

TORQUE



Inside:

- Detailed 309
- Basingstoke Festival
- Peugeot Festival
- Pristine 207 GT
- Retro Show
- French Car Show



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As I mentioned in the last issue, PSCUK member Tony Pratley sadly passed away late last year. Tony very kindly gifted his immaculate low mileage car to the Club in his Will and the car was collected from his garage by Peugeot UK in early August. Peugeot UK are kindly storing the car in their workshop until we decide how best to sell this to a worthy enthusiast to enjoy (in dry weather as it has never seen rain). If you are interested in the car there will be a forum thread created once the Committee have discussed the approach we will take to effect the car's sale. We would love to keep the car but this is very complicated and it is unlikely it would get the use / affection it deserves.

On the 22nd October, we again return to Curborough and we are hoping for similar success to what we enjoyed at this venue earlier in the year. We don't normally have such a late event here but have included this based on member feedback following our April Sprint Day. We luckily managed to book the last available weekend too which was a relief. Tickets are again in the Club shop with discounted member tickets again a priority.

Our biggest event of the year, our very own Peugeot Festival (not changed from Pugfest due to the dog show, but more to modernise the name. We accept that the die-hards will always refer to the gathering as Pugfest though!) went without a hitch which was great to see. It seemed to be far quieter in both senses, noise-wise on Saturday evening and tickets sales too but overall it was an enjoyable event. We

are receptive to feedback though and your views are invaluable so please make sure you let us know what we can improve or change for next year. We also received compliments on the day from the Clerk of the Course and we have a July 2018 booking reserved for either the 1st or 8th July. We will confirm the exact date once we know which one doesn't clash with Goodwood's Festival of Speed as this year's event did. Our VIP car section was well received with car's new to the Festival. Chris Hughes will be on the hunt for new cars for next year so if you know of any, please let him know.

Our 2 Classic Motor Show stands at the Manchester Classic in September and the NEC in November will again hopefully show some great examples of the Marquee. Voting for the NEC will take place in the coming months so please put your car forward to secure your chance of a place on the stand.

We will again be arranging our 2018 event schedule during October / November so if you have any events that you would like to feature, please let us know.

If you have any ideas or feedback on what we can do to add member benefit, improve our 2018 Peugeot Festival or anything else Club related please drop me an email or private message on the forum and I will come back to you.

Thanks for your continued support.

Stuart Farrimond

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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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Deadline for next issue: 15th Oct 2017

Editor's Letter

What is it with 309's at the moment? Following on from Miles' Turbo Cup Replica on the cover of the last issue (which went on to win the Concours at this year's Peugeot Festival no less) I am pleased to bring you Rowan's modified XE model on the cover of this issue. Having met Rowan for the first time at the Peugeot Festival and asking him to write an article about his unique 309 it was great to have the feature wrapped up by the time I met him again at the French Car Show 2 weeks later. If all member feature car articles could be done in 2 weeks it would make my job as Editor a lot easier! Rowan's great work with the article and some excellent photos has earned him the number 1 spot in this issue.

Lee's 205 CTI article concludes next with part 2 of his story. Again, another great article that was produced in a timely manner. It's a shame that there is only one cover per issue as I had this pencilled in for the cover shot for quite a while before Rowan's 309 photos landed in my inbox.

Pete's 306 GTi-6 continues its developments as a Tin Tops series race car, he has now done enough races to remove his 'L plates' and you can read about his recent racing experiences in this issue. Our final member car for this issue is Adam's 207 GT. Adam writes about his Peugeot Festival preparation and detailing of his Peugeot which led him to win the Show and Shine modified class at this year's show. I can't remember the last time we had a 207 featured in Torque, and it is great to see such a nice example here.

That's all for members cars for this issue, but following our annual Peugeot Festival I have been in

contact with a few owners regarding featuring their cars; from a 305 and 309 all the way up to the latest 308 GTI's, I look forward to receiving these articles soon and featuring these Peugeot's in Torque.

The Peugeot Festival was of course the main event since the last issue, I have dedicated 6 pages in the centre of this issue to the show report and with lots of great photos in there from Club member Neil Riley I hope I managed to get a shot of your Peugeot in there. The show did seem quieter than recent years but the quality of Peugeots present was outstanding, with historic rally cars, rare limited number models, European visitors, track weapons and show stoppers there was something for all.

Just 2 weeks later I did it all again at the French Car show, our Club had a great little display and it was great to catch up with those members who I didn't get a chance to chat to at the Peugeot Festival. I hope my report in this issue will entice you to attend next year and we can have a bigger display of Peugeots here.

The show season is not over yet with plenty of national and regional events for you to attend, be sure to check our forum regularly for details of how you can display your Peugeot on our Club stands. Two of the biggest still to come are the Manchester Classic Car Show and the NEC Classic Motor Show, discounted ticket codes can be found on the advertisements in this issue, we will be having large Club stands at both events so whether you are displaying or visiting your support is much appreciated.

Richard Shorrock

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Events

Adrian Butt (Mid Southern Counties Group Leader) has come across a couple of breakfast and lunch club events in the mid and north east Hampshire area. Both are free to enter;

White Lion Pub and Antiques Centre *A30 Hartley Wintney, Hook, Hants, RG27 8AE*

A breakfast club is held on the last Sunday of each month, usually from February through to late autumn. The meet starts at 8:00am and finishes at midday, or just after. There is an excellent tea room / restaurant within the Antiques Centre, a lot of people go there for lunch after the meeting has finished. The turnout is normally very good indeed, easily 200 vehicles at the height of summer. A nice location too. Anybody with an older Peugeot would be ok, not sure about more modern examples.

The Departure Lounge Café *A339, Alton, Hants, GU34 4BH*

A lunchtime meet at a super little café just outside Alton, on the A339 Basingstoke Road. The meets are held on the first Sunday of each month, between May and September, although last year they held one in October due to its popularity. Start time is 2:00pm although the vast majority of people begin to arrive from midday, park their cars and have lunch in the Departure Lounge Café before the show gets underway. It finishes around 4:00pm. Please note that there is an age restriction of pre-1990 vehicles only. Entry is free to everyone, including public car parking next door. This is a delightful show, set on the side of a hill with good views looking over the valley into Alton. There are usually a number of fast Fords and VW camper vans, and a few 205's have been spotted before, one being a 205 T16 4x4 Cosworth belonging to Toby (Caddyshack), it was hardly surprising that this car had queues of people poring over it all afternoon.

Classic Car Show Manchester *(Saturday 16 – Sunday 17 September)*

The Footman James Classic Car Show Manchester is proud to host many of the UK's best clubs showing some breath-taking cars. Car clubs are at the very heart of the classic car community, keeping classic cars on the road, keeping thousands of supporting businesses going and providing a wealth of knowledge and expertise on every conceivable motoring marque and model.

Restoring and maintaining classic and vintage cars is key to keeping these cherished vehicles on the road. Expert demonstrations at the show, brought to you by the team from Leeds City College, help you discover exactly what to do and how to do it. Whether you're a complete novice or an experienced restorer – these demonstrations will help you become better at every level. Covering a wide range of techniques including panel forming, welding, electrics, trimming and more, the Restoration Workshop will be in action all weekend.

Whether you've got a concours-standard classic, or a rusty barn-find awaiting a ground-up restoration (or, like most of us, something in-between) one thing is for sure; classic cars usually need something doing to them! Finding specialist suppliers isn't always simple and there's no substitute for some good old fashioned face-to-face interaction, conversation, advice and maybe even a bit of haggling! At the show you'll find all kinds of products and services – from genuine parts for your classic through tools, garage equipment, literature, car-care, auto jumble and much more.

The Rallying with Group B Club will be driving some motorsport icons at the show on a special 'stage' just outside the halls three times a day! See and hear some of the fastest and fiercest rally cars the world has ever seen in action.

Held at Event City next to one of the UK's largest shopping centres, the Trafford Centre, this is a great place for all the family to visit for the weekend. See the Events section of the forum for further details.

Sywell Classic Pistons and Props *(Saturday 23 – Sunday 24 September)*

Classic car owners are being offered the chance to get in pole

position for this year's Footman James Sywell Classic - Pistons and Props motoring festival with the introduction of Pole Position Parking for cars over 30 years old. Those arriving in a car manufactured before 1986 can pre-book a place in the classic car parking area that is right in the heart of the show.

Pistons and Props motoring festival continues to reach new heights after a successful outing last year saw racing and aviation legends in action. Sywell Classic features stunning air and motoring displays, for the whole family to enjoy, having grown by around a third since its inaugural event in 2013, over 76 classic motoring clubs took part in the two-day event, ranging from Ford GT40s to Morgans, Corvettes to classic Caravans, resulting in over 1,200 cars on display.

While petrol-heads of all ages enjoy the action, those who enjoy the vintage lifestyle can also take part in the Vintage Fair, the 100 strong Classic Trader Village accompanied by a host of live music there's something for everyone at Sywell! Located at Sywell Aerodrome, Hall Farm, Northants, NN6 0BN.

A few members have attended this in the past and the feedback has been great so we have booked a stand here again this year, who fancies it? Your car will need to be there for both days to secure a stand space. Please see the forum for more details and to put your name down.

Curborough Sprint Day *(Sunday 22 October)*

Following members feedback we have booked this superb venue for an autumn sprint track day. Tickets are now in our website shop priced at £30 for the first 15 member tickets, saving you £5. Non-member tickets are £45 and additional drivers are £10 each. Tickets are strictly limited to 30 to maximise track time and demand at our Easter day was very strong so get one while you can.

Curborough is situated off the A38 trunk road between Burton on Trent and Lichfield in Staffordshire. The venue is brown signed once you are off the A38, and also the A515 from the West. Curborough track does not have a specific postcode, but you can use the one for the nearest property which is WS13 8EJ. If you are entering an address in your Sat Nav then enter in Netherstowe Lane off Wood End Lane.

PSCUK AGM *(Sunday 29 October)*

Peugeot UK have kindly offered to host our Clubs AGM again this year. There will be tea / coffee on arrival, a small complimentary lunch and then an introduction to Peugeot's UK performance in 2017 and a look ahead to 2018 from Peugeot UK.

Our Committee will then present overviews on their respective areas and take questions and suggestions from members. Why not have your say in 2017?

The event will be held at Peugeot UK HQ, Pinley House, Sunbeam way, Coventry. The meeting will be from 1.00pm - 4.00pm and is open to PSCUK paid members only.

NEC Classic Motor Show *(Friday 10 – Sunday 12 November)*

There's a mouth-watering array of classic cars on display at the Classic Motor Show. Whether you've a passion for traditional British classics, vintage motors, historic motorsport, European exotica, American muscle, or prefer the more modern retro classics, you won't be disappointed. Take a nostalgic trip down memory lane and enjoy the cars from years gone by.

The organisers of the Lancaster Insurance Classic Motor Show have revealed that this year's show theme is 'Family Ties'. The classic motoring community is one huge family but so is the motoring industry. Manufacturers create various models which are in families, with one model billed as the sister car to another. Plus, there are those cars that have been passed down through families, from generation to generation, the motor your dad taught you to drive in, or the family saloon that took you on your first holiday. Clubs are invited to explore how a classic car ties people together. Car clubs introduce like-minded enthusiasts and friendships are formed that can have a remarkable impact on people's lives. Maybe some couples met through their passion for classics; maybe some people were conceived in one!

See the Events section of the forum for further details on how you can have your Peugeot on our stand display this year, there is also a discounted ticket offer further in this issue.

Obsessively Detailed

By Rowan Chilton



I have always been an Austin Mini person from a young age. I have owned 3 Mini's over the years; a '89 Austin Mini 998cc, a '93 1.3 Cooper and a '79 Clubman estate. I now own a modified 309 XE 1.3 Special Equipment with almost 55,000 miles on the clock, which is where my love affair for all things Peugeot began.

I saw the 309 XE a few years ago in a photo post on Facebook when Lea Aucott owned her and that photo got me looking at 309's for a couple of months. Then in October 2016 I saw a link on Facebook to the 309 XE for sale on eBay. Straight away I thought that it was going to be at silly money but once I clicked on the link it was at a reasonable price so I got in contact with the owner and we made a deal. The 309 was on a recovery truck back home the next day.

The first thing that I did once I had her home was to give her a service. I also changed the distributor cap, rotor arm, ignition leads and gave her a good clean.

I joined a couple of groups on Facebook for 309's and Peugeot. I joined 309 Owners Club (UK) and straight away they all made me feel very welcome. I found out that Arran Yarwood's Nan was the first owner of my 309; he was over the moon to see it still going and told me he still had some documents from the 309 that he's willing to send out to me. They were the original XE brochure, warranty card, service / warranty record, stereo user manual, MOT certificate from 11,000 miles and the vehicle order form from new. I was overwhelmed to get all this.

I bought the 309 already modified, which was done by the previous owners. She has; a 106 GTI front brake assembly, GAZ adjustable suspension on the front with Bilstein rear shock absorbers, a Cherry bomb exhaust, 15 inch Compomotive FH alloy wheels and GTI rear seats. Since owning her I have had the Compomotive FH's refurbed and powder coated in white as they were stained yellow through age. I have also swapped the rear GTI seats for base model seats and fitted Recaro Pole Position fixed back bucket seats to the front. She has been fully serviced with a new distributor cap, rotor arm and ignition leads. I have also had to fit new inner and outer CV boots on both sides along with new front and rear brake pads. I have fitted wind deflectors to the windows and finally brought the paint up to the condition that it is in now as I carry out car detailing as a hobby. It was hard to change a car that was already a diamond in the rough; she just needed bringing back to her former glory.

First I gave her a full intense decontamination to make sure any dirt, tar and any other substances are removed. Then all 4 wheels were removed and given the same treatment to remove all of the brake dust and road grime from over the years. A 3 stage paint correction to restore the colour followed, consisting of; one pass of Zanio Ultra Clean, one coat of ObsessiveDetail Crazy Beads paint sealant, one coat of ObsessiveDetail Clarity Wax which is in a similar colour to match the 309, then just one pass of ObsessiveDetail Quick Detailer.

I wouldn't of been able to keep the paint in the condition it is in now if it wasn't for my

sponsor ObsessiveDetail. I've known these guys for years, way before I even got my license. I have always helped these guys out and they do the same in return, I class them as family. I use every product these guys make, from wax to trim gel.

I've got some ideas planned for the 309 but I won't be revealing these just yet, you guys will just have to wait and see until the next Peugeot Festival. The 309 is used every day, she gets washed every couple of days to make sure she's always looking her best. It is real head turning; I just think you can't drive anything better than a retro car. I enjoy driving the 309 everyday, she's never missed a beat and always puts a smile on my face and you know you've bought the right car when you look back after parking it up! I don't own any other vehicles as all of my time and effort goes into the 309.

This year was my first time attending the PSCUK's Peugeot Festival and so my first time in the show and shine and concours competitions. I didn't think I would of won 3rd place in the concours modified category especially as when I finished cleaning my 309 everyone else was still cleaning their Peugeots, so I just got my camping chairs out and chilled out, of course with the help of my Mrs, you know you've got a keeper when she helps clean the car! It was a great show; I found it really chilled out and with a nice relaxed atmosphere. There were some great looking Peugeot's there. It felt great being a part of the 309 Owner Club that day with us winning 3 3rd place awards in the show and shine and concours competitions and also the new award for the best club stand. I couldn't ask for better people to be around on the day.

I'd like to thank the PSCUK and the judges on the day for the award and having me at this year's Peugeot Festival, 309 Owners Club (UK) for their support, ObsessiveDetail for supplying the cleaning products to keep my 309 in top condition, Brotherarms.co for their support throughout the show season.

Cheers guys for reading my article and I hope you are looking forward to what's to come from my 309.



BEAUTY ON THE BORDERS

Part Two

By Lee Harper



When I first got the car, I knew she needed to be re-sprayed and just perceived my priority being the mechanical side of things, and although she was in good condition with no rust and genuine she was getting on and needed some preventative work and an overall update when I had the time and money.

The alternator and starter motor were replaced and appeared original items, while the starter was certainly a non-gear type, old heavy unit with a lovely heavily corroded solenoid feed spade terminal. Again, sourcing the alternator for this seemed unusually awkward at the time with it simply being the same type used in a Renault 21 from memory. The object for me has been to replace all genuine fittings etc. where practicable. These cars are getting older now, while the CTI interior parts are obviously fairly difficult to source or certainly in a genuine condition as plastic obviously can lose its colour or become cracked etc.

I have noticed recently people or firms have spent a great deal of time and money creating upgraded replacement parts; from front ball joint heat shields to ingenious machined aluminium fixings to repair the rear quarter plastic inserts and mirror gusset repair locating pins (the interior gussets were always a disaster trying to remove and keep all three locating plastic pegs attached). During 2012, I decided I would replace the exterior hood and sound absorbing lining, although observed the metal hood frame had suffered from a degree of metal fatigue brought on by copious amounts of rust on the rear window surround frame sections. I decided to try and find a replacement and was fortunate to source a frame which was in very good condition, having been previously attacked by some eejit with a knife slashing the hood.

Having purchased an exterior vinyl hood some years previous, it was now clear it would be best to replace the rear window too with a quick purchase from the same supplier. I was apprehensive about replacing the vinyl hood with the replacement frame clearly requiring re-positioning once the job was completed. There were two gladly received points on the frame replacement, the first being that the yard had forwarded the frame by mistake, having been put aside for export to Japan apparently and keen to have my old frame by return. A suitable gratuity payment was completed, while the replacement frame had perfect rear hood support brackets. This was a God send as no one was reproducing them then unlike now. Another great re-produced part now available!

This was prior to being able to download the guide from the Club and simply a "Mechano set" but again all completed, while setting it up was a pain. By now the car had been removed from my pals normal sized garage and outside

during late August / September with near nil sun to help heat the vinyl, allowing it to adjust to being fitted to the frame and front adjustable "header". It was an extension cable and position three on the fan heater, gradually heating the vinyl and after a lot of time we managed to position the frame correctly then adjust everything. A wee while later after allowing it to settle some weeks all was well.

I would say to anyone owning a CTI that they should periodically inspect the drain holes in the rear quarter behind the inner grey vinyl lining. When frames get corroded, and most likely unknown to the owner, rust collects in the drain holes causing water to run down so far then overflow into making a lovely puddle in the rear foot well's. The drain channel allows the water passing the rear quarter seal to drain into the rear quarter – yes rear quarter then out the drain holes within the sills. Again, a worthwhile check should be to ensure the slim drain holes which are seen behind the bottom sill welds are unblocked which can be done easily with an appropriate cable tie pushing out any dirt etc. Another issue maybe where a re-spray has caused under seal / stone chip to cover the drain holes, while all the time your rear quarter is filling up with water!

I have spent a lot of time and pennies bringing the car back up and possibly many may ask what on earth are you doing this for, as it was fine when you got it. I do like things to be right, and with me concentrating on the mechanical things, it can sometimes be difficult to not change the odd slightly worn but nothing wrong component. Having just ordered suitable bolts for the bonnet slam panel, as the original tarnished bolts looked silly nor would generic bolts and washers with a new bonnet catch and striker look right.

Most recently during August 2016, my pal from work completed a full re-spray with the doors etc. removed. I had bought a genuine bonnet some years back in the packaging, while it was sold advising it had some denting. I never removed the packaging to see how bad the dents were assuming it was usable, although when I got the text message asking if I had checked the bonnet and replied no. The next text used wording similar to "well, if you just imagine the news last night with heavily bombed roads in Syria you get the idea". It did put a picture in my mind, but my pal is quite anally retentive also and worked around the "shelling". He did an excellent job, while the clear standard windscreen was replaced for the correct bronze tint. Although he never did the full engine compartment – the engine in place being the issue, the wing securing bolt area was completed with the door shuts etc.

As I now keep the car in my Dad's garage, rebuilding it has taken longer, and I spent the time repairing the central locking and electric window wiring within the doors. Again, being Italian built they did not go in much for water proof connectors, with all the connections now made with water proof connections and electric motors and link cables replaced. The original units worked fine but were getting noisy and a bit slow in lifting the glass work. As my car came from the factory with electric windows, it uses standard window regulators with the winder handle section cut short with a suitable blanking cover fitted to the door trim. These cars do not use the GTI small cover but an enlarged cover which comes in two parts and are like a Dodo birds wot not to find. I had spent years and sent pictures to various organisations and owners but everyone consistently advised me they were not genuine or failed to reply with sensible information.

The dealers previously did fit conversion kits to manual locks and windows, although I suspect the original paper catalogues have predominantly been filed in the skip. Fortunately, my nearest dealer in Hawick has been going for years, while the parts man can often remember the very distant parts. It's ironic, that he will have been tripping over various interior parts and small metal clips etc. which I also previously had aplenty in my tool box. To think the later Clarion radio cassette pin plastic covers, again difficult to locate alone without requiring buying the whole radio were lying about my nuts and bolts drawer, but when I required them a few years back – not one was found.

While I was tidying the door wiring looms, I replaced a couple of the central locking relay spades, while deciding I would upgrade the central locking



operation to work with a plip, therefore saving the door locks being used routinely. Although this then changed it from the factory, I decided it was for the better, as in the strut brace. Using the key does tend to cause the door skins to flex around the lock and increase the chances of accidental scratches, while it was an upgrade in line with the times. After spending a short time, I found one with an appropriate two button plip and not one of those bang up to date triple silver button styles. It would have been so easy to adapt the car to have auto close front windows and puddle lamps etc. but I decided it wasn't for me.

When I had the car stripped, I thought it best to find and change the grey O/S/F wing moulding and to say it was a bit dear was an understatement. Postage and packing included, it was over £300, although brand new in the bag. The bag I can live without but why spend all this time and money to then put a grey moulding on. I just told myself, I was lucky I got one at the time – you can obtain grey mouldings for under the ton, but hey ho! As we all know, trying to get parts for these cars is becoming awkward with us all requiring to prioritise what we change, I suppose?

The exterior still requires the wheels to be painted and the centres re-diamond cut. Fairly easy to find companies now with the modern trend, but more expensive of course along with some of the wheel studs re-chromed. With the 205 cabriolet hailing from Peugeot's 201 derivative back in 1929, with the subsequent 201C during 1931, the family firm and still possibly the largest not only commenced an exciting journey adopting their three numeral designation with a central zero too, and the first mass produced motorcar with independent front suspension causing other manufacturers to quickly take note. Who would have thought their future partnership with Pininfarina during the 1950's would create the very successful Samba cabriolet during 1982 culminating in 1986 with the 205 CTI and CJ derivatives. The initial 1986 build plan was for 6700 with 4000 remaining within France, while vehicles designated to Great Britain were to initially receive the fuel injected 1580cc engine CTI. The exterior of the 205 cabriolet clearly demonstrates a less chiselled appearance of the Samba cabriolet.



Pininfarina had the capacity to build 50 bodies per day using components supplied by Peugeot factories at Sochaux and Mulhouse when the completed shells had undergone corrosion prevention treatment, trimming and water testing were then subsequently transported to Mulhouse on a covered wagon to complete the marriage of their

engine, drive train and suspension. Possibly my vehicle wished a brief visit to Largs in order to possibly pass a spiritual home of the Talbot Sunbeam built for a short time at Linwood just across the M8 from Paisley, Scotland following the PSA group forming during the mid-1970's ultimately acquiring the old Rootes Group factory. Linwood was possibly never going to survive building cars using engines etc. transported up from the West Midlands, while politics swung into action anyway, nor should it have? Did the Ryton plant not complete a similar process for many years, although due to circumstances was forced to close several years back now while highly efficient?

I will look to tidy up a handful of other areas on the car in the future and will have her back on the road this year, while my lassie can sit in the front of any car now – she always loved the Pug as she got to sit in the front with it having a three point belt and no airbag interfering with her then child seat; prior to being dispensed with as the rear lap belts were not the best!

Over the past few weeks I have since had the wheels refurbished which caused some confusion due to the cars age etc. as wheels were rarely diamond cut until the last few years, while the solid centre on the 14 inch rims took the firm about an hour to set up their machine to ensure a clean finish as holed wheels obviously simply require cutting into the centre. Set up normally it only takes a



quarter of an hour. Anyone looking to have wheels refurbished in the Lothians area should contact; Wheel Pro Scotland, 44 St. Ninian's Road, Edinburgh, EH12 8AL, Tel – 0131 316 400, they were directed through the PSCUK to obtain a reduced price with turn around very quick and an excellent job (the guy with the Peugeot 205 wheels from the Borders)!

Having decided to fully overhaul the roof, I replaced the inner roof lining to give it that nice clean and tidy look as it was getting a bit shabby, while my advice would be to obviously replace it while the rest is stripped. Doing it arse for takes far longer and is a lot fiddlier, but sometimes you just need to prioritise pennies and of course, the outstanding work. I am still looking for some spare studs and screws which go along the exterior of the vinyl roof for the tonneau cover as you can never have too many spares.

Having just collected my engine bay strut brace, which is now colour coded to the car, I will get this back on and tidy up the engine bay as some of the replacement stickers still require positioning and other bits and bobs on the car including the coin tray spring, I recently sourced from a supplier, however I require to "recalibrate" it due to it being so strong, it had been in place but actually ripped the coin tray lid apart. A wee bit of gluing has repaired the coin lid, but the torsion spring tails will require cutting and some additional bending, reducing the spring torque and effective arc.

One day I may actually get to a Club meet, however anyone passing the Scottish Borders should give me a shout. Our roads are great with the full spectrum of driving styles catered for.

While the Borders Railway has again opened up the central Scottish Borders with standard and steam rail services, I think the humble car and especially a cabriolet lets you gain the best of both worlds – old fashioned driving enjoyment with some excitement. But always remember;

**"The rule of the road is a paradox quite,
In riding or driving along,
If you keep to the left you are in the right,
But if you go right you are wrong"
Taken from the Highway Code first edition, 1931**

**"Never drive faster than your
guardian angel can fly"
Taken from a small coin previously
affixed to my previous works car.**



BASINGSTOKE

Festival of Transport

Sunday
14th May



A welcome return to one of our favourite shows greeted members of the Mid Southern Counties group, on a cloudy Sunday morning, earlier this year.

This was about our eighth visit to this event and promised to be one of our best attended so far, as 15 vehicles, of all ages, had entered. I was looking forward to seeing a great selection of old, not so old, and new cars, representing the Club.

I arrived at 8:30am, thinking I would be the first one there, but I was wrong, as two others cars had beaten me to it. Setting up our parking area has historically never been much of a problem, however, this year we discovered the show organisers had sneakily reduced our parking width area by one car, and so now we only had a paltry three cars lined up side by side, to showcase the Group / Club. Although there was ample parking space behind, we were all a bit perplexed as to how this would look, with 15 cars all stacked behind each other. Our friends and neighbours in the Hampshire BMW OC also had the same problem.

After a fair few minute's deliberation, and with sporty Peugeots arriving more promptly than I had expected, Group mathematician Neil Riley and his father in law came up with a terrific solution. We therefore staggered the cars to park at an angle, Le Mans style, and boy, did it look great! It opened up the parking area nicely, so that people could walk down and through our collection of cars, rather than being faced with barriers of parked cars in rows. The effects were fantastic, our numerous visitors could not have been more impressed and we clearly led the way over other car clubs who had parked up in the more traditional manner.

The format of the show itself doesn't change much at all, from year to year. As I have said before, it's not billed as a classic car show, but a Transport Show. This allows more modern car clubs to join in and this year, as in previous ones, there were several cruising type clubs who brought along fairly modern metal (mainly Fords, VW and the odd Japanese model). They were parked up alongside very traditional clubs, who clearly catered for the older motorist. Although a few of the former chose to demonstrate their sound systems at times, everyone appears to have tolerated each other. I didn't see any Police cars anyway!

Down in the lower part of the park, there were once again the private entries for saloon cars, lorries, coaches, buses and several vehicles belonging to the Thorneycroft Society, who essentially organise the show. The older cars (pre-war) were fewer in number this year, as an uncertain weather forecast probably put them off. Luckily, the predicted thunderstorms did not materialise, but it was perhaps understandable that a few people would be wary of venturing out in case they got a drenching. Around the perimeter of the park were the market traders, of all types, and not necessarily motoring-related. All of them doing a brisk trade, particularly as the day wore on. As did the ice-cream sellers!

Back up in the upper part of the park, a wander round saw the usual array of Second World War (and newer) assortment of military vehicles, plus about 100 motorcycles, old and new. There was also a lovely selection of working stationary miniature steam engines. Around 30 car clubs were present, much the same as in previous years, although there were one or two gaps where clubs had not arrived.

We had a great selection of cars this year. Out of 15 spaces booked in, 13 cars actually arrived, which was a brilliant result. The 205 GTI's just about took the overall numbers with seven on show, but we also had a very tidy 207 GTI, and a 208 GTI LE to boost up the "moderns". Completing the turnout were several 309 GTI's, a 306 XSI and a 205 GT. Was our stand the best? I think so, by a mile.

The show brought around 25,000 visitors during the course of the day and I am sure this was helped by the fact that the weather turned out to be really very good, with only a few drops of rain (for about a minute!) mid-afternoon. Then the sun came back out and it got very, very warm.

As I have said many times before, this is a brilliant show as it's not too big and the atmosphere is just right. It's also free to enter (which is a definite plus point). I'd like to thank everyone who came and supported the Group / Club, I am sure we all had a good time. Thanks again to Neil and his father in law for working out and parking up the cars as they arrived. Yours truly took about five hours to comprehend what they were up to, maths has never been my strongpoint!

I hope to see everyone back again in May 2018.

By Adrian Butt

Photos by Neil Riley



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This offer is intended purely for members of our participating clubs. The organisers reserve the right to withdraw any offer at any time should there be evidence of unfair use. Calls to 0844 numbers cost 5p per min from a BT landline, more from mobiles (depending on your provider). All information correct at time of publishing.

PEUGEOT P PARKIN ONLY

ALL OTHER CARS
WILL BE CLAMPED

PART 5

This part of the article is being written in late July and even though it has only been a few months since my first outing at Snetterton it feels like a lifetime has rushed by. Following on from Snetterton my second meeting was to be at the fastest circuit with the fastest corner in the UK, for those of us who do not know, the circuit is Thruxton and the corner in question is the flat out in fifth, right hand sweep of Church corner. The Tin Tops race was on Saturday 22nd April one week after the PSCUK sprint day at Curborough. I got to the track at 8 o'clock on Friday night and met up with Carl and his family in the circuit restaurant just before they closed. Saturday morning was fine and we were joined by Nick and John in the 205, and Chris and Mike in the 206, after signing on and scrutineering I had a bit of time to check the car and put some fuel in for qualifying, I put about half a tank in to save weight and got ready to go out. I lined up in the collecting area next to



a Clio and was having a chat to the driver when we were told to get ready to go, it was at that point that it dawned on me that I had not really familiarised myself with the circuit layout, oh well too late now, so out we went, my lack of preparation was soon pretty obvious as I barely knew which way the track went but after a few laps I started to get into the swing of things but I still

felt a bit daunted by the fast corners. Too soon the flag came out and the session was over, I had qualified in p35, with Nick and John in p33, and Chris and Mike in p36, Carl was at the sharp end in p4.

The race start went fairly well for me and I was behind Nick who was pushing past slower starters, I stuck behind him until as we were heading for the complex and I saw a Fiesta going down the grass with all its wheels locked up heading for the pack, I backed off to avoid the carnage, but luckily he did not hit anyone, I lost a few places and set off to get into the groove. As the laps went on I began to speed up but I was getting some rear wheel locking on the brakes with spectacular clouds of tyre smoke following me in the hard-braking areas, towards

the later part of the race I gained enough confidence to go through Church corner fairly hard in 5th gear but I did not feel completely happy with my driving.

I finished the race in 27th position and I cut my lap time by over 2 seconds from qualifying. The car survived well with no damage, but whilst I was loading it onto the trailer I noticed a split outer driveshaft gaiter, something to repair before the next race at Silverstone in May.

I ordered an outer driveshaft gaiter and the following weekend took the offending shaft out and replaced the split gaiter, I cleaned the old grease out of the CV joint to check it was not damaged, luckily it was in perfect condition so after filling it with the fresh grease supplied with the new boot I reassembled the shaft and after putting it all back together I replaced the gearbox oil. Then I replaced the engine oil and filter, I noticed some oil on the bottom of the sump and concluded that the drain bolt copper washer was weeping slightly, I cleaned the oil off and after checking for loose bolts the car was ready for the next race a few weeks away.

Silverstone, Sunday 28th May, we were racing on the International Circuit and we would be in the new wing pits. I arrived at the circuit on Saturday afternoon and met up with other CSCC racers in a holding area before we could get to the infield, after chatting for about 20 minutes Carl and Jane arrived along with his mum and dad and the Marshall let us into the circuit. We unloaded the 306's and our spares and tools and saved some space in a garage for the 205 and 206, they would be arriving in the morning. We could not resist opening the garage door, parking the cars on the pit lane and getting some photos.

In the morning, the cars were scrutineered in the pit garages and all to soon it was out onto the track for the qualifying, this did not start too well when one of the Brisky Racing Fiestas spun on the first lap and hit the pit wall backwards, the session was immediately red flagged while the track was cleared. After we were restarted I was having a great time, benefiting from doing some homework on the track the car was running well and handling nicely, I finished the session without any problems in p27, with the 206 of Chris and Mike one place behind in p28, 0.3 seconds slower. Nick and John were in a fantastic p21 with the oldest least powerful car on the grid a testament to Nick's driving skill, Carl was in p10 behind a lot of very powerful Hondas and having grip issues with his new Yokohama tyres. A check of my driveshaft gaiter revealed all was well, the sump however was damp with oil again, I wiped the oil mist off and made a mental note to replace the sump





drain bolt washer after the meeting.

We were out in race number 13, and after a very long wait on the grid the lights came on then a few seconds later went out and we were off, I got another good launch with a bit of wheel spin, but at the front of the grid all hell was about to break loose. The Fiesta on pole driven by the BTCC driver Jake Hill and the Honda Integra of Nigel Ainge both bogged down on the line causing the cars behind to move around them, this caused the cars further back to bunch and try to move around the slower starters. Carl got a good start and was passing a Honda Civic when the Civic moved left and to avoid contact Carl was pushed onto the grass with his 2 nearside wheels, this caused him to spin to the right and make contact with both the Honda of Ainge and the Fiesta of Hill followed by heavy contact with the pit wall, further back we were getting into third gear and cars started braking and avoiding the smoke and debris, I slowed momentarily and heard a screech of locked brakes behind me followed by a substantial impact as the hard charging Corsa of Billy Hardy hit me in the rear bumper, the pack carried on around the first corner and out onto Hangar Straight. I knew the red flag would be put out and sure enough halfway down the straight Marshalls were waving red flags, we slowed and stopped just before the start finish straight. I shut the engine down to prevent it from overheating, and as I looked at the remaining cars it dawned on me that Carl's car was missing.

I did not know how bad the accident had been involving the front runners, or even if my own rear bumper was still on the car the impact had been that solid, but after another 30 minutes sat in the car with the door open to try and keep cool we were sent round for another sighting lap and formed up on

the grid, somehow I was moved from my qualifying position of 27 to the very back of the grid, not impressed, I was fuming and as another Fiesta overheated next to me on the grid and the start line Marshalls pushed it out of the way we were finally restarted and the race began. I was feeling a bit unsettled but determined to give it my best shot. The laps started to tick off and soon I found myself catching and passing the cars I had qualified in front of, my feeling for the track started to get better and fairly soon I was in for a pit stop. I asked Dave if the back of the car was ok and he said it looked fine, back out onto the track and the car was feeling better and I got some tips on how deep you could brake as the fast guys came past, I really started pushing hard and eventually got the car home in 19th. Back in the pits and everyone is congratulating me on my drive. Nick's wife tells me I was lapping faster than Nick for most of the race until he pipped me at the end, I have improved my time by almost 1 second per lap. My feelings are soon dampened when I find out what happened in the first start, Carl's Rallye is heavily damaged, he thinks it is a total write off, it looks awful dumped at the back of the pit garage with the front driver's side wheel almost smashed off, the bumper is ripped off as well as lots of other damage and leaking fluids. I can hardly believe it, the similarity to the damaged Touring Car from Cadwell the year before is chilling. Mercifully Carl does not seem hurt and all of the other racers help manhandle the car onto the trailer. Nick and John get a trophy for a class win but the celebration is subdued by the realisation that Carl now has 2 very broken race cars, and we are meant to be racing with the Darlington and District Racing Club at Knockhill in 5 weeks!

By Pete Parkin





Introducing the New Peugeot 308

- **New Peugeot 308, 308 SW and 308 GTi by Peugeot Sport incorporate new infotainment and safety technology**
- **All-new powertrains boost performance and efficiency**
- **Enhanced trim, colours and wheel designs complete revised exterior styling**

The new Peugeot 308, due to hit UK roads in September, is the most connected and safest yet with a range of technology and styling enhancements for the 2018 model year. In a class driven by connectivity, new Peugeot 308 customers benefit from a 9.7" capacitive touchscreen which puts the key functions of the interior safely at the fingertips of the driver. From dual zone climate control to 3D Connected Navigation with TomTom Live updates. The new infotainment system incorporates Mirror Screen®, comprising Mirrolink®, Apple CarPlay™ and Android Auto functionality, allowing the seamless integration of smartphone functions with the interface, ensuring drivers safely access functions as required.

Driving aids make the new Peugeot 308 one of the safest cars in its class. Benefitting from all of the driving aids of the globally acclaimed all-new Peugeot 3008 SUV, Peugeot's family hatchback and SW now offer intelligent Speed Limit Recognition, Adaptive Cruise Control, with stop functionality and an Active

Blind Spot Monitoring System. Peugeot's Speed Limit Recognition offers a new level of intelligence. A windscreen-located camera reads speed limit signs and displays them on the car's dashboard. Signs for specific vehicles, such as HGVs, are filtered from the information feed.

The option of Adaptive Cruise Control with Stop function detects vehicles in front of the car and adjusts the speed automatically using the brakes to retain a safe distance. An Active Blind Spot Monitoring System also alerts the driver to the presence of another vehicle in the blind spot to avoid any potential danger. City Park, a smart park assist system completes the safety and convenience offering.

Under the bonnet, the new Peugeot 308 offers a new range of engines which are all compliant with strict Euro 6 regulations. The award winning three-cylinder PureTech petrol engine has been upgraded for the new model year, and is coupled with a new six-speed manual gearbox for improved efficiency and control. At-exhaust emission controls on the engine are designed for efficient pollution reduction; high-precision injection control on the 1.2L PureTech 130 Stop&Start engine enhances combustion efficiency: exhaust gases pass through a catalytic converter followed by a passive-regeneration particle filter.

The new Peugeot 308 is also the first PSA Group model to adopt the new 1.5L BlueHDi 130 S&S diesel engine, a four-cylinder unit that also implements at-source and at-exhaust emission control. Tested under competition conditions at the 24-hour Le Mans event, the engine also adds an SCR (Selective Catalytic Reduction) pollution control system.

The new eight-speed automatic transmission coupled with the 2.0L BlueHDi 180 Stop&Start completes the new engine range, while the new Peugeot 308 GTi by Peugeot Sport is powered by a 270 PS THP Stop&Start unit, enabling 0-62 mph in just 6.0 seconds with CO2 emissions of just 139g/km.

On the inside, new seat fabrics for Active and Allure trims enhance the comfortable interior, and all new 308 models benefit from the Peugeot i-Cockpit® layout with its trademark compact steering wheel. On the inside the cabin is further enhanced with the inclusion of a panoramic fixed cielo glass roof on Allure, GT Line and GT versions.

Externally, the Peugeot trademark styling details have been revised for a sharper look. The distinctive rear 'Claw Effect' lights are now standard, while the front and rear bumpers and headlights have been re-shaped to echo the family look of the all-new Peugeot 3008 SUV.

Drivers looking to make a real design statement can now specify the Peugeot 308 GTi by Peugeot Sport in two-tone Coupe Franche in Magnetic Blue and Black Perla Nera.



Owners Rate Peugeot 2008 SUV as the Best Small SUV you can buy

- **Peugeot 2008 SUV wins the Small SUV category at the Auto Express Driver Power 2017 Awards**
- **Highest rated in its class in five categories including: Engine & Gearbox, Exterior, Safety Features, MPG & Running Costs, Reliability & Build Quality**
- **Peugeot also scoops a Silver Award in the City Car Category for the Peugeot 108**

For motorists in the market for a small SUV there is no better choice than the Peugeot 2008 SUV, according to thousands of customers who took part in the Auto Express Driver Power survey 2017.

The Auto Express Driver Power survey is the biggest motoring satisfaction report of its type, with participation from more than 70,000 UK car owners who were asked to judge their car in a host of crucial areas. Peugeot is thrilled to reveal that the 2008 SUV scooped the Gold award in the highly competitive Small SUV category, beating all of its competitors.

A huge success story since its launch in 2013, with over 69,000 sold in the UK, the Peugeot 2008 SUV combines style and innovation with a range of efficient, high performance engines, not to mention stand out safety. It was this blend of compelling features which handed the 2008 SUV its victory. Driver Power respondents gave the 2008 SUV an outstanding overall rating of 91.45 percent, with owners' feedback placing it first out of all its competitors in five categories: Engine & Gearbox, Exterior, Safety Features, MPG & Running Costs, Reliability & Build Quality.

A feature that has proven highly desirable is the 2008 SUV's Peugeot i-Cockpit®. Unique to the Peugeot brand, it embodies the driving characteristics of the Peugeot 2008 SUV, being agile, intuitive and safe. It features a compact sports steering wheel which offers precise steering and manoeuvrability, which is teamed with a 7" multifunction colour touchscreen, with Mirror Screen® functionality comprising, Android Auto, Apple CarPlay™ and Mirror Link®, putting all the functionality at your fingertips. In addition, the head-up instrument panel allows driver information to be accessed without taking the eyes off the road.

Innovation is not just limited to the interior, Grip Control® - an adapted traction control system - gives the 2008 SUV versatility on all types of terrain. Equipment available on the Peugeot 2008 SUV also includes (subject to trim level) 3D Connected Satellite Navigation, colour reversing camera, Active City Brake and Park Assist. The Euro 6 engines such as the 1.2L PureTech 130 Stop&Start 6-speed manual, another big hit with Driver Power respondents, ensure high-level driving pleasure while remaining fuel efficient.

It was a case of double honours too, as the Peugeot 108 also collected an award, picking up Silver in the Best City Car category, achieving an overall customer satisfaction score of 89.09% and top ratings across the sector in the following Driver Power Judging Categories: Ride & Handling, Practicality & Boot Space.

Overall, in the Auto Express Driver Power Top 75 - which rates the Top 75 cars according to customer satisfaction - the Peugeot 2008 SUV and 108 finished in 16th and 48th position respectively.

Steve Fowler, Editor-in-Chief at Auto Express commented: "The 2008's Gold award in the small SUV category and the 108's Silver in the city car sector show how happy customers are with modern Peugeots - these are hugely impressive results in two of the toughest sectors. Both models scored highly across the board, showing the brand has a clear understanding of its customer's needs and desires."

David Peel, Managing Director at Peugeot UK said: "Achieving the Auto Express Driver Power award of Best Small SUV is an outstanding achievement. Auto Express Driver Power is a highly-respected customer satisfaction survey because the results are the views of the most important people - those who buy our cars. In a competitive segment, for our valued customers to say that the 2008 SUV is the best small SUV on the market just vindicates all the hard work put in by Peugeot's talented teams of designers and engineers. It has been a huge sales success for us with style, innovation and efficiency at its core. The success of the Peugeot 108 in the Best City Car category also demonstrates the breadth of choice and quality that Peugeot customers can expect. Our smallest car continues to offer customers a winning blend of practicality, driver appeal and most importantly quality. The icing on the cake is its overall placing of 48th in the Top 75 and the Peugeot 2008 SUV finishing a sensational 16th overall."



Gear knob hats

These little gear knob hats have been exclusively handmade for the PSCUK and feature 2 designs; black with red GTI logo and bobble or black with silver lion logo and bobble.

Whether you are looking to protect you gear knob from damage and harmful sunlight to prevent cracking, wanting to keep your hand warm from the winter chill or just looking to buy a present for a loved one (or yourself) these are a great inexpensive item.

The prices are as follows for one hat;

PSCUK member - (inc p&p) - £6.00

Non - member - (inc p&p) - £6.50

Please allow up to 28 days for delivery.

To purchase yours please visit our online shop via the Clubs website. Any questions please contact Richard Shorrock by email at editor@pscuk.net

PSCUK's

PEUGEOT

festival 2017





Would the new name this year lead to a change of events or would our Club's annual convention be the same old Pugfest? We have been coming to Prescott Hill Climb in Gloucestershire since 2002 and with a well-established Committee and team of volunteer members this year seemed to be 'business as usual'.

It was an early start for many who convoyed to Prescott with their regional groups. The Lancashire group, a few others that travelled with us and most of the Committee members arrived at 11:00am to set up the site. Once the camping and car parks had been barriered off, marquees erected and signs posted it was time to relax. Surprise of the day for most was when a large

lorry pulled up and a Frenchman jumped out asking us where to unload his precious cargo, what would be inside we all thought. After a few minutes of watching some very impressive hydraulics on the ramps a 2008 Dakar rally car was gently placed on the grass in front of the Club marquees. Nobody expected that!

Unfortunately, this year pre-event ticket sales were down on last year and the camp site especially seemed quieter this year. The event did clash with the Goodwood Festival of Speed that weekend so perhaps that was why numbers were down, no bad things for those who wanted to get a good night sleep though! By the early evening the BBQ's were lit and the beers were flowing, the tug of war competition was well received with teams from Essex and Yorkshire in the final, in the end it was Yorkshire who took the win this year. The other retro games and quiz didn't go ahead as planned as teams preferred to socialise around their BBQ's instead.

The other Peugeot invited club numbers were strong again this year with a large number of European visitors again. We also had our first German entry into the show and shine with Seb Becker coming third in the show and shine modified class. The RCZ owners were out in force again with 15 cars on display, each of them different either in their model or modifications. Steven Ansell's highly modified RCZ which has been featured in Torque was sporting its latest make over and looked amazing as always.



**Thank-you to the following invited clubs
for their attendance;**

- 76PerfSwapAuto
- 106 Owners Club
- 205 Rallye and Dimma
- 206 Info
- 206 Owners
- 306 GTI-6
- 306 Owners Club
- 306.net
- 309 Owners Club
- 406 Coupe
- 508 GT
- Club Peugeot
- Peugeot 306
- Cabriolet Club
- PSCUK 205 1FMs
- RCZ Owners



Trade attendance has been good over the last few years although a few big names from last year were unable to attend this year and a couple dropped out at short notice. Baker BM and Desborough Designs were back again with a great display of components and Peugeot products to spend your money on. Pug 1 Off had their usual large display of highly modified track and road cars, whilst C. M. Chambers Cars / Pugsport Racing had a great display of customer cars and owner Carl's 205 Griffé replica. Kev the Dent Man was also in attendance, he visited many members' cars on the Saturday to straighten out their bodywork, unfortunately due to a family emergency he could not attend the show on the Sunday and sent his apologies.

It was great to see some new traders there this year; Detail Monkey had a great selection of cleaning and car care products available to purchase, Nutkins Knits came along to sell their knitted gear knob hats and Recycled Time had a large display of clocks and ornaments made from old motorsport and car parts. The new traders all said that they enjoyed the show and commented on how relaxed the show was, we hope to see them again next year along with the regulars.

The membership and merchandise marquees saw a steady stream of visitors throughout the day with 15 new members and 16 re-joining or renewing their membership, this was an

Thank-you to the following traders for their attendance and support;

- Baker BM
- C. M. Chambers Cars/ Pugsport Racing
- Desborough Designs
- Detail Monkey
- Kev the Dent Man
- Nutkins Knits
- Pug 1 Off
- Recycled Time

increase from last year's figures which is good to see. Sales of merchandise were good with many members and visitors taking the opportunity to buy some of our Clubs branded clothing and other items, popular items this year were the registers and engine bay stickers, caps and t-shirts. We even sold a fleece in the glorious sunny weather. Don't worry if you missed out on the day though as the full range of Club merchandise is available to order in our online shop. Surrounding the PSCUK marquees were a selection of VIP cars hand-picked by our Marketing Manager Chris Hughes. I think Chris deserves a special mention here as he did an excellent job to gather these cars together, everyone that I spoke to on the day commented on what a great display of cars this was. Taking centre stage was the previously



mentioned 2008 Dakar rally car, along with the stunning 1994 Peugeot 405 Mi16 LeMans race car. One of the fastest and most developed 205 hill climb cars followed with around 300bhp and weighing just 620kg, along with SVP Motorsport's 1987 Group A 205 GTI 1.6. This car runs a 1.6 litre engine which is good for 8000rpm and 150bhp. Plenty of power to put down on the dirt in a car that weighs only 780kg.

The next VIP car was the genuine Peugeot 309 GTI Group N driven by the late great Colin McRae in the Scottish and National Rally Championship in 1988. This was followed by a unique Dimma 309 Goodwood; one of only 4 Dimma 309's ever built. This car was a Max Power cover star in August 1994 runs a Mi16 engine and is now fully restored. Tom Kirby's 205 T16 number 177 of 200 completed the line-up of VIP cars. This car was originally owned by Shaikh Abdulla Bin Isa Al Khalifa, the second son to the King of Bahrain. As he didn't like the factory Gunmetal grey colour that the car was originally he had it resprayed at the factory in the black colour that it is now, making it the only black 205 T16 in existence.

I did spend some time over the weekend looking for potential cars to feature in Torque over the next year and spoke to some of the owners regarding this, so if you found a note on your windscreen from me then please get in touch to make this happen. I have already been contacted by a couple of owners and hope to feature their 205 and 309 in Torque in the near future.

The show and shine and concours competitions were as popular as always with our 2 judges joined by Andy Daniels this year. Andy is a long-standing Club member and former competitor with his collection of well-known 205 GTI's, he enjoyed the judging and said that it was good to see both sides of the competition, from entering to judging. As a concours competitor myself it was good to see some new faces taking part and some new Peugeots this year. To enable the judges adequate time to score each car and discuss their comments with the owners for this year places were limited to 15, these sold out in advance of the show through the Club's online shop, so if you are thinking of entering next year then remember to buy your ticket early as they may not be available on the day.



Darren and Andy handed out the trophies later in the afternoon once the hill climb action had ended. Tom's 205 GTI 1.6 won 1st place in the show and shine standard. Tom also received the Mark Hoyle memorial trophy as winner of the show and shine standard. New for this year we had 2 more trophies up for grabs; 'Best visiting group or club' which was provided by Pugsport Racing, this was won by the 309 Owners Club, and 'Car of the show' which was provided by Baker BM, this was won by Tom Kirby's 205 T16.

A big thank-you goes to all of you that attended to make this year's event such a great success, thanks to all of the Committee and volunteers who have put so much time and effort into organising this event, both in the many months beforehand and on the day, itself.

The date for next year's Peugeot Festival is still to be confirmed with Prescott Hill Climb but it will take place on either Sunday 1st or 8th of July 2018. If you have any comments about this year's show or suggestions for next years then please add them to the feedback thread on the forum or contact Stu Farrimond by email to chairman@pscuk.net.

By Richard Shorrock
Photos by Neil Riley

Show & Shine and Concours Results;

Show & Shine Standard

- 1st – Tom Fenton – 205 GTI
- 2nd – Tom Kirby – 205 T16
- 3rd – Rian Doyle – 309 Style



Show & Shine Modified

- 1st – Adam Tudor-Lane – 207 GT
- 2nd – Chris Hughes – 205 GTI
- 3rd – Seb Becker – 309



Concours Standard

- 1st – Richard Shorrock – 205 CTI
- 2nd – Adam Burrows – 205 GTI
- 3rd – Tom Kirby – 205 GTI



Concours Modified

- 1st – Miles Hood - 309 Turbo Cup Replica
- 2nd – Craig Stone – 208 GTI
- 3rd – Rowan Chilton – 309 XE



How Pristine Wheels helped me clinch the Show & Shine

By Adam Tudor-Lane

A good friend of mine said I should enter the Show and Shine at last year's Pugfest. I disagreed and said it wasn't mint enough, my little 207 wouldn't stand a chance. After much nagging and persuasion, I thought, why not, let's give it a shot.

I came second in the modified class. Not bad for a first-time entrant. There was potential for a win though, especially with Darren and Rab giving a few pointers as to what needed sorting. The main one being the badly kerbed alloys, which I knew all along would let me down. As well as being chewed by concrete they'd also been refurbished when I bought the car nearly eight years ago. Over time they had dulled, and were now more a lifeless grey then shimmering metallic silver flake. They had to be sorted if I wanted to taste victory in 2017.

After much searching I settled on Pristine Wheels, local to me they had some stellar reviews with main dealers even refusing to use anyone else. Dropping the car off on the Tuesday before Peugeot Festival it would all be sorted and ready for the Thursday. I decided to match the exact colour of the newest alloy on the car, it turned out to be a 50/50 silver flake. If you know anything about alloy refurb, you'll know there's the cheap way, and the proper way. Pristine do things the proper way. This isn't your 'back of a van 40 quid job'.

The process involves a non-corrosive bath dip and machine blasting before any damage is welded. Yes, welded. Not filled. After that, the wheels are turned on a digital lathe taking the edges back to the original specification before being finished by hand. They are then de-gassed to remove any moisture, powder coated and baked before being wet painted. The final stage is lacquer before another oven bake. Quality control then checks the wheels. At the start of the process they are marked and coded for traceability, this paperwork is checked and stored at Pristine.

I picked the 207 up on the Thursday before Peugeot Festival. It was still on a ramp locked away in one of their service bays. Waiting for the door to slide back the anticipation was palpable. Finally having perfect, factory fresh alloys after all these years ... the last piece of the Show and Shine winning puzzle. The door slid back and I almost jumped inside, checking each wheel over carefully ... wow. The sparkle was spot on, and there wasn't a mark on them. As the 207 was reversed out they gleamed and glinted in the sunlight. The whole car looking as if it had just rolled off the production line. But that wasn't good enough. It needed to be spotless for the keenest of eyes.

Starting off with a basic wash I wondered how long I'd actually spend on my driveway being slowly cooked in the summer sun. After a dry down the first proper stage began. Compound. If you've





ever tried to remove swirls from paintwork you'll know what an arduous task it can be, especially by hand. Last year I had the luxury of a machine polisher, not so anymore. So, by hand I went over the whole car with Meguiars Ultimate Compound. It's truly amazing stuff, it cuts without the swirls of something cheap like T-Cut, but you can also get some really good results with elbow grease alone.

Dusting down it was time for some masking. Swirl masking. Another awesome product is Autoglym Super Resin Polish. Its secret is microscopic fillers that find their way into swirls and marks, filling them and making your paintwork look ultra-shiny in the process. Another dust down ensued. Now it was time for sealant. White paint is notoriously hard to get deep, shiny looking reflections. One of the best products I've ever used for this is called Werkstat. Sadly, they don't make it anymore. Luckily for me I have some left over, for special occasions. Using it ultra-sparingly the whole car gets a wipe down with the durable Werkstat Acrylic Sealant. Sealants last far longer than waxes, and acrylic sealants even more so.

A short 30-minute wait for drying was spent tidying up the front mud flaps. Halfords Black Bumper paint has a gorgeous texture to it and needs no primer. A few coats later and they were as good as new. Buffing off the sealant haze it was time to go over it again. Another good thing about sealants, you can layer the protection. Another 30-minute wait was spent hoovering the inside and dusting out the air vents with a detailing brush. Now for the final coat. Autoglym HD Wax. It's the easiest hard wax to get hold of if you're new to detailing, £50 will get you the whole fancy kit with sponges, cloths and the like. Now that may seem like a lot, but I've had this tub nigh on four years.

Arms feeling like Popeye after going over the car twelve, yes twelve times I'm ready to call it quits. It's 9 at night and I've been out here

since 1 o'clock. The neighbours think I'm insane. It's still a 207 and hasn't turned into a Lamborghini for want of all my polishing. To add to the mental look, I then start applying blue detailing tape over the badges. Top tip – it stops dirt and flies getting in the nooks and crannies for the drive over.

Just as I pack up and get the car cover out, the heavens open. Literally, the worst summer shower ever. Frantically I battle with the cover on my own, the plastics will be covered in water marks if the rain sits on them overnight! I finally manage to get the cover on, straps tightened and my hard work is safe for the night. Meanwhile I'm soaked to the skin and knackered after eight hours of car cleaning.

A further two hours of detailing ensued the next day, plus another one or two buffing and polishing at Peugeot Festival. It was time to see if the hard work and planning had paid off. Darren instantly noticed the alloys had been refurbished. How he can remember that ... after a year?! I have no idea. The judging commenced, with himself and the indefatigable Rab finding even the most minutiae areas of dirt in impossible to reach places. Ten minutes pass and the judging is over. I'm in the hands of the detailing gods now. And around 16:00 everyone gathered round for the results; third - Seb Becker - 309, second - Chris Hughes - 205 GTI, my heart sank. It had all been for nothing. There was no way I could have beaten Chris with his pristine white 205, first - 'Peugeot 207 GT belonging to Adam Tudor-Lane' ARGH! I won! After coming second last year it was awesome to win in the modified class. Especially after such long-term planning. And where did I gain the points to push me to first? My Pristine Wheels. I love it when a plan comes together.



Retro Show



I attended the Retro Show at Santa Pod as usual on Sunday the 18th of June and this year it coincided with the week-long heatwave with temperatures reaching 32 degrees at times. I invited a couple of friends along who do not usually visit car shows and Ian brought along his nice new motorhome which we set up in the campsite on Saturday. We moved it over to the show side of the track on Sunday morning and once we pulled the awning out it was just about the only bit of shade from the red hot sun in the whole place. The fridge and freezer kept us supplied with cold drinks and ice creams and we managed to fit in 4 barbeques over the weekend so we were camping in luxury which made a nice change.

We had 7 cars on our display for 2017 which was well down on previous years, I was in my Goodwood as my other 309 was being wired and tuned. Dizze Stuff was in his immaculate white 205 GTI, Dr Sarty and Mike were also both in 205 GTI's. Richard and Dan were both in their 309's and our display was rounded out by Neil's 205. We were close to the finish line of the 1/4 mile track so the drifting arena was nearby and the sound of tortured tyres and burning rubber lured us over for a look. The drivers get their Nissan 200 SX's and BMW 3 series to amazing angles and put on a great display of car control although at least one car ended up knocking a corner off on one of the concrete blocks that line the track.

Santa Pod had encountered some problems with the Fireforce 5 jet car so they just wheeled out another one to replace it and Fireforce 3 did both its runs on Sunday at around 270 mph across the finish line. There was drag racing on the 1/4 mile all day except for a short lunch break, most of the cars were RWYB - 'Run What You Brung' road cars and there was also a selection of demonstrations from different classes of dragsters and drag bikes. There are some surprisingly fast Ford Escorts and even mid-engined Fiat 126's plus the Skydat - a Datsun with Nissan Skyline running gear which won class D with a 10.01 second quarter mile at 145 mph.

The grandstands are always free at 'Retro show' so it is easy to get a good view of the action especially the jet car when it is best to get as close as possible as it goes through its start-up routine. The Triumph Sports Six Club held its annual event here for the first time in 2016 and had a bigger display this year with 200+ cars including all models from the Spitfire to Stag.

The Autoglym Concours was as well supported as ever with over 60 cars entered into the 9 different classes, winners included a Mini Clubman estate, a 1964 Ford F100 pickup and Mk 2 and Mk 3 Escorts. We also saw some of the live band, BMX and skateboard stunts by Coolflo and saw a little of the auto test.

A short video of the show is on the Santa Pod website and previous years videos can be found on You Tube if you search for 'Santa Pod Retro Show 2016' etc.

By Miles Hood



Castle Howard Father's Day Car Show

By Craig Stone

After a few messages on the forum the West and North Yorkshire groups decided to attend the above. With arrangements in place to meet at the Grapes Inn pub on Railway Street in Slingsby, just off the B1257 between Helmsley and Malton, we all crossed our fingers for a dry day.

Jonathan and Lesley came across from West Yorkshire via Sutton Bank with the pleasure of one of the best B-roads in North Yorkshire, the B1257. Well done to Jonathan who had worked every night for a week to get his 205 GTI Laser back together again after taking the front end completely off for some more TLC! Craig, Chas, Rich and David all had short journeys from Pickering and Malton.

We all arrived at the meeting point with appropriate smiles all round as Billy Sunshine was in full bloom with hardly a cloud in the sky. We had 2 x 205 GTI's in Miami blue and Laser green, 1 x 206 GTI 180 in Flamenco red, 1 x 206 CC in Black, 2 x 208 GTI's in Bianca white and 1 x 208 GTI PS in Matt grey. All the Club cars looked in great condition. Everyone had made the extra effort with cloths and polish the day before.

Rich and David are new supports of the regional group and their attendance was appreciated. After purchasing (Bertie) 206 GTI 180 from Jonathan in March, it was Craig's first show with his other pride and joy.

After a short drive to Castle Howard we parked up outside the main house on the front lawn over-looking some magnificent grounds. There was a very good cross section of cars from the 60's, through to the present day. A good number of car clubs attended with some clubs we didn't know existed including; Triumph Stage, Saab, MG, Ford owners and more.

There was a main show ground area for older vehicles and some local dealerships from BMW, Mini, Land Rover and Tesla. A monster truck was giving rides in the adjacent field, but this was a very relaxed drive with no car crushing in sight.

We all had a very relaxing day in some glorious sunshine in the heart of God's county with some very nice-looking cars. What a lovely way to spend Father's Day. The group are looking to arrange a weekend drive out to the east coast for fish 'n' chips during August or September if possible.





FRENCH CAR SHOW



   **15TH-16TH JULY 2017**

Founded in 2001 the French Car Show is now one of the longest established shows on the calendar. After 4 years at Castle Combe for this year the show moved back to Donington Park. It had been many years since I last attended this show, the last time for me was at Rockingham back in 2008, and I was keen to see if things had changed at all. My 205 CTI had won the Concours d'elegance back in 2013 under Rab Elliott's ownership, but since I bought the car from him later that year the show had always clashed with my daughter's birthday, with a change of date to the middle of July, 2 weeks after our Peugeot Festival show, I was finally able to attend again so I entered the show and shine to try and add another trophy to the collection.

Arriving at Donington Park at 8:00am I was met with queues, very long queues all merging through one gate. An hour and twenty minutes later I made it inside and parked up in the Themed Paddock show and shine area, which was on gravel / dirt! Not a great start to the day. The others from our Club quickly met up and we arranged the cars and put up some PSCUK flags. Miles brought his 309 Turbo Cup Replica, Eddie was in his 309 SR injection, we had a 309 GLD Turbo park with us (apologies as I didn't catch the name of the owner), Ant's 208 GTI Peugeot Sport and a non-member 205 Rallye who asked if he could park with us completed the line-up. The club parking in this area seemed to be a bit of a free for all so we placed our stand next to the show and shine which meant that our line up continued with Rowan's 309 XE, a non-member immaculate Cherry red 205 GTI 1.9 and my 205 CTI. The owner of the 205 GTI 1.9 seemed keen to join the Club so I hope he is now reading this as a paid up member.

The Themed Paddock area saw a wide variety of cars being presented, all of the cars (52 I believe) were judged by a panel

made up from a variety of clubs to ensure fairness. I did speak to one of the judges and was pleased to find out that he knew what he was doing, a previous concours winner with his Renault he was checking behind the wheels and exhaust tips etc. and not just having a brief look like I have seen some judges do at other shows. The 5 categories were; Euro / Stanced / Modified for highly or subtle modifications, Built not Bought for those built on a budget and done yourself, Motorsport for those built with the intent to be fast and handle well on the track, Performance and Tuned for cars with performance modifications but not necessarily used in a motorsport environment, and Classic, Iconic and Retro for those classics still in a great condition as when they first left the factory, or one of the few left of that model.

There were some great cars in the Themed Paddock; one of my favourites was a Dutch Renault 19 Automatic with just 60,000km on the clock. This was in mint condition and totally standard except for being very low on AP coil overs dropped over a set of gold 16 inch BBS 764 wheels. There were many 106, 206 and 306's, all highly modified with body kits and lairy interiors which I thought had all disappeared in the late 90's and early 00's – still proving popular with the youth of today.

I was asked by the show organisers to judge the club stands for the 'Best Club Stand' trophies, so after cleaning my car for the show and shine I set off to have a look at the club stands. Cars of interest were a couple of 208 GTI 30th's; one in white and one which had been painted blue / black, I also had a chat with the owner of a 206 Quicksilver who said his car was very rare being a 1.6 litre engine rather than the 1.4 litre that these models usually came with. The RCZ Owners Group put on a great display of 14 cars, each one different in their modifications or model as they were at the Peugeot Festival 2 weeks earlier. I had a good chat with Steve Ansell (also a PSCUK member) who arranged the stand and we hope to feature some of these RCZ's in Torque in the future.





The main hard standing area of the show was predominantly made up of Renault clubs. The Renault Turbo Owners Club had a great display of Renault 5 GT Turbos set out in the red, white and blue colours of the French flag, there were some highly modified examples too including previous show winners. A standard looking and mint condition Renault 5 GT Turbo caught my eye, talking to the owner revealed that it was actually putting down 474bhp through the front wheels from a turbo'd Clio 182 engine, the owner also had a 205 Dimma with a 3.0 litre V6 engine in it – needless to say that the conversation moved on to the PSCUK and a membership leaflet was handed to him.

I also spotted a rare 1975 Renault 12 and a Renault 5 Alpine Turbo on my walk around, whilst the Citroen Picasso on air ride suspension and chrome wheels caught my eye for all the wrong reasons. The 208 Owners Club had a great display of cars including 2 208 GTI Peugeot Sports in red and black. I spotted 2 Clio V6's, one black and one blue along with many 106 Rallyes both in phase 1 and phase 2 variants.

The trade area was located behind the pit garages and here Tom Kirby's black 205 T16 was parked next to a Renault Clio with a rear mounted VW VR6 engine producing 524 bhp. The Juicy Details stand had a yellow 206 on air ride suspension, 18 inch Vossen wheels, lambo doors, Cobra seats and one of the most comprehensive interior retrimmings I have ever seen. The owner has owned this from new in 2001 and the work has been done by Ecosse up in Scotland. Other traders included Desborough Designs who reported good trade throughout the day and Pug 1 Off who had a great display of modified road and track cars as always. Scorpion Exhausts, Bilstein, Eibach, Milltek Sport, Tarox, OCD Finish and Performance French Car Magazine were among some of the others in attendance.

Track time was available to purchase for those who wanted to drive around one of the UK's most popular circuits. Although I didn't manage to see any of this I have done a few track days here in the past so I know what a great circuit it is to drive around, there were reports of a few cars spinning off in the damp conditions in the morning, and hopefully no Peugeots were harmed! Club parade laps of up to 100 cars at a time were also available free of charge for those with weekend camping tickets, as these were held after the show in the early evening

The show and shine and club awards were presented at 3:30pm and I was pleased to win the Classic, Iconic and Retro class with my 205 CTI, being presented with a trophy and Juicy Details goodie bag of cleaning products. It was nice to hear the judge say that the winning cars really did stand out from the rest and that my hard work cleaning the car in the morning had paid off. Pure Citroen won the Best Club Stand, followed by the Renault 197 / 200 Club with the Renault Turbo Owners Club coming third.

Looking back on the day the show was better than I imagined it was going to be. The move from Castle Combe to Donington Park had its issues, mainly the queueing in the morning and the layout, which hopefully the organisers can sort out for next year. It is a shame that this show doesn't seem to appeal to many of our members as there were some great cars on display, plenty of RCZ's and 208 GTI's on display, alongside many modified and track prepared 106 Rallyes, 205's and 206's. It was not all teenagers with booming stereos that I thought it may have been, and with the Renault and Citroen clubs there too, plus track action and many traders, there is plenty to keep you entertained all day. A big thanks to those who attended from our Club and hopefully we can build on these numbers for next year.

By Richard Shorrock



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Group Torque

AVON GROUP

GROUP LEADER: **Adrian Meredith**

TEL: 0117 9712165 / 07768 011117

EMAIL: avon@pscuk.net

MEET: 1st Monday of the month at 8pm

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

The Avon group meetings continue with all the regular suspects attending for the normal great banter in between some great food and a few drinks. The main conversations always very quickly centre around cars and with everything associated along with them which keeps everything interesting.

Regarding Avon members cars I have spent some time on my 407 SW Sport daily driver recently fitting a cambelt kit and water pump, new brake discs and pads front and rear making a nice job of painting everything in silver heatproof paint. The car is also booked in soon for the front bumper to be re sprayed to remove some stone chips and a scratch.

Nick Charles has re-fitted the engine back into his 206 GTI race car after getting it back from Sandy Brown Race Engine Technology, he is hoping to go testing soon and then re continue in the Castle Combe Saloon Series and get back to his winning ways. All other members seem to be happy with things at the moment so nothing to report on any other members cars.

Event wise the Avon group has had a very busy period with a smaller display of cars at the Peugeot Festival due to several members being away on holiday whilst some members had decided to spend the weekend at the excellent Goodwood Festival of Speed. But the members that did make the trip to Prescott had a fantastic day all agreeing that the overall quality of cars in attendance was very high. Also, the trade stand area was great with a good variation of items to purchase. Hill climb action was steady with some quick cars covering the 1,301 meters in what seemed like no time at all. Yet another fantastic Peugeot convention.

Talking of events, the Avon and Gloucester groups joined ranks and put on a joint



display at Castle Combe Circuit for the Summer Action Festival on 22nd July. This event was packed with what seemed like every car and car club possible, with over 130 separate car clubs and over 1500 cars on display. A large trader's village for those wishing to spend some hard-earned cash and track action was non-stop, only stopping for some drifting demos and vintage bus rides. A fantastic event with only a few summer showers to dampen proceedings.

The next event for the Avon group will be the Forge Motorsport Action Day, this is on Sat 9th September again at Castle Combe so we will have another display of Peugeots at this very popular event which always seems to get great support. Following this event, we have yet another event at Castle Combe which is Rallyday on Sat 23rd September. This is always an excellent event with many World Rally Cars of all shapes and sizes and teams. Also, many Clubman rally cars always built to a fantastic standard and a pleasure to look around. This event always has some fantastic live rally stage action along with a brilliant off-road stage for the larger 4x4 off road vehicle display. Along with plenty of chances to meet famous World Rally Car drivers and navigators and to view their skills on the live action stages. This event is always a great event near the end of the show season.

See you all soon, **Adrian**.

ESSEX GROUP

GROUP LEADER: **Michael Silk & Anthony Kelly**

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EMAIL: silky_s16@hotmail.com

MEET: Call Michael for details

LOCATION: Call Michael for details

Hello everyone, I hope you all enjoyed hearing about our small European adventure in the last issue. I will be organising something similar for next April / May, if there is anyone that would like to join in then please drop me an email, text, PM or give me a call.

Since our trip we've been getting ready for the Peugeot Festival as that is our main weekend show of the year. Luckily we managed to get 10 cars together and had a nice group of 16 people who were able to make the trip and enjoy the weekend. We made our usual early departure on the Saturday morning, picking up a few on the way, eventually stopping for lunch in the Cotswolds before arriving at Prescott just before 3pm. Tents were up and seats out to catch what there was of the afternoon sunshine, with a beer in hand, naturally. I went a bit over the top this year and brought a fridge with me, it was filled with ice which kept my drink and food nicely chilled. I'm pretty sure that I was the

centre of all fridge and ice jokes all the way to Prescott, until a few wanted to use it, how quickly they turned their laughter to admiring nods as I whipped it out and set it up. It doubled up as the drinks table, much of which was destroyed by Matt along with 7 bags of twirls. We're all still trying to get the hang of camping so obviously had to get through a few issues, like Grahame trying to cook inside his tent and nearly burning it down. Ian trying to sell me gas bottles which we believe were filled with water. Adrian letting Floods sell him a tent which closely resembled a Wendy house for a 3 year old while Matt and Josh were last seen fighting over the last sip of rum at 4am. In the end we all had a cracking weekend and are looking to make it even bigger and better next time out. All the cars made it there and back in one piece despite a couple of brake issues and loose wheel bolts. Many smiles, sunburn and sore heads were had and the show was enjoyed by all. Although the show did seem a lot quieter this year, it also seemed a lot more relaxed, many thanks to all those that work on organising the event and help out at the weekend.

There was, of course, some success on the Essex front with Miles (hoodygoodwood) winning the Modded Concours event with his 309, a fantastic effort on his part along with Stu helping out with lining up the dust caps and steering wheel. The other major Essex success of the weekend was in the tug-of-war competition; we were late entrants to this and did so with at least one of us bare foot. To our amazement we saw off a couple of teams, progressing to the final. With it locked at 1-1 and going into the decider, the blatantly obvious weight and experience difference of the superior Yorkshire team showed through with the Essex boys crashing to a 2-1 defeat. We still blame the uneven surface and pulling uphill but we'll be back and ready for next year's re-match. Quick shout out to all the Yorks team who shared their beer winnings with us, much appreciated.

So, how are we all getting on with the Essex cars I hear you ask, I know you all read this looking for updates, jokes and pure entertainment ... anyway! Things have been a little quieter over the last two months as most work was done prior to the Euro trip. However, the Carparkcar is still getting a lot of love from Ian, just the small niggly jobs getting done on a weekly basis, turning it into a tidy and capable 1.6. Mike Peck has made more progress on his 1.9 GTI, it's looking better than ever even if he has tried to kill it by driving with loose wheel bolts. Spencer has been working on getting a few parts together so he can get a nice mohair roof put on the CTI-6, personally I think he should invest in a new exhaust or ear defenders for all passengers. Aaron has his 205 out of the paint booth, it looks fantastic in its new skin, many hours of putting it back together to come but it'll be worth it, I think a few of the Essex guys are going to help

out. Anthony is still driving Dani's 208 GTI (PS) while work continues on sprucing up the Dimma, it's having lots of engine bay tidying and from photos I've seen it's very nice. Justin's own 205 Dimma is back and is being enjoyed on the road, having had lots of positive comments at the Peugeot Festival I think he's happy with it, though he never stops fiddling so who knows what is going to happen next. Grahame is just using any 205 of his that works, the old faithful Miami made the Peugeot Festival but nearly didn't make it home after a snapped key suddenly got heads scratching. There are some other quieter members of the group who are slowly starting to appear a bit more, so hopefully you'll hear more of them in the next issue.

We're still attending many local shows and events, mainly coffee mornings or small local afternoon meet ups. I will try to get a small write up for the next issue on the events we've been able to attend.

If anyone reading this lives in Essex, or even local enough to get to one of our meets, then please get in contact with either myself or Anthony through the forum or on the email / number listed. Also search for our Facebook Group which is 'PSCuk Essex Group'. We've also just started up an Instagram page, search PSCukEssexGroup for all Peugeot related photos.

Thanks, Michael & Anthony

LANCASHIRE GROUP

GROUP LEADER: Stuart Farrimond

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EMAIL: lancashire@pscuk.net

MEET: 2nd Tuesday of the month at 8pm

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

The Lancs regional meets have remained well attended over the last few months and the group attended the Peugeot Festival with a decent convoy too.

Daz has finished the GTi-6 and it looks awesome now that it has been professionally detailed in advance of the Festival. My CTI has been laid up for a few months since the GTi-6 was completed. The 306 ran beautifully down to Prescott with only a slight water leak from a damaged bulkhead O-ring blotting it's copybook. I need to get the suspension back to standard though as it is a little low for my liking but handled well on the hill on the 2nd July. The Goodwood has been used over the past few months too before it gets laid up in the barn after the Manchester Classic Car Show.

My plan is still to use the GTi-6 over winter and the new Uniroyal Rainsport 3's were chosen for this reason. A final month in the CTI in October will also see her out for 2017. I still need to sort the corrosion and head gasket failure on my 205 GTI too but

that will have to wait for my long discussed new garage plans. I can feel a full-blown restoration on the cards somehow.

Harry has bought a new phase 1 306 D-Turbo project, 90k miles for a tiny sum but it has been off the road for a few years. He is hoping to get this completed before the 205 STDT and use it as his daily. Mike has found a very nice white 205 1.9 GTI to keep his mint CTI company. The blue CTI had to go (to France!) to make way for it though.

Adam's 106 XSi is almost complete and we are hoping to see this at the meet in August or September. It looks lovely in the photos. Finally, Rich's CTI has been enjoying the show season with a win in the Peugeot Festival concours and then a win in the French Car Show show and shine 2 weeks later.

Mike, Darren and I attended a local monthly classic car show for a few hours a couple of times. It is a casual affair with hot drinks and bacon butties that are reasonably priced. The cars got a lot of attention and it is a show that we will be returning to whilst the weather remains good.

We'd love to welcome new attendees so if you fancy joining us, drop me a PM or keep an eye on the forum – we look forward to seeing you there.

See you all at the Manchester Classic in September at Event City!

Stu

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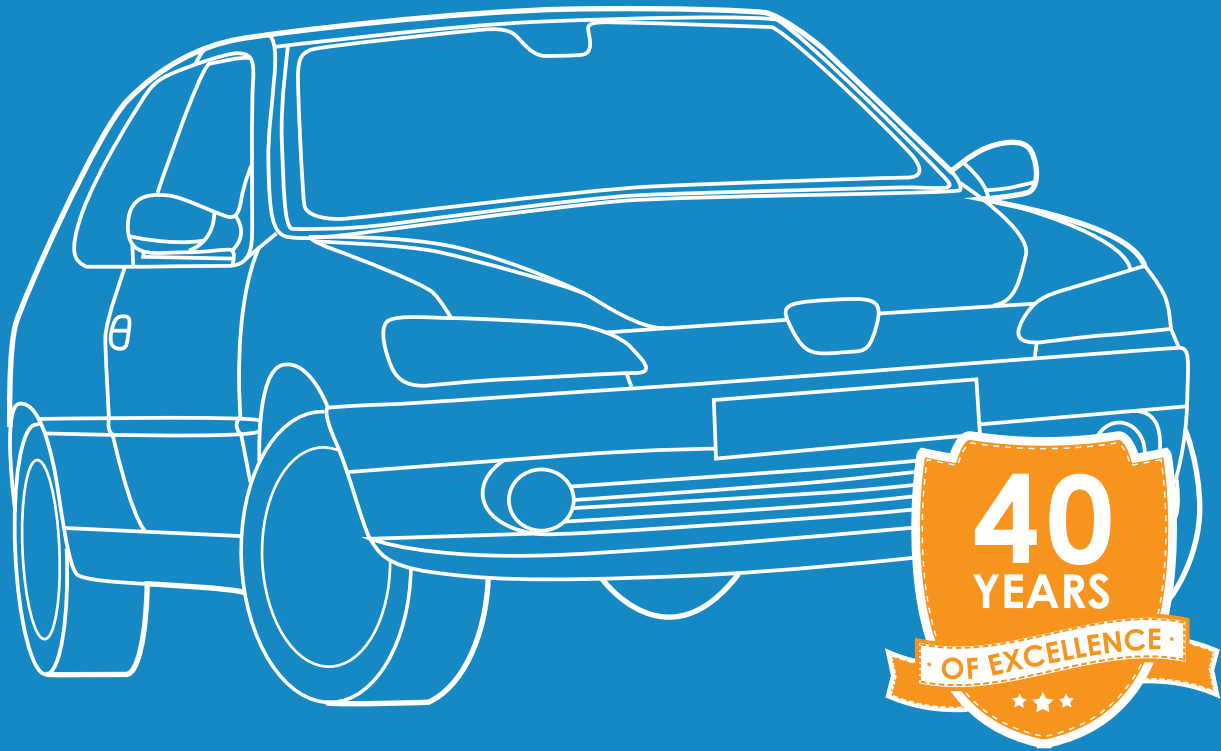


GROUP LIST

*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@pscuk.net	aidric	0117 9712165 / 07768 01117	Cross Hands Hotel, Tetbury Rd., BS37 6RJ	First Monday of the month at 8pm
Derbyshire	Mark Spencer	derbyshire@pscuk.net	Spencer		Highway Pub, Baslow	Third Monday of the month
Devon / Cornwall	Josh Langdon-Gulley	cornwall@pscuk.net	j99shl		The County Arms PH	Second Sunday of the month
Essex	Michael Silk / Anthony Kelly	essex@pscuk.net	Silky / Ant*k	07530 428725 / 07585 952495	The Grange Pub, Main Road, Chelmsford, Essex, CM3 3HU	First Tuesday of each month but may differ
Gloucester	Rob Cottrell	glos@pscuk.net	ROB GTI6	07743 897552	Hungry Horse, Seven Springs, Cheltenham, GL53 9NG	Second Sunday of the month at 7pm
Herts	Baz Thorn	herts@pscuk.net	Baz T		The Cowpers Arms PH, Statton Road	Second Monday of the month at 7:30pm
Ireland	David Byrne	ireland@pscuk.net	Davidbyrne			
Kent	Paula Reynolds	kent@pscuk.net	GTI6girl	07977672939		Call Paula for details
Lancashire	Stuart Farrimond	lancashire@pscuk.net	stufari	01257 426563	Prince William Inn, Beacon Lane, Dalton, Nr Wigan, Lancs, WN8 7RU	Second Tuesday of the month at 8pm
Leicestershire	Steve Dean	leicester@pscuk.net	STEE1RM	07879 690255	The Fox Hunter, Toby Carvery, Leicester Road, Enderby, LE19 2BJ	First Monday of the month at 7:30pm
Lincolnshire	Nathanael Warden	lincolnshire@pscuk.net	pugmadhath	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
Midlands / Warwickshire	Geoff Hand	geoffery_hand@aol.co.uk	Geoff.			
Norfolk / Suffolk	Carl Chambers	norfolk@pscuk.net	Carl Chambers	01379 586101 after 6:30pm / 07889082466	Call Carl for details	
North Staffs / South Cheshire		staffs@pscuk.net / cheshire@pscuk.net		07734 591660	Bears Head Inn, Newcastle Road South, Brereton, Sandbach, CW11 1RS	First Thursday of the month at 7:30pm
Northants	Ade Sharpe	northants@pscuk.net	Ade Sharpe		Queen Eleanor Pub	First Wednesday of the month
Nottinghamshire	Steve Heath	nottinghamshire@pscuk.net	Borufus			
South Yorkshire	Henry Yorke	southyorkshire@pscuk.net	Henry Yorke		Winter Green Pub , Handsworth	First Monday of the month
West / North Yorkshire					The New Inn, Scarcroft, Leeds, LS14 3AT	Third Thursday of the month at 8pm
Wiltshire	Phil Day / Darren Gillam	wiltshire@pscuk.net	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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