

Peugeot 205 Gti 1600 class winner, Longman engine (1992)



This is a BTRDA class-winning, extremely competitive, fast, well developed, reliable 1600 gravel rally car ready to go for the 2008 season.

- Built late 2005 from a mint condition 1992 205 GTi with all new or professionally reconditioned parts
- MSA log book issued 21/2/2006
- Lightweight shell, seam welded and strengthened
- Safety Devices Challenge spec roll cage
- Welded in seat rails
- Roof vent
- Painted in white inside and out
- Braided fuel and brake lines throughout
- Polycarbonate windows
- Fully guarded

Engine

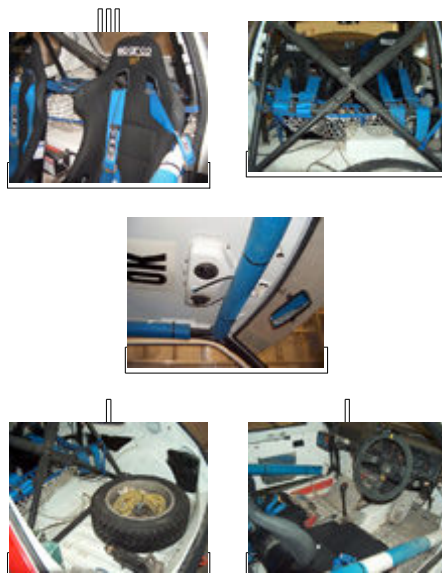
- Longman built and maintained Peugeot 1600 8v unit with receipts – great performance, driveability and absolutely 100% reliable
- 150bhp with 123 lb/ft or torque revving to 8000rpm (limited) with 7200rpm shiftlight – tuned
- 1 event ago with receipt and power curves to prove
- Twin Dellorto 45 DHLA's with proper linkage, trumpets and filters
- Weber Alpha fully mapped distributorless ignition system
- Fully lightened and balanced
- Omega forged pistons
- Group A head gasket (bullet proof!)
- ARP bolts
- Baffled sump
- Uprated oil pump
- Fully worked head with PT22 Kent cam
- Longman tubular manifold and full Powerflow stainless system
- Red top fuel pump, fuel pressure regulator
- Group N engine mounts
- Always run on Mobil 1 Motorsport oil – changed every 3 events
- Uprated starter and high output alternator
- Elliot rev counter

Transmission

- Full Helix clutch (4 paddle plate, cover and release bearing)
- Peugeot Sport 5.3 crownwheel and pinion
- Tranx plate diff – stripped and checked every few events with plates replaced recently
- BE3 box – stripped and checked every few events
- Synthetic oil, changed every 3 events
- New Peugeot driveshafts
- PTS rose jointed gear linkage

Steering, suspension, wheels, tyres

- Peugeot Sport rose jointed bottom arms, adjustable camber – inspected every event, rose joints 5 events old, bushes 2 events old
- 1.9 Peugeot hubs
- Group A stud and nut kit all round
- Peugeot 205 power steering rack with Saxo electric pump
- Peugeot Sport group A Bilstein front struts, rose jointed top mounts, gravel inserts, gravel and tarmac springs - adjustable height. Fully inspected every 2 events with full Bilstein overhaul this season
- 1.9 Peugeot gti rear beam rebuilt this season with Peugeot bearings and seals
- Peugeot Sport group A Bilstein rear gravel dampers and group A mountings
- Peugeot Sport 21mm rear torsion bars
- Full laser aligned and checked every event
- Peugeot 1.9 Speedline alloys with excellent Yokohama A035 tyres
- Strut brace



Brakes

- AP 4-pot kit 290mm ventilated disks on front, alloy brackets and bells and Mintex 1796F4R12 pads. Kit is only 7 events old, with disks and pads only 1 event old
- Peugeot 205 1.9 rear disk set up with Mintex M1144 pads (1 event old)
- Hydraulic handbrake (cables still intact for MOT and

scrutineers)

- Peugeot Sport bias pedal box, fully adjustable with twin reservoirs
- Fully braided lines with lines routed inside car

Rally and Safety Equipment

- Plumbed in and hand held AFFF fire extinguishers.
- TRS 6 point harnesses
- Sparco Rev seats in black
- OMP WRC steering wheel
- Varley Redtop 30 battery relocated inside car
- Driver and co-driver alloy footrests
- Peltor FMT110 intercom with battery eliminator
- Terratrip 303+
- Warning triangle, first aid kit, SOS board, map light

General

During its 2-year rallying life, this car has started 16 BTRDA forest events with only 2 DNF's due to 1 CV joint and 1 shaft – the shafts were replaced a few events ago with brand new Peugeot items.

This car runs perfectly and it's doubtful you would be able to find a better package for this money.

It is a very high specification clubman car with the right balance of reliability, budget and performance.

This car can be driven at the limit all day as it has been developed with that in mind to give maximum enjoyment and the best possible results.

Rob Price has owned and rallied 205 Gti's for about 8 years, building, preparing and developing the cars with expert advice, guidance, support from all the right people, particularly AB Motorsport and Richard Longman.

Lamp pod and spares package available by separate negotiation.

Please call if you the specification isn't quite for you want as Rob is happy to consider selling part complete or even breaking if enough interest.

For further information contact [Andy Baker](#) or [Rob Price](#) - 07887 515389



MAIN

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