



## A|B|C Live Auction Online (608)

Wed, 22nd Jul 2020

**Estimate:** £18000 - £20000 + Fees

**1991 Peugeot 205 GTi 1.6 Two registered keepers and 49,800 miles from new**

**Registration No:** H142XEC

**Chassis No:** VF320CB6224218300

**MOT:** August 2020

**Motor Car Location:** Lancashire

- The most original and best preserved 1.6 GTi we have encountered
- Featured in the March 2020 issue of Classic Cars magazine
- Supplied new by Dixon Motor Holdings Ltd of Morecambe (original sales invoice on file)
- Accompanying old MOTs on file date back to 1994 at 14,569 miles

Vendor Condition Ratings:

Bodywork: 'Excellent'

Engine: 'Excellent'

Electrical Equipment: 'Excellent'

Paintwork: 'Excellent'

Transmission: 'Excellent'

Interior Trim: 'Excellent'

Supplied new by Dixon Motor Holdings Ltd of Morecambe to Mr Waterhouse on 2nd January 1991, this exceptionally original 205 1.6 GTi has covered just 49,800 miles. Self-evidently cherished over the past twenty-nine years, paperwork on file to substantiate the mileage includes an assortment of MOT certificates (dating back to 1994 at 14,569 miles) and stamps in its original service book up to 48,587 miles. Entrusted to Colehill Garage of Wimborne in more recent years, accompanying bills from them describe 'H142 XEC' as 'probably the best 205 GTi 1.6 in Dorset' and encompass one issued on 2nd July 2015 for £2,359.72. The associated work comprising a brake overhaul, new front suspension struts, replacement fog lights, engine bay detailing and a full service etc. The cambelt and tensioner were last changed some 5,000 miles ago and the ignition timing and fuel mixture set-up using a rolling road in December 2014. Acquired by its second registered keeper during October last year, a measure of the Peugeot's condition is the fact that it graced the front cover of Classic Cars magazine's March 2020 issue. Featuring in an article entitled: 'Live For Corners – Revealed: our top six tactile buys to drive you round the bend', the 205 1.6 GTi acquitted itself with honours against a Lotus Elan, Porsche 911, Mini Cooper S, Lancia Delta Integrale and Vauxhall VX220. Subject to a three-hour workshop inspection and the renewal of its front brake pads in February 2020 at a cost of £352.45, 'H142 XEC' started readily and ran well during our recent photography session. Still sporting a wealth of original stickers plus its security etched glass, this wonderful Peugeot is a 'must have' for any serious marque or hot hatch collector.

Model Background:

Introduced in 1984, the Peugeot 205 1.6 GTi has long

enjoyed a reputation as one of the best 'hot hatches' ever made. Based around a lightweight three-door monocoque bodyshell, the newcomer was equipped with all-round independent suspension (McPherson strut front / trailing arm rear), disc / drum brakes and rack and pinion steering. Initially credited with developing 104bhp and 97lbft of torque, its predominantly alloy SOHC 1580cc engine was notably revvy and eager. Receiving a new cylinder head for the 1987 model year which boosted outputs to 113bhp and 99lbft of torque, the four-cylinder unit was allied to five-speed manual transmission. Despite impressive performance figures (0-60mph in 8.6 seconds and 121mph), it was the model's handling that won over the contemporary motoring press. Weighing in at just 880kg, the 205 1.6 GTi possessed a nimbleness and delicacy of feel sadly lacking from its modern equivalents and indeed is considered by many to offer a purer driving experience than its heavier albeit faster 1.9 sibling.