

FAST

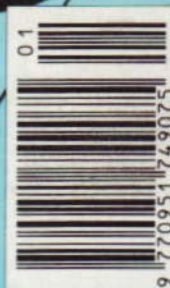
car

Serious Reading



FIESTA TURBO
ON SEVENTEENS!

BOLT-ON
196BHP
FOR 16V
VAUXHALL



MASSIVE
ESSEN SHOW REPORT

1360 PUG TUNING ●
SUMPS - BAFFLED? ●

IT'S ALL NOVA
PROJECT PART 2

COOL AND CLASSY UNO ●
BUDGET 3-SERIES BEE-EM ●

MIGHTY FINE

3009
5.6SEC COSSIE PUG

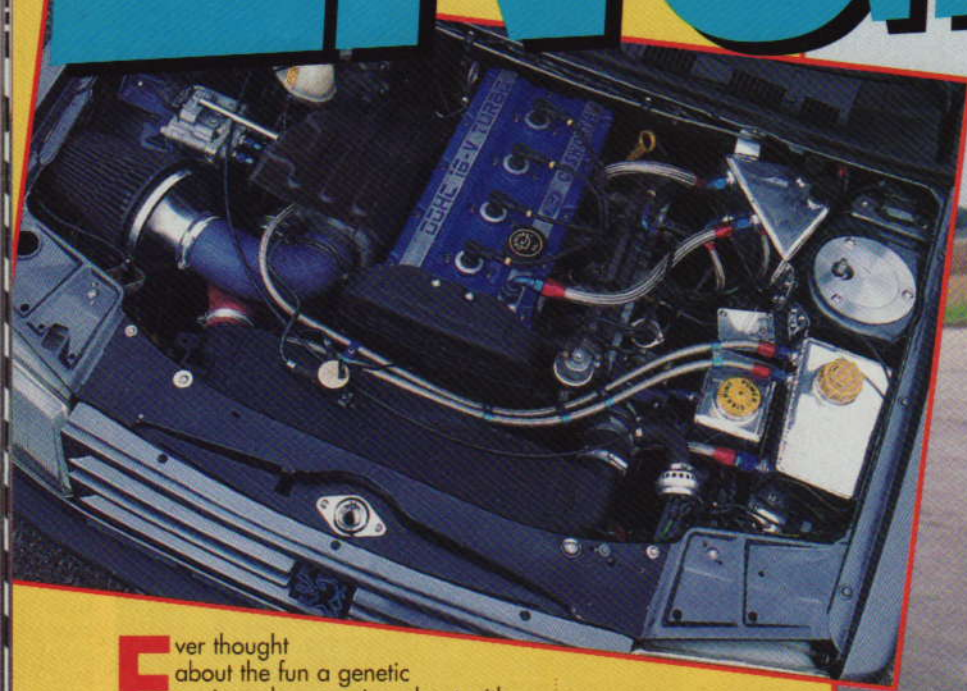
1000S OF MODIFIED CARS AND PARTS FOR SALE INSIDE

PLUS
TEAM DYNAMICS
MODIFIED CAR
OF THE YEAR

**Ian Strachan
gets groovy
with a radi-
cally bad
mutated
cat... Man!**

Photos: Matt Barnes
& Gary Hawkins.

GENE ENGINE



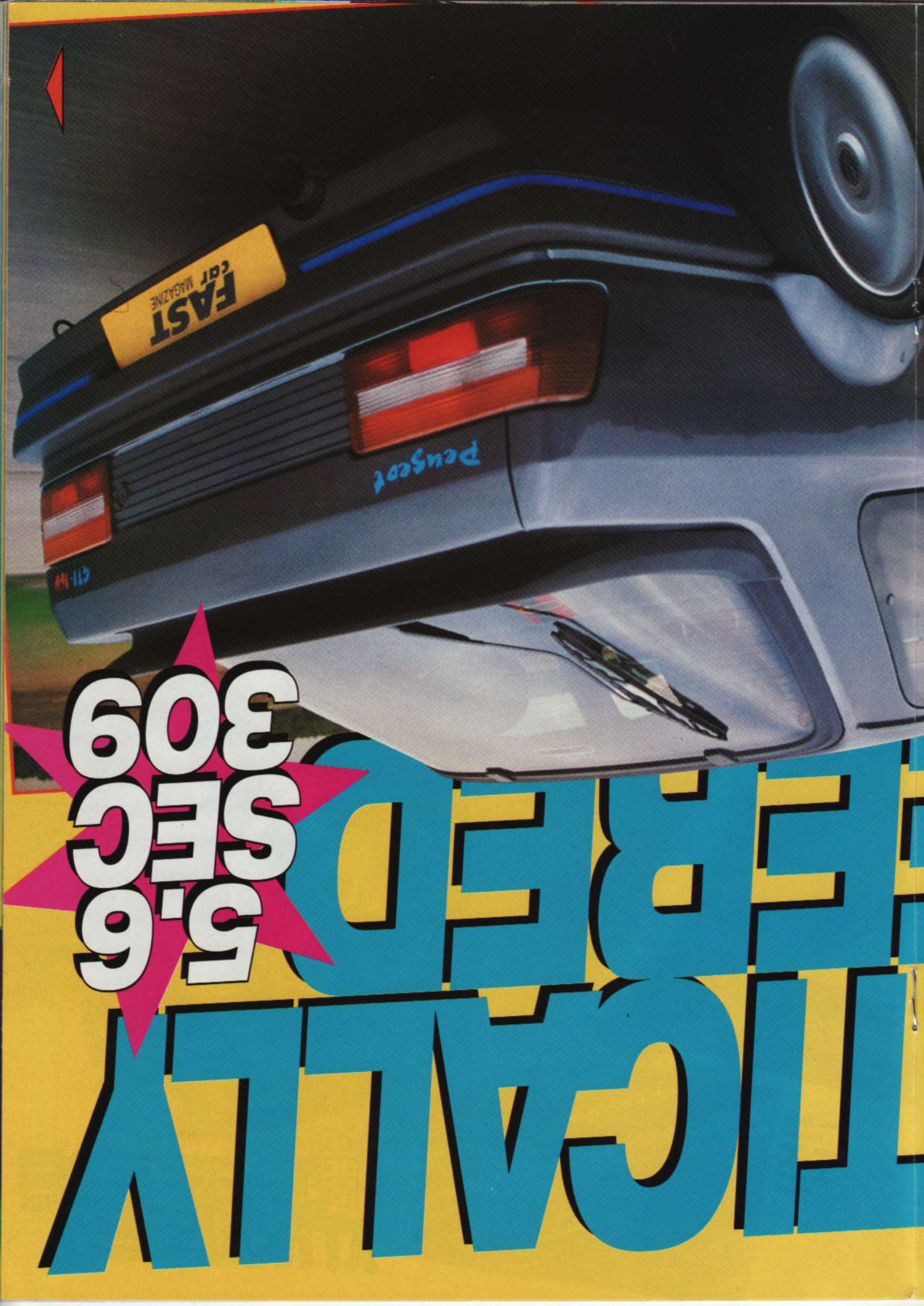
Ever thought about the fun a genetic engineer has messing about with genes? No, that's not the bloke responsible for putting more babes' arses in cotton than Marks & Spencers. A genetic engineer is someone who modifies, mixes and tweaks DNA – the fundamental basis of all living organisms. For example, take one sheep, introduce it with the genes of a kangaroo and, hey presto, you have a woolly jumper (the old ones are the best – Ed).

Now Mike Goff is no mad scientist, but nevertheless he's responsible for creating this unethical monster. He took a

**Above: yep, it's a
Cossie engine. Was
270bhp when we
tested it, now 350!**

poor unsuspecting lion and mutated it with an untamed, vicious fire-breathing monster. The result? A 350bhp, four-wheel drive Cosworth-powered Pug 309!

Mike may well have masterminded this evil



5.6
SEC
30.9

IT'S ALL
ABOUT

GENETICALLY ENGINEERED

5.6
SEC
309



Cossie went into Pug only after some serious body mods.

creation and supplied the 309 body, but his co-conspirator, D&J Motorsport, took on the role of surgeon.

Before a knife could be raised though, a suitable organ donor had to be sourced. Resorting to Burke and Hare-style tactics, Mike found himself a dead J-reg 4x4 Sapphire, which some poor mite had put on its roof. Then, with the organs in its possession, D&J began the preparatory work on the body. The floor pan and bulkhead were severely cut and a transmission tunnel hand formed out of sheet steel. Meanwhile, the front inner wings were heavily modified and strengthened to form mounting points for the 4x4 front sub-frame. It's a similar story at the rear. Once again, sheet steel was used to fabricate subframe mounting points, this time at the expense of the rear bulkhead and boot floor.

With the Cossie subframes in place, the next job for D&J was to fabricate the suspension mountings for the 2in ID springs, mounted on adjustable platforms all round, with the front also benefiting from billet aluminium, adjustable roller top mounts. Damping was then provided by Leda adjustable shox up front and similar Spax items at the rear.

Getting the new Cossie heart to fit in the smaller body had its problems. To ensure the body didn't reject it Mike moved the battery and front washer bottle into the boot to create more space. They were joined in their new home by the spare wheel which had been evicted from its previous residence by a hand-fabricated, steel fuel tank. Space was also a problem when it came to mount-

ing the Cosworth intercooler. Mike overcame this by moving the 309 radiator down 50mm, and cutting sections out of the grille to ensure it would still be fed with enough air.

Before the Cossie power plant was installed it was stripped - to ensure no damage had occurred during the accident, and also to begin the modification process. Yes, we realise that for most people, owning a four-wheel drive Cosworth-powered 309 is a prospect only marginally less exciting than being abandoned on a desert island with the female cast of *Baywatch*. But, Mike isn't like most people. Oh no. He's greedy. He wanted *Beverly Hills 90210* and the two mountain bikes from *Brookie* as well! Filthy beast. The result was 270bhp of pure fig leaf-wearing grunt, which is well capable of propelling this fierce cat from standing to 60mph in just 5.6 seconds - in the wet! And then carrying on to reach an aquaplaning 146mph! And since our tests Mike has got his perverted little mitts on a 350bhp chip...

This kind of performance was only possible having taken a few precautionary measures. First, the block was wire ringed to promote head gasket efficiency, and the standard pistons machined, lowering compression to 7.2:1.

To make sure the mutated animal was being fed properly, the turbo was swapped for a larger, race-spec, Garrett T35 from an Escort Cossie which boosts at 1 bar thanks to a 270bhp chip, a

home made dump valve and uprated wastegate actuator. Liquid consumption was increased to suit thanks to a set of green fuel injectors from Falkland Performance Centre, while an RS500 filter cleans the air passing to an aluminium intake pipe. Finally, the beast exhales through a home-made, 3in stainless steel, single box exhaust system which necessitated some modification of the rear bumper.

With such a healthy heart pumping up front, some of the ancillary organs had to be uprated. Power's therefore passed through a shortened prop and a standard Cossie gearbox, via an AP Racing clutch. The braking system is simply a complete Cosworth setup, includ-

Right: You'd never guess from outside what's on the inside. Far right: Mike Goff is the man who unleashed the beast.





Left: 309 launches with Ian 'Expendable' Strachan hanging on to the timing gear inside.

PERFORMANCE

4x4 Cossie 309 (in the wet)

0-10	0.8
0-30	1.9
0-50	4.5
0-60	5.6
0-80	9.4
0-100	14.7
0-110	19.0
0-120	23.1
0-130	28.0
0-140	35.2

1/4-mile at mph 14.3 98

V Max 146



**GENETICALLY
ENGINEERED** 5.6
SEC
309



ing ABS, which has been transferred along with the rest of the running gear.

Microscopic surgery was needed when it came to the car's arteries.

The fuel and brake lines were reconstructed from Goodridge braided hosing with aluminium anodised end fittings, before being redirected through the interior of the car to prevent damage.

Elsewhere inside this genetically reconstructed organism, Mike has

Below: Excellent 7.5x17in Stilauto six-spoke alloys are subtle but stylish.



Mutated interior has taken on full leather Cossie seats. Note the transmission tunnel, replacing typically Peugeot empty space.

fast-fax

VEHICLE

Make Peugeot
Model 309 GTI

ENGINE

Type 4cyl. 16V turbo
Origin 4x4 Sapphire Cossie
Capacity 1993cc
Turbo/boost Garrett T35
Exhaust 3in stainless
Power 270bhp (estimated)

TRANSMISSION

Clutch AP Racing
Gearbox 4x4 Cosworth

BRAKES

Spec 4x4 Cosworth

SUSPENSION

Springs 2in ID
Front shox Leda adjustables
Rear shox Spax adjustables

WHEELS/TYRES

Wheels 7.5x17in Stilautos
Tyres 215/40 Yokohama A510s

EXTERIOR

Spec De-badged, de-locked, stamped bonnet, modified rear valance, modified rear arches

enlisted a full complement of Escort Cossie leather seats. And, whoever takes on the role of Dr Frankenstein at the controls, has the luxury of a Momo steering wheel and gear knob.

With a transmission tunnel replacing the typically Peugeot big empty space, the carpet was obviously going to be left a bit short. Mike's taken care of it though, grafting in an extra section. Mike also constructed his own centre console. As well as a boost gauge, this also houses the Pioneer KEH-M 9300 head unit with matching CD autochanger. Kenwood two-way speakers up front and Sony three-ways in the rear act as the machine's mouthpiece.

Cosmetically Mike's 309 has hardly been deformed, although the stretched rear arches, 7.5x17in Stilauto alloys and 215/40 rubber do raise a few questions about its breeding. Elsewhere, some bonnet

louvres have been hand punched over the turbo and intercooler, while the front door locks have been welded up and a 306 roof aerial and a top-tint front windscreen have been fitted.

To finish off the subtle-as-possible look, the Peugeot badges have been removed and replaced with stickers, which were then covered in a layer of lacquer. Surely the final touch in creating the perfect, genetically-altered super being.

FAST CAR'S CONTACTS

D&J Motorsport 01623 836503
Falkland Performance Centre 01337 858050
The Modified Car Club 0370 416257
Many thanks to the Peugeot Sport Club, particularly Diane Paterson, for putting us in touch with Mike and his amazing mutant machine. For more information on the club phone: 01506 828184.