

TORQUE



Inside:

- 106 Love Affair
- Autumn Curborough
- Daily Driver 205 GTI
- Discount Directory
- NEC
- Autosport International



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PEUGEOT
SPORT



NEW PEUGEOT 308 GTi

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PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the new 308 GTi by PEUGEOT SPORT are: Urban 34.9 (8.1), Extra Urban 57.6 (4.9), Combined 47.1 (6.0) and CO₂ 139 (g/km). MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions.

*Personal Contract Purchase. Finance subject to status. 18s +. Guarantee may be required. Finance provided by PSA Finance UK Ltd, Quadrant House, Princess Way, Redhill, RH1 1QA. Terms and conditions apply. **PEUGEOT Motor Company PLC is acting as a credit broker and is not a lender.** To finance your purchase we will introduce you to PSA Finance UK, RH1 1QA. Offer available until 31st December 2017. Model featured is a new 308 GTi by PEUGEOT SPORT 1.6L THP 270 S & S in Coupe Franche Ultimate Red / Nera Black. Advanced Driver Assistance Features are optional. Visit Peugeot.co.uk for more information. Information correct at time of going to print.

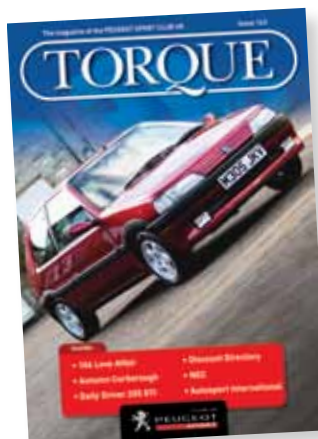
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Firstly, I would like to apologise for the delay in trying to sort our much-delayed AGM. Despite my best efforts we are still struggling to secure a location

and date however I am hopeful that by the time you read this we will have a date set at the Coventry Motor Museum in late February / March. I'd very much appreciate if as many members as possible could attend the AGM as last year we had several attendees with some great new ideas which help drive the Club on.

What we really need to talk about and agree is an approach on the vehicle kindly left to us by Tony Pratley - his mint phase 1 106 Rallye with just 43,000 miles on the clock. I'm keen that this car remains in the Club as this was one of Tony's wishes and we need to make sure that the Club maximises the value of this vehicle whilst ensuring it goes to a great home. We'd like the new owner to be a member who will show the vehicle rather than keeping it locked away in a heated garage.

As I mentioned in the last issue, planning of our Peugeot Festival 2018 is well underway and I'm sure that many of you who subscribe to our Facebook page will have seen Chris publicise this event over recent weeks. Rich is also kindly overseeing the invited clubs in addition to the traders and volumes of both are looking very healthy and will continue to build as the event approaches.

I need to ask for your support again to ensure that we do not speed through the village and also do not cause excessive noise on the campsite during the evening of the event. Last year we received praise on our behaviour and we must ensure this is repeated so that we can continue to use this exceptional venue.

Our events schedule for 2018 is looking busier than ever before but what I would ask is if there are any venues / events that you want to publicise for other members, that you please drop me a private message on the forum, I'll do my best to add this to the calendar.

Our first two events are Curborough on Bank Holiday Monday in early April with tickets now in the shop, and the much-loved annual Yorkshire trip which looks to be well attended again.

Thanks for your support

Stuart Farrimond

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Important Note:

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

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Join us on our ever growing Facebook page at Peugeot Sport Club UK (PSCUK) for all things Peugeot Sport Club along with all the latest event and merchandise news.



Follow Peugeot Sport Club on Twitter @PSCUK_

**Deadline for next issue:
15th April 2018**

Editor's Letter

Kicking off the New Year is Adam's stunning 106 XSi. This rare model has undergone a full overhaul and rightly takes the cover place for this first issue of 2018. Big thanks go to Adam Britton for taking the excellent photos of Adam's 106 over the Christmas period, it looks like we may have found ourselves a new Lancashire group photographer!

Our next member's car is Paul's daily driven 205 GTI. Paul may be better known for his Cosworth powered Talbot Sunbeam but despite rising GTI prices Paul's old school approach to motoring means that his makes the perfect daily car for him and his wife. Miles is next with his Miami 309 GTI returning to Torque after a couple of years break, during which time he completed the build of his 309 Turbo Cup Replica, our resident 309 expert loves a good project and this is sure to be a stunner once completed. Finally, our Chairman Stu completes the member's cars for this issue with the start of his 306 GTI-6 build. It took him quite some time to find the courage to tell his wife about his latest purchase but now that all is out in the open he can finally put pen to paper (or fingers to keyboard) to tell us all about his latest project.

In the centre pages you will find our Discount Directory which lists the latest Club discounts, this is also available in the member's only section of the forum where it is continually updated throughout the year. If you are able to secure any Club discounts then please let me know and I will update the Directory with the details, and if you are a trader reading this then please let me know if you are able to offer our member's a discount on parts, labour,

services or postage etc. and I will add your details too.

On page 19 you will find the results of the Car of the Year 2017 competition, so if your Peugeot was entered then you will probably have just turned straight to that page! It was great to receive many more votes than previous years with the votes being quite varied this time with no clear winner throughout. I really enjoy running the competition and counting the votes is now the highlight of my New Year's Day, remember that all of the member's Peugeots featured in Torque this year will be entered into this year's competition.

We have some great event reports within this issue; The Herald Classic Car Show, Forge Action Day, Autumn Curborough, NEC Classic Motor Show, Autosport International and Haynes International Motor Museum. Big thanks go to our local Group Leaders and Committee for organising these events and to you the members for attending and making them a success. In particular Adrian Meredith who provided several reports at short notice and Stuart Santos-Wing for the excellent Autumn Curborough photos.

Finally, the PSCUK is organising a trip to the Les Grandes Heures Automobiles show in France in September. There was a report from last year's show in the last issue of Torque and there is an advert for this year's trip on page 19 of this issue. Full details from the show organisers have not been released yet but there is a thread in the events section of the forum which will be continually updated and we hope to have some confirmed plans for the next issue.

Richard Shorrock

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Events

Curborough

(Bank Holiday Monday 2nd April)

The PSCUK have again booked this superb venue for the Easter Bank Holiday Monday. It would be good to see more members in Peugeots in attendance in 2018, so do what you can to get your cars ready! The



butty van will be booked too, as ever. Tickets are strictly limited to 30 to maximise track time and demand last year 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.

Yorkshire Driving Weekend

(Friday 6th – Saturday 7th April)

It was so good last year, and it has been since 2015, that we are planning to go back in 2018 before we move the weekend to a new location to keep it fresh. So, on this basis Leyburn in Yorkshire will be the base for Friday and Saturday night.

The 2 days of driving will be on the East Coast on Friday and Saturday and we see us drive over to Alston / Middleton-in-Teesdale (a spectacular 21 miles of road) and some of the regulars' favourite drives. We normally cover 180 - 230 miles each day and the drives start at 10:30am and finish about 5:00 / 6:00pm - enough time for a shower before we enjoy a few beers and some wholesome food.

Basingstoke Festival of Transport

(Sunday 13th May)

War Memorial Park will once again be filled with over 900 vehicles at the Basingstoke Festival of Transport. The festival includes a huge range of vehicles on static display, including classic, vintage and commercial vehicles, fire engines, military trucks, and a variety of specialist car clubs, trade stalls and catering outlets.

Whether you're a keen motor buff or you just want an interesting and enjoyable Sunday, Basingstoke Festival of Transport is a great day out for all the family. The show will take place between 11am and 4:30pm with event admission free. Contact Group Leader Adrian Butt for further details and add your name to the list on the forum.

Retro Rides Weekender

(Saturday 19th – Sunday 20th May)

Retro Rides is back again for another round of awesome cars, crazy cars, standard cars and mostly modified cars. 2018 will be better and more fun than ever before so join in for the usual collection of RWYB, club stands, guest cars, traders, choice food and good times. Held this year at Goodwood the track action is not a normal track day type arrangement, they will be doing things differently to what is normally done at Goodwood, obviously people will be able to apply to take part. The retro parking in the venue is pre-book but it isn't exclusive or anything, just retro pre-95ish.

The club stands will be laid out around the edge of the track which if they can get the numbers they get at The Gathering this will be pretty spectacular. The promenade is still under discussion, the idea being to take groups of cars out and round the track at a reasonable speed, and then back past the club area to park up again.

Camping will be larger than at The Gathering, but still limited. Saturday night activities are still in the works, a drive in cinema with at car food service seems like a good idea at the moment.



La Vie en Bleu / La Vita Rossa

(Saturday 26th – Sunday 27th May)

The annual pageant of French motoring excellence – La Vie en Bleu, takes place at Prescott Hill Climb, Gotherington in Gloucestershire – home of the Bugatti Owners' Club and our own Peugeot Festival.

This spectacular two day event has always been a firm favourite in the motoring calendar, and this year will be no exception. Since 2016 this show has also included 'La Vita Rosso' as Prescott also celebrates everything Italian!

Prescott Hill Climb will be transformed in celebration of fine French and Italian automobiles, themed entertainment, trade stalls and visiting car clubs. Special competition classes are available for French and Italian marques. The paddock will be packed with millions of pounds of French and Italian classic cars and supercars, whilst taking to the skies above, will be Tiger Aerobatics and their vintage air display (both days, weather permitting). The Bugatti Chiron and Bugatti Veyron Supersport and Pur Sang will be on display in the paddock and also on track during the weekend.

Retro Show

(Sunday 17th June)

The Retro Show is a classic car and bike show with a difference, unlike most shows where you park up in a field, this is an action-packed day where you can take part in the racing and show & shine whatever type of retro machinery you have. The show is open to all retro vehicles including cars, bikes, scooters and lorries from the 1950's to 1990's.

The Retro Show 2017 was a great success with a plethora of vintage vehicles on display both on and off the track. The show & shine paddock was full to the rafters with pristine show cars from a bygone era. As always the judges' decisions were made very difficult due to the high quality vehicles on display. The track was busy all weekend with a whole host of retro vehicles including drag demos from the Wild Bunch and of course the highlight of the day goes to the FireForce Jet Dragster.

The Flywheel Festival

(Saturday 23rd – Sunday 24th June)

Bicester Heritage will open its gates to thousands of enthusiasts for the inaugural collaboration between the Classic & Sports Car Show and Flywheel Festival. Flywheel has been one of the automotive calendar's must-see events since its debut showing in 2015, celebrating the very best of historic motoring and aviation in the perfect surroundings.

The Classic & Sports Car Show enjoyed a successful debut at Alexandra Palace in 2015, with £30 million worth of classic cars coming to the London venue. Moving to Bicester Heritage and teaming up with Flywheel will allow the event to grow and benefit from the festival's exemplary reputation and following. The new collaboration will combine land and air demonstrations of cars and aircraft, as well as cars on display from private owners and collectors, not to mention classics dealers.

Peugeot Festival

(Sunday 1 July)

The Peugeot Festival has established itself as the largest all Peugeot event in the UK and has for over a decade been held at the picturesque and historic Prescott Hillclimb in the Cotswolds. This year our Club will return for a fun day out for all Peugeot enthusiasts, with non - competitive hill runs and concours examples of the UK's finest sporting Peugeots. Why not make a weekend out of it and camp on the Saturday night? Evening entertainment will include a tug of war competition, quiz and other 'retro games' which will see many teams battle it out on the field.



With many interesting and varied Peugeots on show, visitors from Europe and other Peugeot invited clubs along with several traders there is always something different to see, including some interesting vehicles provided by Peugeot UK and other private collections in the VIP area.

We will be looking for volunteers to help run the event over the whole weekend; more details of how you can help out will be available soon.

For further details go to www.pugfest.co.uk. Peugeot Festival is held at Prescott Hill, Gotherington, Cheltenham, Glos. GL52 9RD.

RE-IGNITING THE 106 LOVE AFFAIR



BY ADAM BURROWS
PHOTOS BY ADAM BRITTON



My love affair for the 106 began way back in my early 20's when I purchased my first Peugeot, a low mileage 1994 1.4 106 XSI in red. I had wanted one for some time and after looking around for a good while I eventually spotted one quite local to where I live and decided to go and look at the car. I ended up buying the car and owned it for a good few years before selling it on to enable me to buy a 306 D turbo.

At the time my girlfriend (now wife) was also looking to replace her rather battered Ford Fiesta and whilst visiting her parents on the Fylde coast we noticed a blue 106 XSI for sale outside someone's house.

We went to look at the car and found it to be a one owner, low mileage car with just 29,000 on the clock. It had the larger 1.6 engine and after taking it for a test drive we negotiated a deal and bought the car. We now had his and hers 106's (sad but true).

Fast forward to March 2014 and my love affair with Peugeot was reignited following the purchase and restoration of a 1992 205 GTI (my favourite car of all time). I thought that would be it however, in December 2015 I

found myself, like many of us do, trawling through e-Bay looking at cars. By chance I stumbled across a 1994 106 XSI in Diablo red (not my favourite colour I have to say). I was drawn to the car initially because it looked so good in the pictures and because you don't tend to see too many 106 XSI's for sale. Many have disappeared (like both cars my wife and I owned in the 1990's) and many have been modified for track days etc.

I left it a few days but decided to 'watch' the car and see if there was any evident interest in the car. As time went on my mind began to do over time, should I make an offer? Should I stop looking at it? However, this soon stopped due to my Dad being admitted to hospital over the festive period of 2015. During an afternoon visit to see him on the ward we began to chat about cars and I ended up telling him about the 106. Those of you who know my Dad will know that he is very impulsive and very soon we had plans in place to buy the 106 and restore it like we had done with two 205's by this point.

I rang the seller to gain more details about the car and was told that the car had actually been owned by a very wealthy and successful couple. The car was used as a 'run around' by the lady of the house (or mansion as I was told) but after irreconcilable differences the couple split and the car lay untouched and unused for approximately 11 years in a heated barn. The current owner then decided to sell a number of vehicles he had including the XSI and the guy who I would eventually buy the car off purchased it in October 2015. We agreed a price and I then had to decide how to retrieve the car which was located in Brentwood. After a quick phone call to a very old friend, Alistair Kay, a date was set in early January 2016 to go and pick the car up. Upon arriving at the location, the car looked to be in good order. The history of the car is quite extensive and I have over 8 stamps on the warranty up to and including its current mileage of 86,000.

I rang the seller to gain more details about the car and was told that the car had actually been owned by a very wealthy and successful couple. The car was used as a 'run around' by the lady of the house (or mansion as I was told) but after irreconcilable differences the couple split and the car lay untouched and unused for approximately 11 years in a heated barn. The current owner then decided to sell a number of vehicles he had including the XSI and the guy who I would eventually buy the car off purchased it in October 2015. We agreed a price and I then had to decide how to retrieve the car which was located in Brentwood. After a quick phone call to a very old friend, Alistair Kay, a date was set in early January 2016 to go and pick the car up. Upon arriving at the location, the car looked to be in good order. The history of the car is quite extensive and I have over 8 stamps on the warranty up to and including its current mileage of 86,000.

After an inspection I decided to buy the car and after loading it onto the transporter, Al and I were on our way home. Having left Wigan at approximately 6:30am that morning and after delivering a car near to the Channel tunnel, we finally

got home at 9:00pm. The car was then unloaded at my Dad's house and remained there over the winter to see out the worst of the weather. In the mean time we needed to decide where to get it restored.

As previously stated the car was generally in good order and had no rust on it whatsoever. There were some issues however, that needed attention. Some of the window rubbers had perished and it was evident that water was creeping into the boot and rear quarter of the car. I managed to purchase some second-hand rubbers for the boot and rear windows and this resolved the problem. Other issues then surfaced in the form of the alarm and locking system. Again, these issues were resolved along with a faulty fuel pump that decided to stop working as I was dropping Darren Haliwell off after a Club meeting one night. This resulted in the car being abandoned on Darren's drive before we towed it back to my Dad's house. Having being fixed in April the weather was now improving and we could then fully assess the condition of the cars exterior.

Being Diablo red the obligatory paint blistering was evident on the bonnet and roof of the car. The tyres were not great and the alloys, although not in really bad condition would also require some restorative work. Time passed and after a number of quotes we (my Dad and I) decided that we were going to have the car restored by a company who had done some excellent work on a previous car that my Dad had owned. We agreed a very reasonable price to carry out the restoration and the garage also agreed to take the car in October 2016 to help us out with the ongoing storage issues we had at the time. To cut a long story short, the garage took on lots of insurance work over the next 8 months and after numerous trips to the workshop, little, in terms of progress was evident on the 106.

This was not too much of a problem in all honesty because I still did not have anywhere, other than my Dad's house to keep the car at and I was still trying to source somewhere to store it. Time continued to pass and after putting pressure on the garage, who at this point were well over the original date agreed, a new date was agreed in which they would complete the work on the car. I had hoped to take it to Peugeot Festival in 2017 but sadly this did not materialise. Indeed, a visit some 6 weeks prior to Peugeot Festival saw the car in a very sorry state both inside and out. However, once the car was finally ready for inspection (ironically 1 week after Peugeot Festival) the end result was, in my opinion fantastic.

The paintwork was great and the addition of a new windscreen, professionally refurbished alloys and period radio, built from two 106 radios (thanks to Johnny Unsworth for his help) meant that the car was looking really good. Luckily the interior was like new and despite the colour scheme the seats had no rips or visible damage. Furthermore, the dash board was relatively scratch free too. The carpets were in good order as was the condition of the engine. In fact, the only items replaced in the engine were the radiator and from a cosmetic perspective the heat shield and rocker cover (both purchased new from Peugeot to my amazement). I also managed to track down the original dealership J.H. Thorp, who sold the car originally and have to say that they were most helpful in sending me some old dealership stickers along with a set of plates for the car and were quite keen for me to take the car down to them at some point.

So, what does the future hold? Well I now find myself with a 106 XSi 1.6 (apparently one of the later phase 1 models) to accompany the 205 GTI. The 106 does not have the following of the 205 but they are a great little car with plenty of punch and good road holding capabilities, just like its larger brother. The plan is to take the car to Peugeot Festival 2018 before deciding whether or not to keep the car longer term. Having an unhealthy passion for cars is, as many of you know, expensive and I have not helped myself by recently purchasing a mint 208 GTI 30th.

Like the 205 I have and probably always will have a soft spot for the 106 and it has brought back some great memories of the first car I owned in the 1990's. It is far from perfect but I am really happy with how things have turned out with it. If I do end up at this year's Peugeot Festival with it then please say hello and feel free to take a close look at her (the car!). I cannot say when, if at all I will end up buying another Peugeot but if I win the lottery, you never know!



The Herald CLASSIC CAR SHOW & RALLY

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Saturday 23rd September 2017
Alton 10am to 4pm

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Alton Herald

The Herald Classic Car Show



23rd September 2017



new members debuting at the show (Julian Sexton, Mark Ford and Andy Mynott), not to get too carried away with excitement. Lunchtime beckoned, and lo and behold, the fun began with some retro music (of sorts), then a harmony trio, a bit of 1950's rock and roll dancing and a 103-year-old gent croaking his way badly through some 1940's wartime classics, much to the delight of the semi-sleeping elderly audience! Brilliant!

Enough of that. Back to the cars. Numbers were, I thought, a bit down on previous years, mainly due to the previously mentioned M3 congestion which had blocked all approach roads around Winchester and beyond. I know that the organisers were aware a number of entrants had got caught up in the melee, as well as one of our own. Once again, there was also a selection of new cars to view, brought in by the local Suzuki, Renault and Honda dealers, all offering a chance to look at the electric options, as well. In the centre of the High Street, was a glider (no, it hadn't crashed), borrowed from nearby Lasham airfield. This was from a gliding club and did create a lot of interest.

At the other end of the High Street was the American contingent, cars as well as vans and trucks. Added to this were several vehicles from World War Two, complete with re-enactors who looked to be the same age, if not older. In between, there was a nice mix of market traders, craft stallholders and the hustle and bustle of a busy Saturday afternoon with shoppers keen to view the cars.

In our location, we did pretty well. The weather, yet again was on our side. The sun even came out in the afternoon and we sat by the cars taking in the heat. Very nice indeed.

By 3.30pm it was all over – half an hour earlier than last year. Obviously, the day's events were too much for the towns inhabitants, so an early night was called for. By 4:00pm the cars had gone, the people had vanished, the shops were shut. Silence returned. In the warm sunny breeze, a piece of tumbleweed rolled down the High Street. Alton was back to normal!

By Adrian Butt

A welcome return to Alton, in mid -Hampshire, for the last of our group events in 2017.

Six cars were entered from the Mid Southern Counties Group, 205 GTI's dominating bar one solitary 306 XSi. Sadly, due to a massive incident (which made local TV headlines for days) on the nearby M3 motorway, our 306 owner never made it to the show, and eventually had to return home, disappointed.

This year there was a change of show organisers and this was reflected in my first encounter in nearby Anstey Park, where I cheerfully asked about our parking arrangements for our five remaining cars. The dour and surly response immediately made me remember we were in Alton! The omens at that stage didn't look good, especially when we were kept back (naughty boys?) until all the other cars had left the park, to drive in Alton town centre, a matter of half a mile away. In the event, and after a few delays, we were parked up very nicely towards the top end of the High Street. Result! Thank you, Mr Miserable official!

Anyone who has been to this show will know it's very different to the norm. The classic car show combines with a number of events organised by the town council and local charities, hence there are "other entertainments" on offer, which are a sight to behold (if you are unlucky!). The town really is on a different planet, so it was necessary for me to forewarn our





Forge MOTORSPORT *Action Day*

The Forge Motorsport Action Day is one of the biggest events of the year to take place at Castle Combe, attracting 6,000 visitors year on year and many car club displays. The day started well with a nice bright sunny outlook, which is always a positive thing when you have a full day ahead at a racing circuit, so stand set up got speedily under way with Club flags and banners put up before a start on car cleaning could commence. With a nice selection of member's cars on display we had a look around the stand and at this point noticed a car and several members seemed to be missing from the display.

After a few phone calls we located the missing members due to a vehicle breakdown on the way to the show, so without further ado Rob jumped in his car and attended the broken down car. So, Rob Cottrell breakdown service found Nick Ham with dizzy cap in hand on the side of the road. After a quick bit of diagnoses and fiddling it seemed that the rotor arm was the part causing the issue on his 205 GTI, so with a bit of cleaning and some more tinkering the engine was running. With all members back and cars in place on the Club stand, and with all cars cleaned and polished to perfection it was time for a full English breakfast in the race circuits Tavern club house.

After breakfast it was decided to have a walk around the paddock area and all the club stands, and the very large trade stand area put on for all the visiting crowds. These included; Pipercross, Bilstein, Eibach, Powerflex, Toyo tyres, Infinity exhausts and Cobra with an extensive range of seats on display for all to try plus many car detailing products.

Forge Motorsport had a large stand in the paddock which had some fantastic cars on display, many of them project cars and a few customer cars, along with many of the latest tuning products on offer from the Forge product range. The cars displayed on the stand included a Jaguar E Type with a triple rotor engine, a Mazda RS fitted with a LS engine, the main car on display was a Mk1 Golf GTI 'Berg Cup' car finished by the Forge team in the early hours of the morning before the event, so it could make the centre piece of the stand with its Wrigley's spearmint chewing gum paintwork.

The pleasant weather held up until just after dinner then we had a few rain showers, the good old British weather strikes again. This affected the on track action which was fully sold out from late morning. The wet circuit showed up some major talent issues or should we say major lack of talent, with many cars leaving the circuit and crashing, an early end to the day for these unfortunate people.

Yet again another great day with the Avon and Gloucester groups having a great day out at Castle Combe Race Circuit.

By Adrian Meredith

Photos courtesy of Alex Harry (Forge Motorsport) and Katie Howell (Castle Combe Circuit)





AUTUMN Curborough SPRINT DAY

On Sunday 22nd October the PSCUK again held a successful sprint day at the popular Curborough track. This was the first event here for many years to be held late in the year, but following member's feedback from our regular Easter event the Committee thought that it was about time to try another late year event.

Ticket sales were slow initially, with Steve Heath getting in their first and taking advantage of the early bird offer of £30 per ticket for the first 15 sold, the price then rose to £35 thereafter. As with our Easter event tickets were limited to 30 to maximise track time and this seemed to work well once again. Club Chairman Stu was initially worried about the slow ticket sales but everything turned out ok in the end as all of the 30 tickets were sold which was great to see.

Many members and guests arrived at the venue for 9:30am ready for the 9:45am briefing, signing on and sighting laps ahead of the 10:00am start. The format of the day was the same as at the Easter event, splitting the group into 2, the first 15 cars running on the track from 10:00am-11:30am whilst the second

group spectated, then swapping over from 11:30am-1:00pm. The afternoon sessions ran from 1:00pm-2:30pm and 2:30pm-4:00pm, again with the 2 groups swapping over. This meant that waiting times were halved and in the hour and a half rest period you could watch the others out on track, get some food and drink and generally fettle with your car. Many attendees managed to get in over 17 runs throughout the day which feels like good value.

Once again, the food van was present which was well received by those present on the day. Part of the deal of having this present is that the Club has to fund this if a minimum taking is not achieved, we didn't have to worry about that and thanks goes to those who made a purchase throughout the day.

Unfortunately, Roger Ashmead had to drop out at the last minute in his 206 GTI rally car as his gearbox seized in 3rd gear during a rally the week before, so he was out of action while he purchased the new parts needed for a rebuild. Adrian Knight and his eldest son Ethan attended for the first time in their 306 Rallye and both really enjoyed the day. Adrian said that it was great to meet up with





his Club friends from across the country and share the day with lots of laughs along the way, and with an eclectic mix of cars on the track.

Rhys Walbeoff was there in his 205 Rallye, this was his first time at Curborough and his first PSCUK event. Highlights were seeing the Tolman prepared 205 and scarring another member whilst giving them a passenger ride, although he wished the course was longer. Finally, Martin Curtis also attended for his second Curborough outing having got the bug at the April event. He had this to say about his day, "For me, it's a lot about getting to know my GTi-6 on and over the limit of grip and how to really drive it. The event is ideal for that and I am beginning to understand where I want to change the handling of the car. Essentially, I'll be looking for less roll and better damping. It's also about getting to know other members of the Club, as I plan to be in it for a long time. On that count, I enjoyed chatting with people and particularly enjoyed sharing rides, which is a brilliant facet of these events. Long may they continue and thanks again to the organisers!"



The next event at Curborough will be on Bank Holiday Monday 2nd April, and we have provisionally booked the only weekend date available later in the year on Saturday 27th October. This is a great day out where you can test the limits of your Peugeot in relative safety, there is plenty of run off around the track with nothing to hit. The day is well run and you can get plenty of track time in, the laps are not timed and you will be under no pressure to try and set a lap record. So, whether you want to test the latest modifications to your track or rally car on the limit, or take it easy in your daily driver this is one event that you should consider for this year. Tickets are now on sale for our Easter event in the Clubs online shop, and they will be on sale as soon as the late year date is confirmed.

By Richard Shorrock

Pictures supplied by Capture Your Car Photography. If you have any enquiries regarding further pictures of this event please email Stuart at captureyourcarphotography@outlook.com



DAILY DRIVER



Our Peugeot relationship started over 15 years ago with this car. It's the first and only Peugeot we have owned, but it's not our first French car. The 205 replaced our Renault 11 Turbo Phase 1, a D reg car that had been our daily driver for about 7 years. The Renault had a GT tuning 160 kit with a front mounted 4x4 Cosworth intercooler and was great fun. Unfortunately, it was damaged in a car park by a hit and run car that damaged the passenger door, B post and sill. Gutted!

The very next day a friend at work mentioned his next-door neighbour had car he was selling and he had owned it for a long time. I went for a look! The car was a 50,000 mile Phase 2 white 1.6 GTi that was owned firstly by his father (from new) for a couple of years, then his son (present owner). It was his daily driver. The car came from Dixon's Peugeot dealership in Morecambe and had stayed in Morecambe. The owner had outgrown the GTi due to a growing family (2 children) and wanted a 4-door car. (He replaced it with a 4 door Golf GTD).

We weren't looking for a 205 GTi but it was too good a car to leave. It was completely standard, all original paint and panels, low mileage, one family owned from new. A deal was done.

The car has stayed standard although 3 years ago it was put onto Omex 600 due to the characteristic (hunting idle). It didn't bother Carole, who drives it every day to work, but it annoyed me! My brother who runs a Ford tuning company suggested using the Omex as he has fitted it many times to RS Turbo's and Focus RS's with great success.

New Siemens injectors were fitted along with a new under bonnet loom and 36-1 crank trigger wheel, map sensor, air temperature sensor, throttle position sensor and Lambda. The original air flow meter, air box and hoses were left to keep a standard under bonnet look. It has now covered about 128k miles and has been



By Paul Norris
(sunbeamturbo)



very reliable. The engine had the head off in the first year of ownership to replace the stem seals and that's been it for the engine. It still uses no oil between services and the colour stays golden. The oil has been changed every 9 months (about 6k miles) religiously with Mobil Super 2000 10/40. The coolant is changed every 2 years as is the brake fluid. It is now on it's third set of new Michelin tyres (about half worn still). It has had four cambelt / water pump / tensioners changed at services and it had a new rear beam. The original clutch was replaced two years ago. It's had two starter motors and 2 alternators changed, 3 exhaust systems (standard), both wishbones and drop links. Dampers and springs are still the originals. It has had new wheel bearings all round at various times as needed and that's been about it. Fuel economy has been around 36mpg.

I have been very thorough with servicing and maintenance over the years and it seems to have worked.

The underside and cavities have always been closely inspected and treated with Dinitrol wax from my first day of ownership. This I have done yearly at the end of summer. The body work is still excellent considering it is still in the original paint and panels.

We have no intentions of restoring it as we like the patina of age and it will continue to be our everyday car, that lives outside at all times. A full restoration would be unnecessary.

Will I change to something modern? Unlikely, although having reached 50 years young this year, maybe a bit of comfort wouldn't go amiss – 208 or 308 GTi maybe! If I can find one with wind up windows!

Happy Motoring.





All-New Peugeot 3008 SUV does the double and wins Best SUV at Carbuyer Best Car Awards 2018

- All-new Peugeot 3008 SUV scoops the Best SUV award at the Carbuyer Best Car Awards 2018 for the second year in a row
- The all-new 3008 SUV also beat its rivals to win in two further categories: Best 4x4 & SUV and Best Economical SUV
- Peugeot's technology receives recognition in the Carbuyer Car Tech Awards 2018 with the all-new Peugeot 3008 SUV picking up the highly commended award for its satellite navigation system

The all-new Peugeot 3008 SUV has scooped the Best SUV award at the Carbuyer Best Car Awards 2018 for the second year in a row, as well as clinching first place in two other awards categories.

The award winning all-new 3008 SUV impressed the judging panel which praised the SUV for its excellent drive, premium design and impressive interior, particularly highlighting its state of the art Peugeot i-Cockpit®. The technology that makes up the i-Cockpit® offers a more intuitive and engaging driving experience, with a compact multi-function steering wheel, 12.3" head-up digital instrument display and 8.0" capacitive touchscreen with Mirror Screen® functionality comprising of Android Auto, Apple CarPlay™ and Mirror Link®.

The gold rush continued at the Carbuyer Car Tech Awards 2018 where the all-new 3008 SUV's satellite navigation system was awarded the highly commended prize in the Best Sat Nav category.

With the addition of these four prestigious accolades, the all-new 3008 SUV has now won 25 awards since its launch. Following the European start of sales in October 2017 it has sold over 278,000 vehicles globally and over 18,000 vehicles in the UK since January 2017. The most popular trim level is its Allure. Stuart Milne, Editor at Carbuyer, said: "In a market crammed with great models, it takes something truly special to stand out in the SUV market, and that's what the all-new Peugeot 3008 SUV does with style and grace.

"Its interior is a real highlight, with a genuine concept-car look and feel and a standard-fit i-Cockpit® digital instrument display. The all-new 3008 SUV is superbly practical, comfortable and safe, too. It also features a range of efficient engines that keep running costs down, while still remaining an excellent car to drive."

David Peel, Managing Director at Peugeot UK, said: "For the all-new Peugeot 3008 SUV to be awarded the Best SUV for a second year in a row is an incredible achievement. In a sector that has fierce competition, the all-new 3008 SUV yet again proved itself with a combination of practicality, refinement and high quality design.

"We'd like to thank Carbuyer for the Best 4x4 & SUVs award and the Most Economical SUV award which have both also been given to the all-new Peugeot 3008 SUV this year."

The Carbuyer Awards recognise the best cars in the top 20 most popular car categories, as searched for by Carbuyer.co.uk users. The expert reviews team then narrow down the shortlist to arrive at a category winner where the all-new Peugeot 3008 SUV took four awards.



Peugeot unveils Sea Drive Concept at Paris Boat Show 2017

- Peugeot partners with Beneteau to present innovative Sea Drive Concept at Nautic Paris Boat Show 2017
- Concept combines Peugeot's intelligently designed i-Cockpit® with Beneteau's connected Ship Control® technology
- Illustrates a new way of designing a boat's steering station, heralding the future of power-boating

Peugeot has unveiled the innovative Sea Drive Concept, created in partnership with global leisure craft expert, Beneteau, at the Nautic Paris Boat Show 2017.

Designed and built by Peugeot Design Lab, this unique concept combines the ergonomics of the Peugeot i-Cockpit® featured in its popular SUV range, with the connected Ship Control® technology developed by Beneteau. The collaborative project illustrates a new way of designing a boat's steering station, heralding the future of power-boating.

The functional demonstrator showcases how the ergonomic design and innovative technology features of the Peugeot i-Cockpit® can be utilised not only for automotive interiors, but for a wider range of applications. Peugeot Design Lab was keen to explore new territories, resulting in the partnership between the two iconic French brands with a shared passion for innovation and bold thinking.

The Peugeot i-Cockpit® design enhances the driveability of a car by increasing driver comfort and concentration. All of the characteristic components of the innovative interior layout used in Peugeot's latest models are clearly visible in the Sea Drive Concept.

The Sea Drive Concept's interior comprises a compact steering wheel for easier, more agile handling, a large 17-inch touchscreen displaying the Ship Control® interface for easy access to the boat's electronic functions, a folding panel displaying the main navigational information in the pilot's line of vision in a similar way to Peugeot's vehicle head up display and toggle switches on either side of the wheel for direct access to the main functions at all times.

Elements of Peugeot design can also be seen in the concept's build quality and choice of materials, which are based on its GT trim level, including Nappa leather, copper top-stitching and accents of chrome and satin.

Jean-Philippe Imparato, Peugeot Brand CEO, said: "The Peugeot i-Cockpit® showcases the central values of the Peugeot brand – innovation, design and premium quality. It has revolutionised the interior of our vehicles with easily accessible controls and increased comfort for drivers. "We are delighted to have had the opportunity to apply the carefully crafted ergonomics and design of i-Cockpit® to a different industry sector and demonstrate its adaptability as a design, particularly as it allowed us to form a partnership with a brand as prestigious as Beneteau."

French sailing and motorboat brand, Beneteau, has paved an innovative path in the boating world, setting up a research programme called Advanced Monitoring System (AMS) to centralise all useful information for on-board piloting, safety and comfort. A true on-board computer, the Ship Control® interface provides support and assistance for both navigation and on-board comfort. Several tablets can be connected locally to the interface, so each member of the crew can access all the functions available. Ship Control® allows central control of on-board lighting, air conditioning control, navigation, battery and fuel level checks, electrical and bilge pump management, HiFi and engine speed and revs.

Luca Brancaleon, Beneteau Brand CEO, said: "It is a great honour to be able to combine our Ship Control® technology with the Peugeot i-Cockpit® experience. Innovation is a Beneteau hallmark, so when Peugeot invited us to work on a joint project in the field of connectivity, we agreed immediately ! It's a real pleasure to see these two brands, both pioneers in their own fields, devoting their talents to boating."

Evo names Peugeot 208 GTI by Peugeot Sport Best Supermini

- **Best supermini title goes to Peugeot 208 GTI by Peugeot Sport in Evo Car of the Year Awards**
- **Praised for combination of sporting prowess and everyday usability**
- **Flagship version of best-selling Peugeot 208 range available to order online**

Peugeot's supermini flagship – the Peugeot 208 GTI by Peugeot Sport - has raced to success in this year's Evo Car of the Year Awards, taking the best supermini accolade.

The Peugeot 208 GTI by Peugeot Sport instantly struck a chord with Evo's road testers when first launched, praised for its potent combination of driving dynamics, performance and everyday usability. As a result, it has been crowned top of the performance supermini class.

Instantly recognisable thanks to its striking Coupe Franche colour scheme, 18" 'Lithium' multi-spoke black alloy wheels and Peugeot Sport badging, the Peugeot 208 GTI by Peugeot Sport is equally performance-led on the inside. Passengers are treated to a bespoke alcantara interior with contrast red stitching, and the Peugeot i-Cockpit® provides an intuitive driving experience in combination with the responsive compact leather steering wheel.

The exhilarating performance of this car is demonstrated with acceleration from 0 to 62 mph in 6.5 seconds (covering 0 to 1000 m in 26.5 seconds). This is matched by an equally impressive braking system: the brake discs are 323 mm in diameter and 28 mm thick and come fitted with Brembo fixed four-piston calipers - a Peugeot Sport signature feature - all with a view to ensuring optimum braking stability.

The Evo Car of the Year Awards is described as the biggest and most important story in Evo's year, naming the best performance cars on sale today. Evo Car of the Year winners major on driving dynamics, but offer all-round appeal for motorists looking for a genuinely exciting driving experience.

Commenting on the Peugeot 208 GTI by Peugeot Sport, Adam Towler, Deputy Editor of Evo, said: "This is a terrifically desirable hot hatch: small but practical, relatively frugal and, most of all, a car created by people with an obvious passion for enthusiastic driving. Forthcoming contenders will need to work hard to dethrone our favourite supermini."

David Peel, Managing Director at Peugeot UK, commented: "Given the loyal following the 208 supermini has in standard form, it is little surprise that the GTI by Peugeot Sport form makes a very beguiling option – something that has been recognised by the team at Evo.

"Peugeot's motorsport heritage lives in every inch of the car's DNA – from the finely tuned 1.6 THP 208 PS engine to the exterior detailing and design by Peugeot Sport. What makes it a winner is the fact it is an uncompromising car, engineered to be lived with and enjoyed every day."



2018 Calendar

The PSCUK 2018 calendar has been designed by the Club's graphic designer using images supplied by fully paid members and users of the forum.

Big thanks to all of the members who sent in their photos, this is really appreciated.

These are available to buy now in our online shop where they can be purchased at the following price, subject to availability;

£10 each including UK P&P, for non-UK shipping please purchase the additional postage item.





DISCOUNT DIRECTORY

Adrian Flux Insurance Services



0800 089 0035



www.adrianflux.co.uk

Adrian Flux Insurance Services are pleased to have the opportunity to serve the Peugeot Sport Club UK and provide its members with competitive and bespoke policies for their Peugeot's and any other vehicle they may own. As one of the UK's most respected specialist insurance intermediaries they have a panel of insurers who they will use to find members the most appropriate policy – with of course a club discount.

They have a panel of insurers who are able to provide PSCUK members the following benefits:

- Track day cover
- Laid up/Transit/In construction cover available
- Maximum introductory no claims bonus
- Full Breakdown and Recovery
- Protected NCB available
- Driving of other cars cover available
- European Green Card Cover
- Agreed value cover available – typically for vehicles over 10 years old
- Discounts are available for
- Security Precautions
- Experience of driving your Peugeot
- Low mileage
- Restricted driving
- Advanced Driving qualifications
- Discounts for other cars owned and Household Insurance

To take advantage of the club insurance scheme call the dedicated Club quotation line at Adrian Flux on 0800 089 0035 for your quotation. Lines are open 9.00 am to 7.00 pm Monday to Friday. 9.00am – 4.00pm Saturday.

There is a specific area on the discussion forum for general questions about insuring Peugeot's. Adrian Flux Insurance Services will be on hand to answer any questions posted. We have a member of staff – Dan@AdrianFlux who will monitor the forum and offer general advice where requested.

Please mention 'Peugeot Sport Club' when calling.

Ambassador Car Mats



01257 472315



info@ambassadorcarmats.co.uk



www.ambassadorcarmats.co.uk

Unit 100,
Bradley Hall Trading Estate,
Standish - Nr Wigan,
Lancashire. WN6 0XQ

Ambassador Car Mats provides a vast range of car mats for all types of models, as well as personalised styles to meet individual desires and needs. They offer High Quality Fitted & Universal Car Mats, Van Mats, Automotive Car Carpet, Interior Car Carpet, Interior Vinyl, Acoustic Cloth, Seat Belt Harness Pads and much more. All their car mats are made to order and manufactured on site. This service ensures they can deliver to your door within 3 working days even with personalisation.

Ambassador Car Mats will offer PSCUK members a discount of 20% off the list price of mats only, with postage and packaging for £7.50 using the code PSCUKSTU. This applies to all makes and models and not just Peugeot items.

Prices depend on whether you want a logo or boot mat etc. Price for a set of 4 with a stock logo on both fronts is £29.99 in standard or £39.99 in super (less 20% discount). £10 extra for additional badges on rear mats. Price for a full set including a boot mat with logo on both fronts and a boot mat is £49.99 or £69.99 in the super velour (less 20% discount). Price for a boot mat only with a logo is £20 in standard quality, £30 in super quality with a stock logo (less 20% discount).

Disklok



01257 795100



sales@disklokuk.co.uk



www.disklokuk.co.uk

Disklok House, Preston Rd.,
Charnock Richard,
Chorley, Lancashire.
PR7 5HH

Disklok is the strongest and most effective full cover steering wheel security lock in the world for cars and light commercial vehicles. For vehicle security, the unique award winning Disklok has a long and proven history of

outstanding performance, tried and tested against would-be car thieves and professional security testers. The reinforced all steel construction makes the Disklok an extreme deterrent with its high visibility and reputation for durability, outlasting the attack times of all other steering wheel locks on the market today. The unique advantage it has over the competitors is its ability to spin on the wheel when attacked, preventing steering and damage to the vehicles own steering wheel lock.

Disklok UK will offer PSCUK members a 10% discount and free next day delivery with the code PSCUK-10

Ecosse Automotive



01506 516106



info@ecosse-automotive.co.uk



www.ecosse-automotive.co.uk

Bo'mains Industrial Estate,
Linlithgow Road, Bo'ness,
Scotland,
EH51 0QG

Ecosse Automotive are an independent garage based in Bo'ness, in Central Scotland. Their purpose built premises and expertise enable them to provide servicing and repairs, diagnostics and tuning, accident repairs and paintwork restorations. No matter what level of work required, from a basic service to an engine rebuild the work is completed to the highest standard with guaranteed workmanship. Whether a daily runner or a performance track toy all their customers need something different from their cars.

Ecosse Automotive will offer PSCUK members free carriage for orders over £100, and a free rolling road run worth £50 +VAT with every large service upon production of a valid membership card.

Faringdon Garage



01367 241212

Marlborough Street, Faringdon,
Oxon. SN7 7JP

Faringdon Garage will offer PSCUK members a 10% discount upon production of a valid membership card.

Haynes Manuals



01206 256101 Consumer
Customer Services
01963 440635 / 01963 440001
Main Switchboard



haynesd2c@tbs-ltd.co.uk



www.haynes.co.uk

Disklok House, Preston Rd.,
Charnock Richard,
Chorley, Lancashire.
PR7 5HH

The worldwide leader in automotive and motorcycle repair, maintenance and customising manuals with sales of over 7 million manuals annually and over 150 million total sold globally, Haynes manuals are a must read for all car owners. Haynes manuals are the ultimate DIY guide books for used, collector, and newer vehicles. As one of the most widely read automotive books in the world, Haynes manuals cover the motoring industry from Acura to Volvo, from BMW to Yamaha. What sets Haynes manuals apart is the attention to detail that goes into the production of each book. Every manual is written from hands-on experience based on a complete teardown, which is the step-by-step procedure of dismantling a particular vehicle part-by-part. This is followed by the detailed rebuilding of the specific model it documents. Hundreds of photographs accompany each manual's step-by-step instructions. The DIYer can save a great deal of time and money, not to mention feeling proud of the job, by using a Haynes book.

Haynes manuals will offer PSCUK members a 15% discount with the code MMC.

Leda Suspension



01376 326531



jstubbbs@leda.com



www.leda.com

Unit 1,
Park Drive Industrial Estate,
Braintree, Essex,
CM7 1AP

For over 30 years Leda Suspension has been manufacturing race proven, cost effective shock absorbers. The basic Leda range of oil filled struts, inserts, coil overs and dampers is offered with a single bump and rebound adjuster. This specification can be upgraded to include twin and triple damping adjusters, remote canisters, and gas pressurisation. Leda Suspension undertakes repairs and re-valving on Leda units. Leda also offers a shock and damper dynamometer and re-valving service, coil spring rate measurement and is a supplier of road springs. Shock absorber servicing is

very important with respect to maintaining full performance potential, and Leda Suspension offers full servicing and re-gassing of Leda units. They also offer bespoke damper manufacture.

Leda Suspension will offer PSCUK members a 10% discount on new dampers excluding springs upon production of a valid membership card.

Lockwood	 0113 2440070
Unit 7, Croydon Street, Domestic Street Ind. Estate, Leeds, West Yorkshire. LS11 9RT	 sales@lockwoodinternational.co.uk
	 www.lockwoodinternational.co.uk

Over the past twenty plus years Lockwood have become renowned for the largest range of replacement MPH dials in the world. They manufacture them for a vast number of makes and models, including Lamborghini, Ferrari, Aston Martin and Rolls Royce. During these years they have also supplied them to hundreds of thousands of car owners who fit Lockwood Dials to add that 'feel good factor' to their driving experience.

They supply white or coloured replacement dials, sill plates and radiator grilles, at very attractive discounts. Lots of DIY enthusiasts buy pieces of stainless steel mesh for radiators and vents. The grill mesh they supply is 316 grade stainless steel. They keep certain sizes in stock but will supply DIY Stainless steel grill mesh in any size you require.

Lockwood will offer PSCUK members a 10% discount on online orders only with the code PSCUK.

Longlife	 www.longlife.co.uk
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With over 30 years' experience in the industry, Longlife offer a huge range of expertly made stainless steel exhausts. Each exhaust is bespoke, so you get the exact requirements that you need, whether you have a performance car, classic car, imported car, or if you just want to replace your standard exhaust. There are a few benefits of having a stainless steel exhaust; firstly, they are more durable compared to mild steel that can rust within 2 - 3 years of use. Secondly, a free flowing stainless steel exhaust will get rid of the exhaust gas more efficiently than an OEM system which will help improve your fuel economy. Another benefit of having a stainless steel exhaust, which is important to many of our customers, is that they have a brilliant shine and a nice polished finish. Providing that owners keep the exhaust clean, it will always have a perfect appearance. Longlife only offer the best stainless steel exhaust materials! Their stainless steel exhausts are made using only the best T304 grade stainless steel and are the only national exhaust brand to offer a transferrable lifetime guarantee!

Longlife will offer PSCUK members a discount of 5% upon production of a valid membership card. If you're local dealer doesn't recognise this then ask them to contact Longlife directly who should offer the discount.

Metal Monkey	 www.metal-monkey.co.uk
91 Sandon Road, Stafford. ST16 3HF	

Metal Monkey produce bespoke stainless steel dial kits and window stickers. Dial design and illumination can be customised with a variety of styles and colours.

Metal Monkey will offer PSCUK members a 10% discount upon production of a valid membership card.

Motowize	 01252 844 976
Unit C, Brocketts Business Park, Hulfords Lane, Hartley Wintney, Hampshire, RG27 8AG	 info@motowize.com
	 www.motowize.com

Motowize has been servicing, repairing and enhancing Peugeots & Citroens for over 19 years whilst also servicing all other makes as well.

They fit the highest quality parts available and replace like for like wherever possible. Their main technicians have been trained by main dealers and hold over 19 years of experience between them. Their technicians will tell you what is needed in no-nonsense clear terms. All new parts fitted are covered with a one year guarantee. All labour is provided with one year's guarantee. Although they are Peugeot and Citroën specialists they will happily repair or service any car manufactured in the last ten years.

Their fixed price servicing means you can be assured up front of the costs for any work undertaken. If necessary they will always try their best to provide you with a reliable courtesy car free of charge. They can repair your car and

ensure it has passed an MOT upon your return. They are experienced in tuning and can deal with any engine modification or suspension alterations.

Motowize will offer PSCUK members a 10% discount upon production of a valid membership card.

NK Group	 0161 6527080
Noise Killer Acoustics UK LTD Unit 7, Parkside Ind. Estate, Edge Lane Street, Royton, Oldham, Lancashire. OL2 6DS	 office@nkgroup.co.uk
	 www.nkgroup.co.uk

The NK Group consists of three divisions combining innovation, service and quality. These divisions are Soundproofing, Security and Thermal. They specialise in all aspects for the acoustic soundproofing markets from Industrial soundproofing to Domestic soundproofing.

The NK Group will offer PSCUK members a 10% discount on sound proofing kits and a 5% discount on its Clutch Claw security product upon production of a valid membership card.

OCD Finish	 07814797932
	 sales@ocdfinish.co.uk
	 www.ocdfinish.co.uk

OCD Finish was founded through the love of detailing. Their aim was to create a range of car care that is the ultimate in detailing products and customer service. They are a performance leading manufacturer of premium detailing products from shampoo to hydrophobic glass cleaner their products are delivering the ultimate shine to professional detailers and car enthusiasts across the UK.

OCD Finish will offer PSCUK members a discount by using the discount code of pug10 (lower case) in its website shop.

Opie Oils	 01209 202944
The Fuel Depot, Cardrew Way, Cardrew Industrial Estate, Redruth, Cornwall, TR15 1SS	 sales@opieoils.co.uk
	 www.opieoils.co.uk

Opie Oils is the UK's largest independent online retailer of performance oils and fluids, selling over 45 high quality automotive brands. They sell the most comprehensive range of quality and specialist oils for cars and bikes anywhere in Europe.

Opie Oils sell 38 brands in total, not just oils and fluids, including Amsoil, ArmorAll, Astonish, Bilt Hamber, Castrol, Denso, Dodo Juice, Farecla, Ferodo, Fuchs, Gulf, Hamp, K&N, Kent Car Care, Laser, Mahle, Meguiars, Mer, Michelin, Millers Oils, Millers Oils Classic, Mitsubishi, Mobil, Motul, Muc-Off, NGK, Nissan, Oil Safe, Polco, Red Line Oils, Shell, Silkolene, Simoniz, Subaru, Trico, UFI, Valvoline and WD-40.

Opie Oils will offer PSCUK members a 10% discount using the code PSOOC.

Platinum In Car	 024 7645 5111
Unit 2 Bartons Court, Stoke Row, Barras Green, Coventry, CV2 4PA	 contact@platinumincar.co.uk
	 www.platinumincar.co.uk

Hifi - Replacement Radio / Sat Nav / DVD Players + Screens, Subwoofer packages, Ipod integration, Bespoke car audio
Security - Insurance approved alarms and immobilisers, Remote start and text alert pagers, Keyless entry systems, Commercial security deadlocks and window grills
Tracking - Stolen vehicle tracking, Commercial fleet tracking services, Pay as you go tracking
Phone kits - Bluetooth car kits, Ipod / Iphone car kits, Music streaming car kits, Commercial phone kits
Window Tint - Security, 99% UV protection, Improved looks

Platinum In Car will offer PSCUK members a 10% discount upon production of a valid membership card.



Powerbulbs

Aysgarth House,
Aysgarth Drive,
Wakefield,
WF2 8UG

 01924 334180

 sales@powerbulbs.com

 www.powerbulbs.com

Powerbulbs specialise in bringing you only the best original equipment quality car headlight bulbs from leading manufacturers Philips and OSRAM. They have been selling headlight bulbs since 1977 and have the expertise to ensure you receive the best product for your driving requirements. If you don't know which car bulbs you need then their car bulb finder will identify suitable bulbs for your vehicle. Choose PowerBulbs and you'll also benefit from free worldwide delivery regardless of how much you spend. For added peace of mind PowerBulbs offers a 12 month warranty on all bulbs at no extra cost.

Powerbulbs will offer PSCUK members a 15% discount with the code PSCUK15.

Rangers Garage

Durrington, Salisbury,
Wiltshire. SP4 8DL

 01980 65 55 55

 www.rangersgarage.co.uk

Rangers Garage is a family firm that was established in 1921 and were very much at the forefront of the 205 GTI from launch. Their garage has two Peugeot master technicians offering servicing and MOT's and their online tyres are really competitive.

Rangers Garage will offer PSCUK members a 15% discount on tyres and servicing repairs upon production of a valid membership card.

Richardson Auto Electronics

 07763752479

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CAR OF THE YEAR

2017

The Results

So, here we are, Car of the Year 2017 – the results! We have been running this competition for a few years now and I am pleased to say that this year saw by far the highest number of votes cast, the new option to vote by text message proving very popular. Unlike last year, no one car stood out from the rest and the voting was diverse and close.

Steven's RCZ and Owen's 309 tied in fifth place, with Miles 309 taking fourth despite being one of the favourites to win. So, who took the third, second and first places? Read on to find out ...

3rd Tim McKee



305 SRD

The oldest car in this year's line-up has had a lot of work put into it to repair the heavily damaged rear end. With parts ordered and jobs ticked off the to-do list this car was a pleasure to fix up for Tim. Driving something totally different and with great reliability means that this 305 will be one to keep for quite some time.

2nd Rowan Chilton



309 XE

Rowan bought his 309 XE already modified, he then managed to source some original documents and brochures from the cars previous owner. He then had the wheels refurbed and changed the seats. A detailing session followed from his sponsor ObsessiveDetail which led to a trophy at this year's Peugeot Festival.

1st Ben Stuart



205 GTI-6

Originally bought with a 2.0 litre GTI-6 implant and minor modifications Ben's 205 has been well travelled around Europe, unfortunately on these trips it was crashed into by some local drivers. This led to a re-shell and overhaul, the results are clear to see as Ben's 205 made it onto the cover of this issue. A beautifully modified 205 GTI.

Well done to Ben for winning the Torque magazine Car of the Year 2017 title and the prize of a year's membership to the PSCUK. Congratulations.

Les Grandes Heures Automobiles

Thursday 27th September – Monday 1st October

The PSCUK are planning a trip to France to visit the Les Grandes Heures Automobiles show in late September. The details of the trip are still being planned at present and will be confirmed once further information is released by the show organisers, there is a thread in the events section of the forum to register your interest and keep up to date of the plans. This gives details of two hotels (budget and medium priced) which share the same bar, restaurant and secure car park. Member's may take part in all of the trip or join in when they like, doing one or two days if they wanted. A report of last year's show can be found in issue 142 of Torque (also available in the downloads section of our website).

The itinerary at present will be;

Thursday 27th Sept - leave Folkestone, UK mid-afternoon to catch the Euro Tunnel to Calais, France. Arrive in Calais where we have around a 2-hour drive to the hotel. Arriving at the hotel in the evening for a meal and drinks.

Fri 28th - Sat 29th Sept – leave the hotel nice and early for the short drive to the show. Between 8:00am to 10:00pm you will be able to take advantage of several activities on and beside the motor-racing track. Demonstrations of cars and motorcycles, including the prestigious Group B Rally Cars. Club parking to meet enthusiasts and their rare models. Shopping Village to benefit from an exhibition of legendary vehicles. Auction sale in the 1924 Pavillon with Aguttes. Trade Village to buy products linked to cars and motorcycles. Catering service on site for every styles and tastes. Bars, refreshment area, paddock access. The PSCUK is applying for a Club stand at the show and need a minimum of 10 Peugeots for this.

Sun 30th Sept – as above except between 8:00am to 6:00pm. At the end of the show there may be a chance to take part in a parade lap of the circuit. The speed track at the Linas-Monthéry motor racing venue opened in October 1924. Its 51° angled bends hosted the most prestigious races during the interwar period including the Grand Prix of the Automobile Club of France or the French Motorcycle Grand Prix. The track set the scene for several prestigious records and has now been reduced to 3.5 kilometres but hasn't held any races since 2004.

Monday 1st October – leave the hotel after breakfast for a leisurely drive back to Calais to catch the Euro Tunnel back to Folkestone, to arrive back in the UK around mid-day, then depart for home.

Peugeot's history with the Autodrome de Linas-Monthéry goes back a long way and they will be an Official Partners of Les Grandes Heures Automobiles, so you can expect to see many of you favourite sporting models from all eras.

For further details please see www.lesgrandesheuresautomobiles.com

Please note – itinerary is subject to change. Member's will be required to book their own accommodation and Euro Tunnel, the PSCUK will not fund this trip. Members must have adequate European insurance and breakdown cover for the duration of the trip. Member's take part in this trip at their own risk, the PSCUK is not liable for any damage to member's cars or themselves.





The PSCUK were again successful in securing a display area at the NEC for the biggest classic car show of the year. It was a slightly smaller spot than in 2016 and this meant limiting to 5 cars, but as 60 club applications were turned down by the organisers we did well to be invited back. A list was started on our forum well before the event so the members could volunteer their cars for display and the 5 cars eventually chosen were – Tom's silver 206 GT, Danny's red 106 Rallye, Justin's Miami blue 205 Dimma, Rob's black 205 GTI 1FM and my own 309 Turbo Cup Replica.

Thursday is set up day at the NEC so before I left home I cleaned the interior of my 309 and removed the wheels to get the inner wings and arches spotless. I then drove the 115 miles up to Birmingham and headed for the National Exhibition Centre, the service roads surrounding the 5 display halls were full of classic cars of all types. Some had been driven up by their owners but a surprising number were being unloaded from trailers or some very expensive looking transporters. With the dramatic increases in values of so many classic cars I am sure many are just treated as investments now and rarely turn a wheel.

I parked just outside the entrance door next to the PSCUK display and soon found a tap so I could fill my bucket and give my car its final wash. The other 4 cars and members were already there so we carefully placed the Pugs within our designated display area then set up the flooring, TV screens, seating, merchandise rail and cabinet. Stuart Farrimond, Ade Sharpe and Mike Bracken from the Committee were going to be manning the stand all weekend so they were staying locally; I caught a train home to North London and returned with a friend on the last day of the show.

The car parks were very busy on Sunday morning and there seemed to be a good number of visitors, reading the show website after the event it stated that 70,000 had attended over Friday, Saturday and Sunday. The 5 halls had 257 clubs, 500 trade stalls and somewhere near 1800 cars.

Steve and I called in at the PSCUK stand to say hello and then walked around all the halls so we did not miss anything. Within the halls were separate sponsored contests like the 'Meguiars Club Showcase' which had 16 immaculate cars with a 1959 Mini winning overall.

The 'Lancaster pride of ownership' contest had 20 entrants and a public vote made a 1983 VW Golf GTI the winner. The Sporting Bears charity took a thousand members of the public on their 'dream rides' around local roads in a choice of cars from TVR, Lotus, Porsche, Ferrari and AC Cobra etc. and raised £35,000 over the weekend.

Plenty of competition cars were on display and I saw enough Group B cars to keep anyone happy including a Sport Quattro road car and rally car, Ford RS200 and RS1700T, Peugeot 205 T16 and several Metro 6R4's. Hot hatches of all marques were very popular and these seem to be accepted by the classic car movement as a genre of its own. Modern Classics magazine were featuring a rare Fiat Tipo 16V and put it centre stage on their promotional stand. Silverstone Auctions held one of their sales at this event and some of the prices achieved are starting to get a bit crazy - Sierra RS500 £112,500, Escort Mk2 RS2000 £97,875, Escort Cosworth £91,000, Fiesta XR2 £22,500 and Capri 280 at £47,250, all these cars were very low mileage and immaculate but it is unlikely they will be used again.

It was worth having a good look around the trade stalls; I managed to pick up some stainless steel nuts and bolts for a pound a bag and bought myself an early Christmas present of a borescope camera which should come in useful. One trader was selling a DIY powder coating kit where you could use an oven or hot air gun to cure the powder once applied, the finish on the demo parts looked very good. Parts availability for our Peugeots is improving all the time but when you see the massive range of reproduced engine, gearbox, body and suspension bits for Fords in the Rally Design shop you realise we have a way to go but hopefully in time we will be as well catered for.

It is possible to get around the halls in a day but the crowds make taking photos difficult, the last 2 hours were much quieter so we shot around again and got a much better view and took most of my photos then. Lots of car magazines were on offer for a pound during the day, by the end they were being given away so I came home with plenty of reading material.

Personal favourites of mine were the Castrol and Bud Light liveried Jaguar sports racers and XJ13 plus some very nice early Lotus Esprit's.

By Miles Hood

*Photos by
Chris Hughes, Miles Hood
and Tom Fenton*





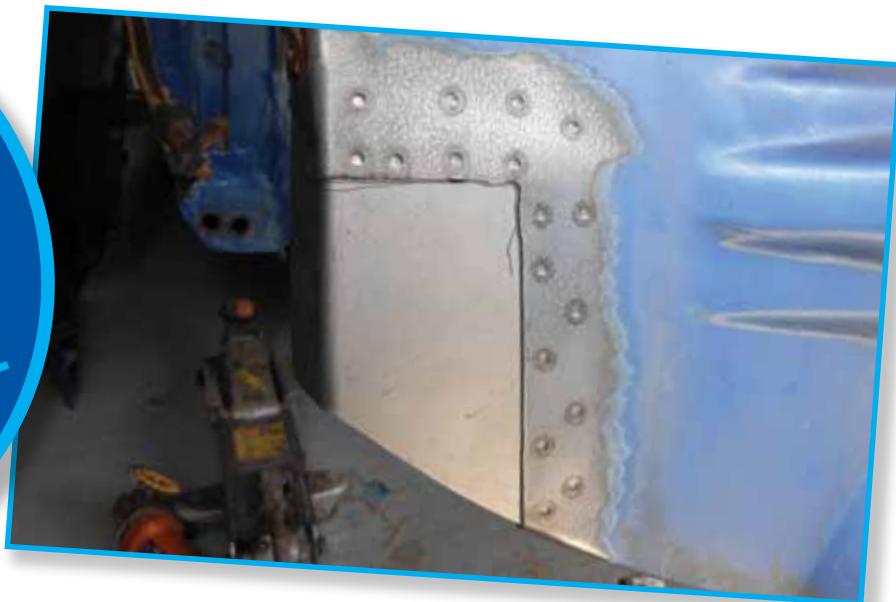
PROJECT MIAMI 309 GTI

PART 8
By Miles Hood

Now that my 309 Turbo Cup replica is finished it was time to return to my Miami blue 309 GTI project which has sat neglected on the other side of the garage for 2 and a half years. I had written a number of articles in Torque covering the strip down and early stages of the work on the blue 309, the last was in issue 133 of the magazine, after this I stacked all the parts into the shell and covered it with a dust sheet so I could start on the white Peugeot.

To recap on the GTI's history it was a 3-door in standard trim that had been used by one family from new, when it broke down the owner left it on his drive for 5 years. He never got round to fixing the problem and advertised it for sale on Pistonheads when he realised he would never be able to restore it. I was the first to reply to the advert and viewed the 309 on the way home from the French Car Show in July 2013; it was in a solid largely rust free condition because crucially it was dry inside. The Miami blue paint was a little faded while a door and rear wing had been resprayed in the past and were now almost turquoise in colour, the lacquer on the roof was cracked and white in places so a full respray would be needed. There was the usual selection of dings and dents around the panels but it was a solid car for a restoration project.

I left a deposit and later returned to collect the Peugeot, seized brakes and a driver's door that would not open made it awkward to get onto the trailer but we got it loaded up and delivered home to my garage. I soon got the door opened by removing the driver's seat and door card and spraying



penetrating oil onto the door mechanism to free up the sticky pivot on the lever that operates the catch. The breakdown which led to the car being laid up was caused by a faulty fuel pump, I fitted a spare Bosch unit and soon had the engine running although it was a bit noisy as the valve clearances and cam belt tensioner would need sorting out.

The 309 was then stripped down to a rolling shell; the interior, seats, door cards etc. came out and have been in my loft ever since, the front and rear bumpers are up there as well and have been getting an occasional spray of 'Back to Black' to keep them in good condition. The beam was stripped, wire brushed back to bare metal then painted and rebuilt with new shafts, bearings, seals and offset washers etc. The gearbox was thoroughly cleaned and then painted silver using Simoniz engine enamel, I then refitted the freshly plated clutch release arm with new yellow bushes and carefully stored it away under a dustsheet.

The 1905cc XU9JA engine was stripped down, cleaned and painted then rebuilt to standard spec with new Goetze liners, rings, shell bearings, a brand new crankshaft and a full gasket set. The only changes from standard will be a 1.6 flywheel and a BBM alloy crank pulley, the engine has been carefully stored on a wheeled trolley and is ready to be refitted.

Even while I was working on my other 309 I was picking up parts for this one whenever a bargain appeared on e-Bay or discounts were available. By buying parts over 3 or 4 years I have spread the cost and I have plenty of new bits to go on when the car is reassembled, gear rods, stainless





water pipes, trim, badges, wishbones and ARB drop links are all awaiting refitting.

Possibly the best bargain was a new in box set of Koni shocks and springs that I picked up from an advert on the 'GTI Drivers' forum. The rear shocks are adjustable and the fronts top adjustable and were well under half price at £150, I fitted them recently to the hubs which I had refurbished with fresh Febi wheel bearings and replated drive flanges, so after painting they look like new.

After spending so much time on my white 309 I had a bit of a rest from working on old Peugeots but soon found myself getting down to the garage again for a few hours on my days off work. I was going to remove the power assisted steering during the restoration but have now decided to retain the original PAS setup although I will be using a 306 fluid reservoir mounted behind the driver's side headlamp. I am currently degreasing the rack and pipe work, I have the 3 new gaiters I need and bought a pair of new track rods with TR ends for under £20 on e-Bay so it should look tidy once it is back together. The steel tube part of the high pressure PAS hose could do with replating but that might not be possible so I may just rub it down and paint it instead.

I have been gathering parts and have nearly got a full bucket to be sent to Electroplate UK Ltd for zinc passivate plating so that will be done some time this winter.

The front end of the 309 has been on axle stands with the running gear removed but I have just refitted the sub frame, wishbones and shocks / hubs so I could get it back on its wheels to make it easier for the dents to be sorted out. I learnt my lesson on my white 309 and there was to be no messing about with filler this time so I gave Jake at F1 Dents a call and arranged for him to come over, he had done a great job on my Turbo Cup replica and I wanted to use him again this



time. I refitted both front wings and bolted them solidly in place, the passenger wing had a large dent at the front possibly caused when we were manhandling the car onto the trailer so I asked Jake to do his best and see if he could save it. He worked his way around the 309 as every panel needed work except the bonnet, all the interior trim was removed so it was easy for him to get his levers into the required spots. He spent the most time on the front wing and even had to use a hot air gun at one stage but when he was finished the large dent was completely gone, the cost of £200 might be almost half what I originally paid for the GTI but it is money well spent as I can get straight on with other jobs.

Winter is here now and it is going to make the preparation of the paint work a cold and miserable job but with primer, paint and clear coat the last major job I will try to persevere with it and if all goes well I might be doing some spraying in summer 2018.



SIGMA 6 SAVED

Part 1

As many of you who know me will know, I love Peugeots and car projects in equal measures. I'm lucky to have a few older Peugeots, 2 of which have been brought back from the dead over the last 8 years or so. My first 205 since I was in my 20's was bought for me by my wife when she was made redundant and after 10 years of great service is currently in storage needing a head gasket replacement and some rust repair. My 40th birthday present in 2009 was a 205 CTI that looked a little forlorn before I spent £500 and 7 months of my time on her as she had been sitting on a driveway unloved for a few years and needed an interior, roof and a good polish. Then of course my pride and joy and my most recent project, my fully restored 309 GTI Goodwood that featured in a few issues of Torque 18 months ago as well as being on show at the Goodwood Festival of Speed in 2015.

Imagine my surprise then when I managed to find another project car and one which I have always thought very highly of, a phase 1 306 GTI-6. I'd liked to have been in a position to buy the vehicle already completed (Mrs F would have had me 'bumped off') however I love the challenge of restoring a vehicle from what looks like a bit of a lost soul into something that looks relatively decent without spending too much (Goodwood excepted).

I managed to find a car with just 48k miles on the shell which was a rolling project missing engine, gearbox, exhaust, interior and wheels and it looked in a very sorry state. It's Sigma blue paint was very faded and dull with minor scratches and over 200 dents as Kev the Dent Man informed me at Peugeot Festival '17. I didn't want the project to be completed quickly as I wanted to ensure that I could get it exactly how I wanted it without spending too much on the body work which with the exception of dents and scratches looked OK and was relatively rust free. I'm also very grateful to Harry Schoneville who kindly loaned me some space in one of his Dad's fields at his farm as otherwise I wouldn't have been able to complete this project.

So, I decided to take the plunge and Al Kay kindly collected the car for me and delivered it to Harry's Dad's farm so that the project could begin. I managed to source a lot of the parts that I needed relatively quickly including the gearbox, wheels and interior and although not the correct seats I thought they would do until I found the right ones. The engine seemed to be more difficult to locate due to the popularity for 205 GTI conversions. As luck would have it I managed to find the correct phase 1 alcantara interior from Elliott who is a keen Peugeot enthusiast himself and I collected this at Pugfest 2016.

As the farm was only 20 minutes away, I went over to the vehicle only on good days as the vehicle was parked in an exposed area, but Harry had kindly put the vehicle on massive wooden boards so it wouldn't be smothered in grass and remained relatively dry under foot.



So, over the next 18 months I spent the odd Saturday when my wife was shopping or 'on the piss' with her friends which limited the speed at which the project was completed. As many of you will know I'm not that mechanically minded but I don't mind trying to have a go where I can. Mark Dixon again was very influential in me being able to complete a large proportion of this project.

I sourced the scruffy wheels which were then sent to the local powder coaters and as a Christmas present from the Mrs I got them fitted with brand-new Uniroyal Rain Sport 3's in the correct 195 55 15 fitment. I love a clean set of wheels and tyres on my vehicle, for me it really sets the car off.

I managed to find a low mileage full exhaust from another Club member for just £70 and with just 2000 miles covered and costing £200 from the dealers 2 years before, I was made up. A few coats of aluminium silver paint and it looked like new. It was fitted along with new handbrake cables which were attached to the presumed 'OK' rear calipers, more on that in the next issue.

I then gathered smaller parts to send to the powder coaters. The air box, spare wheel carrier and other brackets looked like they had been at the bottom of the North Sea for a decade. Once coated they looked pristine and with the exception of the engine bay parts, they were refitted.

I am no fan of original audio equipment as they show their age so as this car was never going to be concours, I located a used Pioneer Bluetooth audio unit that my other 3 Peugeots have. It looks a little dated so doesn't stand out in any of my cars. Once wired up to my favourite Pioneer under seat sub and new front door speakers it sounded great.

There was one big job left, the engine bay looked a little empty and I was itching to drive it. I had at last managed to source a 90,000-mile engine, gearbox and phase 1 passenger seat to repair my slightly scruffy driver's seat.

Next time there are a few niggly jobs and the big one, then it was time to enjoy it!

By Stu Farrimond



THE RACING CAR SHOW

By Richard Shorrock
Photos by Adrian Meredith and Steve Heath



Held at the NEC since January 1991, Autosport International celebrated its 28th anniversary between the 11th and 14th January 2018 at the NEC in Birmingham.

This annual pre-season event covers all areas of motorsport, both professional and grass roots, from karting right up to Formula One. Featuring the very latest in motorsport, automotive and performance engineering technology, alongside cars and exhibitors from every level of motor racing, this event uniquely caters for the industry and motorsport fans alike; encompassing two trade-only days for members of the motorsport industry to meet, network and do business and two days for enthusiasts to see the fastest cars, biggest stars and most amazing live action.



Ferrari were the main feature in 2018; with an exciting new centrepiece to the show created in collaboration with Ferrari. The Ferrari feature showcased the lineage from its legendary sports cars through to Formula One, courtesy of Corse Clienti - Ferrari's exclusive client racing programme. Corse Clienti can, uniquely in the automotive world, take an owner via its Corsa Pilota programme from a 488 GTB through the Ferrari Challenge Series, the FXX cars, to Le Mans and even to owning and driving a Scuderia Ferrari F1 car.

The latest Ferrari 488 Challenge was displayed on the main Ferrari feature stand throughout the show. The 488 Challenge represents one element within the Corse Clienti programme - The Ferrari Challenge, a series which regularly renews itself to become ever more interesting. The exclusive Ferrari FXX-K Evo made its world premiere at Finali Mondiali at Mugello. Autosport International was the first time that an XX Programme car has been at an event outside of Italy, prior to its on-track debut. Using expertise from within its F1 programme, Ferrari has adopted much more carbon fibre for the FXX-K Evo than its predecessor and still produces more than 1000bhp from its V12 powerplant.

The car has undergone some extensive revisions to its aero package to help increase downforce and airflow. The track-only car produces over 830kg of downforce at top speed, which is a 23 per cent improvement compared to the FXX-K. The FXX-K Evo's boosted performance also demanded new front brake air intakes which are more efficient thanks to a complete redesign of the intake itself. These upgrades create the perfect track machine, capable of high minimum cornering speed and a technical prowess derived from Ferrari's F1 racers. Ferrari's FXX-K Evo is aimed at a small, select group of Ferrari clients: supercar enthusiasts eager to share the development with Prancing Horse technicians, through driving a closed-wheel laboratory car.

Also on show was the 2017 FIA World Endurance Championship (WEC) Ferrari 488 GTE. The car on display was the car which sealed the GT manufacturers' crown at the last WEC race in Shanghai, China.



Always one of the most popular features at the show, the Dunlop MSA BTCC Display, this year saw champions Gordon Shedden, Matt Neal, Colin Turkington and Andrew Jordan taking part in signing sessions, interviews and entertaining the fans.

Reigning British Touring Car Champion Ash Sutton led a star-studded celebration of BTCC as the championship kickstarted the 60th anniversary at the show. He was joined by fellow BTCC drivers and former Championship winners on the Autosport Stage. Between them, the drivers have amassed numerous BTCC championships and fans at the show had the chance to hear first-hand accounts about the season just past and their predictions ahead of the 2018 season.





WRC

FIA WORLD RALLY CHAMPIONSHIP

The 2018 World Rally Championship launched at Autosport International ahead of the season-opener in Monte Carlo. It was the first time a top-tier FIA World Championship

had launched at the show in its 27-year history. Lead drivers, co-drivers and team principals were in one place and on hand to talk about the 2017 championship and share their opinions on what the new season will bring. Each manufacturer team contesting the 13 rounds of the 2018 season, Citroën, Hyundai, M-Sport and Toyota paraded their 2018 rally cars on the Autosport main stage in what was truly a WRC takeover.

Recent Wales Rally GB winner Elfyn Evans supported the launch at Autosport International, outlining the benefits to fans as well as those inside the industry. Evans said: "The Autosport show is something that, certainly the likes of Kris [Meeke], Craig [Breen] and all of our co-drivers, have grown up with and it's a good show in its own right. There's a bit of everything from across all aspects of motorsport and for the World Rally Championship to be right at the heart of that is very good news." M-Sport Team principal Malcolm Wilson added "I've been going to Autosport International since it began and it really is seen, industry-wide, as the start of the season, so to have an event with this sort of global reach is fantastic for the World Rally Championship. Coming at it from the other side, I've always championed more rally content at Autosport International and this year we have more than ever!"



MANSELL

25 years since he won the CART IndyCar World Series, Nigel Mansell was at the Birmingham

NEC over the weekend to take part in signing sessions and discuss his career on the Autosport Stage. Speaking of the show, Mansell said: "It's a great chance for the industry to come together at the beginning of the year and for the fans to see the new cars get unveiled. Plus, the NEC is a fantastic venue for Autosport International. To have something in our own country which is the home of Formula 1 and motorsport is just tremendous for the fans. For motor sport enthusiasts, there is something for everybody. It's very special – you can't miss it."

Mansell's Formula 1 career spanned 15 seasons between 1980 and 1995 with 187 starts for four teams: Ferrari, Lotus, McLaren and Williams. The former British racer is to date still the only person to be the Formula 1 World Champion and the CART Indy Car World Series Champion simultaneously.

Having started his career in kart racing and Formula Ford, Mansell quickly progressed through the ranks in Formula Three before reaching the top tier of motor racing with Lotus in 1980, then joining Williams from 1985 to 1988. Mansell was the last F1 driver signed by Enzo Ferrari, and raced for the famous Italian team in 1989 and 1990. Fans attending Autosport International were able to enjoy a centrepiece showcasing the lineage of Ferrari, featuring everything from its legendary sports cars through to Formula One. After winning the F1 title in the infamous 'Red 5' Williams FW14B in 1992, the Brit moved across to racing in the CART series in the USA in 1993, becoming the first person to win the CART title in his debut season.

Mansell briefly drove in a number of races in the British Touring Car Championship (BTCC) during the 1998 season, where he led the field on his debut event weekend at Donington Park in tumultuous conditions, later finishing fifth, in a race still to this day deemed one of the greatest in BTCC history. He has made numerous racing appearances including Grand Prix Masters, FIA GT Championship and the Le Mans 24 Hours in 2010 racing alongside his sons Greg and Leo. "The British motorsport fans mean so much to me, and to be coming to my home town Birmingham and getting the opportunity to engage with them at Autosport International 2018 I couldn't be happier."



HAYNES INTERNATIONAL MOTOR MUSEUM

It seems that the show season was behind us so we decided that an Avon group trip to a car Museum would be a great way to spend a Sunday. So, after a little investigation and some planning the date was set and the Avon members along with some members from the Gloucester group joined up at the Museum in Sparkford, just outside of Yeovil.

Haynes International Motor Museum has just been finished after a massive expansion and refit. The Museum is now home to over four hundred cars and motorcycles from all over the world. The new modern entrance hall had a large restaurant overlooking a lovely landscaped outdoor seating area ready for the summer weather and sunny picnics. The restaurant had a fine variety of meals on offer which we could not ignore so several members enjoyed a full English breakfast, whilst being overlooked by several classic cars which had been put on display in the raised walkway above.

The restaurant is also home to the new monthly breakfast club on the first Sunday of the month, set up for car clubs and enthusiasts, an event we might return to in the future. We then started our tour of the car collection which has been gathered together since 1985 mostly by John Haynes who still owns approximately seventy percent of the vehicles on display. Since the recent expansion the Museum also has an education area, various large rooms available for function hire and a large children's play area. The new upstairs area had a fantastic motorcycle speedway bike display with lots of famous bikes with various videos playing and an excellent workshop area showing the stages of building the motorbikes.

The main halls had some fantastic displays showing a great variety of cars, some grouped together in the same type colour area, others in groups of makes; Austin, MG, Lotus, Ford, Jaguar, etc. In the corner of one hall a display of custom cars had been put together which included a V12 engine hot rod Morris Minor van which had a fantastic candy paint scheme. Another hall had a very large collection of Wolseley cars all through the years which faced another line up of thirteen Morris cars all in brilliant condition, at the end of this hall we had a chance to dress up in some 1930's traditional clothes and climb aboard a convertible Morris in a garage workshop for photos. It did not take long for several members to act the fools, we are without any prompting to get dressed up for a few photos.

One of the larger halls had a display of American cars ranging from the 1930's up to approximately 1985. This display showed how large the American cars were compared to the British cars, some are truly massive in comparison. The Mark Webber exhibition forms part of a new area within the Museum, it has some fantastic photos and lots of information displayed around the walls. The centre piece is a large one-inch thick Perspex box containing Mark's 2010 Red Bull racing RB6 Formula One car. It was fantastic to get so close to this brilliant piece of engineering which Mark managed to gain four outright wins in the 2010 season.

Some of the other areas of great interest included memory lane, super car century, travelling in style, hall of motor sport, the red room which was exactly that - a very large room that had over forty cars all painted red of all shapes and sizes, wheels around the world, veteran and vintage, minis and micro cars, Great British cars, automobilia and library and archive. We all had a fantastic day looking around Haynes International Motor Museum, and I would highly recommend it to all you car fans.

By Adrian Meredith



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

Last year was busy for the Avon group covering lots of events in many locations finishing off the year with a fantastic Christmas meal at Cosmo Restaurant in Clifton, Bristol. The evening went very well with great food and enjoyable conversations with some members of the Gloucestershire group driving down to join in the evening Christmas celebrations.

The 2018 season looks to be the same if not even busier than last year which is great news for the Avon group. Castle Combe Race Circuit has released all of its event dates for this season, which does seem to form a large part of the Avon group's local events. With some great tarmac and grass areas for car club displays along with all day club track action and some excellent trade stands.

Spring Action Day / Sat 7th April
Summer Action Day / Sat 7th July
Forge Motorsport Day / Sat 8th Sept
Rallyday / Sat 22nd Sept

I also hope to arrange a factory tour which will more than likely be at the BMW Mini plant based in Oxford which according to the reviews is a really good tour. This tour is very popular and seems to have a few months waiting list so I will plan this to fit in between the normal shows at Castle Combe Race Circuit.

We hope to also return to a local event in central Bristol called Queens Square Breakfast Club. This event takes part on the second Sunday of every month with a great varied selection of vehicles turning up and owners meeting early in the morning for a chat and a coffee. We have visited this event in the past but it does seem time to return as it is a great free event which usually lasts just a few hours. Which then enables everybody to continue with the normal family Sunday routine; shopping, DIY, car cleaning etc?

As usual we will be putting an Avon group stand together for Peugeot Festival on 1st July at Prescott which yet again will be the highlight of the Peugeot show season and I am sure we will be joined again by Rob and his Gloucestershire group members.

The Avon group would like to welcome any local PSCUK members along to the local Avon meetings which happen on the first Monday of every month.

Adrian

ESSEX GROUP

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

TEL: 07530 428725

EMAIL: silky_s16@hotmail.com

MEET: Call Michael for details

LOCATION: Call Michael for details

Hello everyone,

I would like to start by thanking all those that were able to get to an Essex meet, one of the local events, Peugeot Festival or even our Euro Trip during 2017. The newly reformed group has been going for just over two and a half years now and within that time it's grown steadily. We need to kick on during 2018 and try to make it bigger and better. If anyone has any ideas about doing something different or ways of improving things, then please let me know.

The long, dark months are here, you just cannot seem to escape them at the moment, which is a real shame for those who like to be out of an evening having a tinker. Luckily there is still light of a weekend, but the bitter cold doesn't make it fun at all. All that being said, we've had some decent work going on over here in Essex with dirty hands being worked hard and our Pugs still being used. We had a Christmas meal early December which was well attended, had decent food, lots of insults, trash talk and fun. The group certainly does feel like a group of mates rather than guys standing about looking aimlessly at another car in a car park with just a nod and a hello.

So, onto the now famous 'how are they doing' section of the Essex group report. As winter nights draw in, nobody wants to be out in sub-zero temperatures fitting a set of throttle bodies, or rebuilding a beam, or fixing dodgy batteries, coolant pipes, changing wishbones or even putting together a freshly painted car ... well unless you're nuts!

#Carparkcar is still alive, just using consumables and behaving nicely. Ian's attention is still on his track car, he's been fine tuning the throttle bodies, rebuilding a rear beam and also trying to perform surgery on a 205 bonnet to get more air to the TB's. Think Mad Max mixed with a mid 90's Max Power front cover car mixed with an angle grinder and the most random set of bolts you've ever seen, it certainly looks the part. Orders being taken in the spring, starting at £399 delivered.

Mike Peck continues to keep both his 205 GTI and 206 180 on the road, the 180 having had some recent front-end suspension work. It also completed a couple of long road trips without putting a foot wrong. Spencer's CTI-6 has only needed a clean and a new battery (his loving taste of Kellogg's Cornflakes means he can justify the price). Aaron has now finished the rebuild of his Miami 205, it's looking mighty fine and should be at a show or two in the summer, until then it sits hidden away. Anthony has had some recent local help to try and get the Dimma finished, an issue with coolant pipes and a possible air lock was causing him a headache,

but it seems to be running ok now, it just needs a set-up and tune plus a few individual touches, more to come on that I'm sure.

Grahame is still racking up miles in the 308, Doris the 205 and his white track 205 are still hibernating but will return to terrorise Ian on a track later this spring. Stu's 309 is still fast asleep, is like a tortoise that thing, but believe it will be coaxed out of its shell early 2018 to make an appearance at shows. He has also added a very clean Astor 306 GTi-6 to the fleet, I'm sure he'll steal it from time to time but it's his girlfriend Dani's car. Ash is still fiddling with the 306 DTurbo, engine build time this year, lots to learn but I'm sure we'll be seeing a much faster 306 with him soon. I still have my Mk4 Golf V5, I am desperate to get back in a 306 so I am frantically looking at all for sale adverts so I can be back in a Peugeot for the rest of the year.

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 got an Instagram page, search PSCUKEssexGroup for all Peugeot related photos.

Michael

LANCASHIRE GROUP

GROUP LEADER: **Stuart Farrimond**

TEL: 01257 426563

EMAIL: lancashire@pscuk.net

MEET: 2nd Tuesday of the month at 8pm

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

It's been a quiet period in the Lancs region with our meets remaining well attended but our attendance at shows and events limited over the past few months. Daz has decided to sell his GTi-6 and it was bought by PSCUK member Stu Rust. BLC remains in storage and Daz has promised he will get this out during 2018 and use it more as it was designed for.

I've been using the CTI over the last few months as the GTi-6 has been with super mechanic Mark Dixon, as he kindly helped me out with replacing the head gasket which failed shortly after Curborough in October. The car was up and running at the end of January and I'm planning to spend a little more time on it to get it exactly how I want it. I will be freeing up the Goodwood from storage during March in preparation for the Lancs attendance at the Southport Supercar Show which looks to be well attended by other Lancs members.

Harry's phase 1 306 still remains untouched however he is planning to get it in for a MOT to see what items it fails on, so he can then put a plan together to get the car up and running. Adam has surprised us with a new purchase, he sold his BMW and bought an exact replica of his Dad's car, a 208 GTi 30th in Satin white and is loving every minute of it. It was great to see

Jonathan Unsworth and Alan Fouracre appear at the January meet and we hope to see them attending more meets as 2018 progresses.

We are planning to attend a Preston Supercar Meet during the first couple of months of 2018, and hopefully this will become a regular meet as we normally go for a short drive afterwards. It's a great meet and we all have some breakfast then a look at some really awesome cars attending, and we always seem to turn heads in the old Peugeots.

We hope to have more of an attendance at a local event at The Cornerhouse restaurant, where every month there is a Sunday classic car meet with bacon sandwiches and coffee and, whether permitting, this is a great event.

It would be good to see some new members joining us, if you live in Lancashire please drop me a PM on the forum and we would love to see you there.

Stu

South Yorkshire

GROUP LEADER: Henry Yorke

EMAIL: southyorkshire@pscuk.net

MEET: 1st Monday of the month (S. Yorks) & 3rd Monday of the month (Derbyshire)

LOCATION: Sheffield (S. Yorks) & Chesterfield (Derbyshire) see forum or Facebook for details

It has been a while since the infamous Yorkshire Bastards have graced the rear pages of the

magnificent Torque magazine, but it is not that we have gone into hibernation, it is just that I have been a bit lazy to write anything, so apologies for that.

For those who are newer to the PSCUK, the Yorkshire and Derbyshire groups have very similar attendees as they are not too far from each other and are spaced out on the 1st and 3rd Mondays of a month at the Winter Green Pub in between Rotherham and Sheffield, and on the road from Chesterfield to Chatsworth for Derbyshire. We get about 10 to 12 people that regularly turn up which is good, so the report can cover both groups for a recap on 2017.

Events wise, we have been to a few local shows as we are well regarded as having come into the realms of the Modern Classics now and it makes a change from all the MGB's and Morris Minors you see at such meets. We were invited back with a prime stand in the centre of the main arena to the Ashover Classic Car Show which is between Matlock and Chesterfield and this has become a staple event on the Midlands classic scene. We were asked by the compares to give an audio description of our 10 car stand and that drew some attention. We had a nice range of cars, though predominantly 205's, but Spencer brought out his 309 Dimma Goodwood and Tom started displaying #Jimmy, his 206 GT which was saved from scrap.

Hope Transport Show is a smaller Rotary Club event but has an array of vehicles there from supercars, Americana, competition single seaters, motorbikes and tanks! We have some nice kit with a banner and flags so we put on a professional stand.

Peugeot Festival was another well organised event with the usual convoy and camp, though

our Chairman was a bit disappointed we didn't serenade him again with Erasure like the year before! It is always impressive to see our European friends make the trip across to this social event.

We have a few new members who have come along to meets, in particular Sam Hill with his original silver C plate 205 GTI, which had historically been in the Club for many years with a previous owner, so we were able to expand the ownership history by digging back through some archives.

2017 has seen 205 prices rocket, with one group member achieving an astronomical amount of money for his low mileage example at auction. It is hard to stomach as most of the members in our group have never paid more than £1500 for a car and we have had them for years, but that is the way the market is going, and unfortunately they are becoming investments and not enjoyed as they are meant to be. Still it doesn't stop members acquiring and re-commissioning cars. At a recent Yorkshire meet it was calculated that those sat around the table currently owned about 70 Peugeots, an average of 7 per person!

So, we are looking forward to 2018 where there will be the regular drive outs, meets and supportive tinkering. If you want to get involved, and have any form of Peugeot (even if it is not on the road), then get in touch via the Club forum, Facebook groups, or the info in the back of Torque and pop along to a meet. We always make a point of being welcoming as we have all been a new member at some point and know that your first meet can be a bit daunting.

By Henry Yorke

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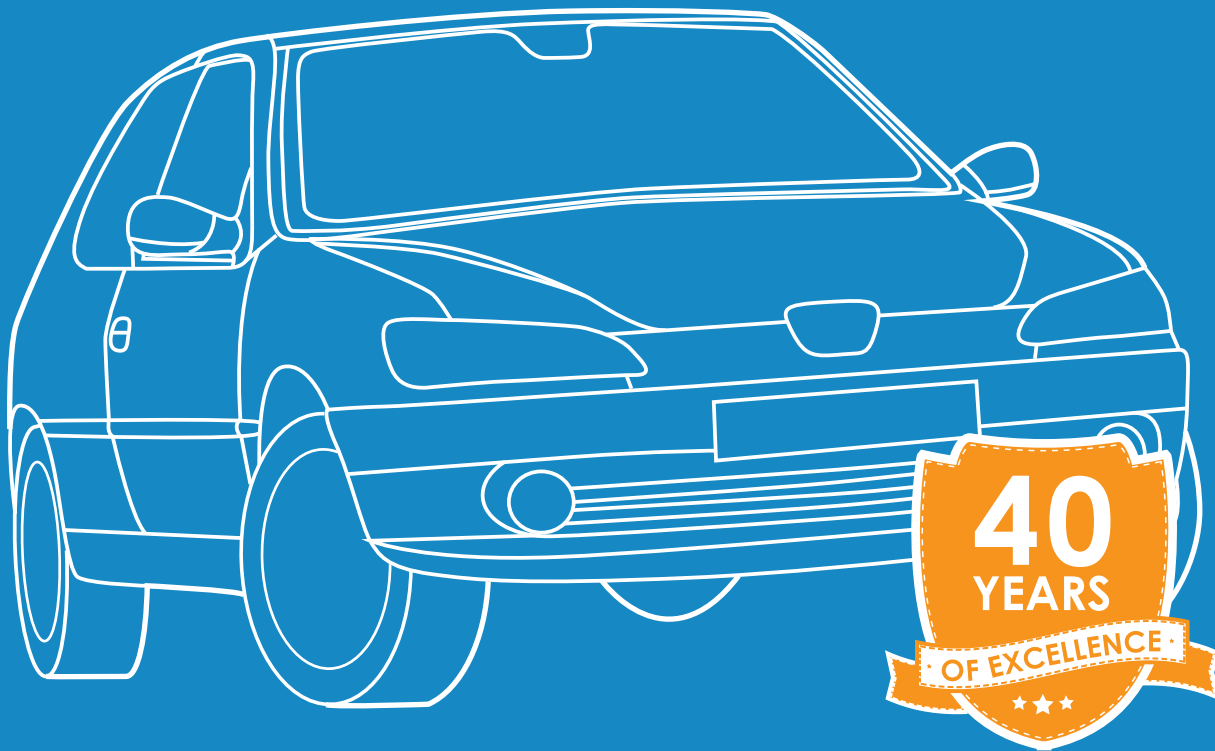


GROUP LIST

*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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