTH YORKSHIRE

GROUP LEADER: Tom Fenton

TEL: 07968 185830

EMAIL: southyorkshire@psoc.com

MEET: First Monday of every month.

LOCATION: Arena Square Pub, Attercliffe Common, Sheffield.

So as per usual it has been far too long since I found the time to write up a report on the Yorkshire group, however hopefully the Group Focus article split between the issues has given you an idea of some of the members in our group and their respective cars.

The last 12 months has seen quite an active time for the group, the highlight for myself I think was our trip to Pugfest, making the journey down on the Saturday allowed us to get set up and then make a trip into the local supermarket for combined supplies, and with the loan of my Dads motorhome we had a good crack on the Saturday evening with a BBQ and a few beers, with the banter and stories flowing.



Other events included a trip to the Hope Motorshow, an event local to us that attracts a great variety of different motors, I hope for 2013 to be able to arrange a stand area for us, after being refused in 2012 due to our vehicles being supposedly "too new".



Later in the year a few of us attended a rolling road day at Autotronix in Laughton organised by Phil Moffatt. Pauls very tidy GT16 conversion made a bang on the money 167bhp, Henrys skip made massive torque but then tailed off, and Steves 306 GT16 made something like 180bhp which he was very happy with indeed.

Our monthly meets have been well supported throughout the year, we have also had a couple of new members come along and join us, so a big welcome to Steve and Spencer.

The final occasion of the year was the now traditional Xmas Curry at local Indian restaurant Akbars, enjoyed by all although I did not get around to making my spoof "award ceremony" certificates for such honours as "Aerial Photography Award" for Henry or "Best use of Wood in car repairs" for Matt, still there is always next year!



As a nod to some of our members who regularly travel from further afield we have over the last year been moving our meeting location occasionally in order to make it a bit less of a journey for some, and also for a bit of variety. I plan to continue this in 2013, so if you would like to come along and join us, then please keep an eye on the forums or our PSCUK Yorkshire group Facebook page to check on the meeting location, or alternatively drop me a line using the contact details printed in the group leader contact page of this magazine.

Best Regards,

Tom Fenton

**Deadline for
next issue:
15th April
2013**

Group

By Richard Shorrock

Leader SUPPORT

Since taking over the role of Group Leader Support Co-ordinator at the last AGM I have been trying to make the lives of our hard working group leaders a bit easier. After a handover from the outgoing co-ordinator (Stu Farrimond) I thought that my first steps should be to contact all of the group leaders; to ensure that their contact and meet details as listed in Torque are correct, to see how their group is progressing and to see if they require any assistance from the club.

At the end of last year there were 16 groups listed on the forum, and 22 listed in Torque. However, there were some inconsistencies with the naming of the groups which meant that 2 of the groups that were listed on the forum were not listed in Torque, so this gave a total of 24 groups all together. The 22 group leaders listed in Torque were then emailed via their contact details. Unfortunately only a handful replied and a few emails were returned undelivered, so I then spent my evenings for a couple of weeks trying to phone all of the group leaders (or one of where this is a dual role) to speak to them about their group.

These conversations proved to be of real benefit to myself and hopefully those of you that I spoke to thought so to. Following this I have updated the group list at the rear of this magazine, as there were many errors which could of lead to new members trying to attend their first meet only to find that they were in an empty car park or pub as the location or date had changed and the group list had not been updated. Hopefully this is now as up to date as it has been for a long time but if there are still some errors then please contact me (my contact details are on page 3).

I am pleased to say that the club has some really active groups out there, some with around 8 to 15 members attending monthly meets with some great friendships formed over the years. Unfortunately I would say that only 8 of the 24 groups fall into this category. So with a third of the local groups being really active, "what are the rest doing?" I hear you say. Sadly we have lost 4 groups, these being; Derbyshire, Dorset, Oxford and South Wales, as there has been a reduction in interest in these areas over the years and despite their best efforts those group leaders are no longer able to commit to carrying out the role. So if anybody within these areas would like to step forward and try to get these groups restarted and become the group leader then please get in touch with me.

The reduction in activity of some of our local groups can be put down to various issues; the Peugeot brand is now seen to of lost its 'sporty' image, rival clubs are attracting our potential members and people are unwilling to leave their keyboards and forums and actually get out there and meet likeminded enthusiasts. So what can our group leaders do about this? Well, we can't do much about the Peugeot brand although the release of the 208 GTI and other sporty models such as the RCZ will hopefully attract new members, also the great success of the NEC Classic Motor Show has proved that the 205 is becoming a classic model and we are successfully 'tapping' into that market and attracting new members here. Advertising our club on other Peugeot forums and social network sites is a good way of promoting our events and meets, as is handing out membership flyers at events and to dealerships and traders etc.

Following my conversations with the group leaders I have drawn up a list of 20 actions which the committee are working through the resolve, some of these are briefly listed below;

- **Several discrepancies with email addresses which require amending**
- **Quiz questions to be provided for quizzes to be held at monthly meets**
- **Membership details for local areas and flyers to be made available**

- **Local Peugeot dealer and additional traders to be invited to Pugfest**
- **Committee to invite group leaders to join in committee calls/meets**
- **Discounted membership/merchandise gifts to be considered for long standing members/active group leaders**
- **More events for Scottish members**
- **Committee to keep in regular contact with group leaders**

I have been unable to contact the following groups; Cornwall, Herts, Nottinghamshire, Ulster, West London & South Bucks, West Midlands & Warks due to various reasons such as emails not being replied to or phone numbers not available, so please could these group leaders get in touch with me for a quick chat about their group.

Finally, I have been speaking to a few group leaders and members and here are a few pearls of wisdom that I anticipate a good group leader should do;

At every meet a GL should scan the faces and look for new members. It is their responsibility to make that newbie feel part of the group so they enjoy themselves and come again. My tip on this one is find out what they drive, what sort of thing they are into and introduce them to other group members with similar interests, i.e. put 2 405 Mi owners together or introduce him to the resident polishers if his/her car is very clean. Also people who have 100% standard cars are often of the same mindset and conversely the more exotic ones.

A group leader should just have 5 mins talking to the whole group to cover the following;

1. **What events were coming up and what the group was doing about attending them**
2. **What the group wanted to do in the future, any local events they want to attend etc**
3. **From the membership list (that can be supplied by Brendan before a meet) which members have expired and encourage them to rejoin. Also say who is due to expire. Most people do not realise.**
4. **A good question to ask is what the group expects of you as a group leader. Expect silence, but it makes members think.**

Remember you do not have to do everything yourself. If you have keen group members, give them (without being bossy) responsibility for doing something like finding out karting prices etc. Successful management is delivery through others. Also you need to be aware of people's financial situations (there is no point arranging karting 2 weeks after Llandow/Pugfest etc as most people are skint).

Understand people's personalities. People are in the club for different things. Play on their strengths. If someone is whinging about something not being done, then ask them to do it on the group's behalf. Coax people out of their shells and get them involved. Don't get disheartened if things don't go 100% to plan. You win some and lose some. People will always remember the 1 thing you may have got wrong or forgotten, not the 10 great things you did that no one thanked you for. That is just life, so don't take it personally. Being on the committee we get very little thanks for anything we do and lots of complaints.

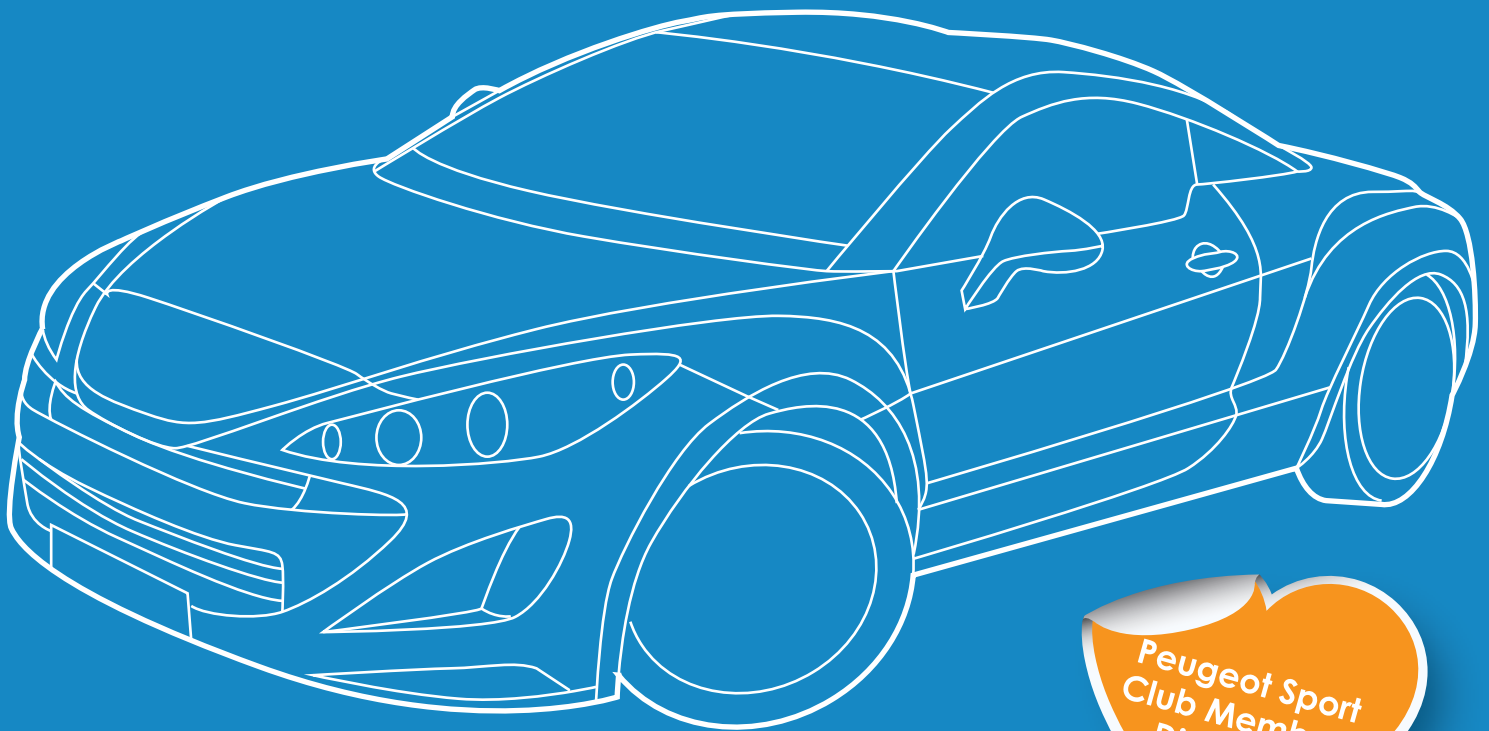
If you get really stuck, then give me or other committee members a call and we will offer advice where possible.

Group List

*If your group isn't listed here its because either we haven't heard from you or we don't have the current details. Make sure we are kept up to date, and then you will have more chance of getting attendees by being in the magazine.
Let us know of any changes / mistakes at editor@pscuk.net*

GROUP	GROUP LEADER	EMAIL	FORUM NAME	TELEPHONE	MEETS WHERE	MEETS WHEN	
Avon	Adrian Meredith	avon@psoc.com	aidnic	0117 9712165,	07768 011117	Cross Hands Hotel, Tetbury Rd. BS37 6RJ	First Monday of the month at 8pm
Cornwall	Kev Stokes James Wiltshire	cornwall@psoc.com	stokes			The County Arms PH.	Second Sunday of the month
Essex	Michael Silk	essex@psoc.com	Silky	07530 428725,	01268 764954		Call Michael for details
Gloucester	Rob Cottrell	glos@psoc.com	ROB GTI6	07743 897552		Hungry Horse, Seven Springs, Cheltenham GL53 9NG	Second Sunday of the month at 7pm
Herts	Baz Thorn	herts@psoc.com	Baz T			The Cowpers Arms PH. Statton Road, Cole Green, Hatfield.	Second Monday of the month at 7:30pm
Kent	Paula Reynolds	kent@psoc.com	GTI6girl	07977672939			Call Paula for details
Lancashire	Stuart Farrimond	lancashire@psoc.com	stufarri	01257 426563		Prince William Inn, Beacon Lane, Dalton. Nr Wigan. Lancs WN8 7RU	Second Tuesday of the month at 8pm
Leicestershire	Steve Dean	leicester@psoc.com	STEE1FM	07879 690255		The Fox Hunter, Toby Carvery, Leicester Road, Enderby LE19 2BJ	First Monday of the month at 7:30pm
Lincolnshire	Nathanael Warden	lincolnshire@psoc.com	pugmadnath	07843 488492			Call Nathanael for details
Mid Southern Counties	Adrian Butt	a.butt@btinternet.com	adrian butt	01256 336964	0779 6978741	The Princess Royal, Guildford Rd. Runfold, Farnham, Surrey GU10 1NX	Call Adrian for details
Norfolk / Suffolk	Carl Chambers	Norfolk@psoc.com	Carl Chambers	01379 586101 07889 082466	(after 18.30)		Call Carl for details
North Staffordshire/ South Cheshire	Mark Dixon	staffs@psoc.com cheshire@psoc.com	marksorrento205	07734 591660		Bears Head In, Newcastle Road South, Brereton, Sandbach, CW11 1RS	First Thursday of the month at 7:30pm
Northants	Simon Harrison	sijo469@yahoo.com	Simon H	07818066423	07713687636		Call Simon for details
Nottinghamshire	Adam Jones	Nottinghamshire@psoc.com	longeatonlad			Unicorn PH, Gunthorpe	Call Adam for details
Scotland	Graham Leckie	Scotland@psoc.com	G.	07955426144			Call Graham for details
South Yorkshire	Tom Fenton	Southyorkshire@psoc.com	Tom Fenton	07968 185830		Arena Square pub, Attercliffe Common, Sheffield	First Monday of the month.
Ulster	Patrick McCullagh	Ulster@psoc.com	Nazor			Sprucefield Shopping Centre, McDonalds	Second Monday of the month at 7pm
Wiltshire	Phil Day Darren Gillam	Wiltshire@psoc.com	Dogboy Daza4	07799 884123 07876 556643		The Lysley Arms, Pewsham, Chippenham, Wiltshire. SN15 3RU	Last Sunday of the month at 7pm

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