

# ROAR

Magazine of the Peugeot Association of Canberra



August 2018

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**On the cover** New Peugeot 208 GTi limited edition heralds the end of 208 production. See story on Page 10.

**RoAR is the official journal of the  
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(PAC)**

**PO Box 711, Civic Square, ACT, 2608.**

The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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**G**reetings all,

In last month's column, I announced my retirement (from paid employment, that is) as of 31 July. The next day (1 August) I made a Facebook post with a retirement picture – as you can see, lunchtime cards and a good glass of red wine was the order of the day.

If you count the cards (13), you might deduce that the card game is not poker, or blackjack, but bridge. I make no claims about my bridge-playing prowess, unlike my wife, Sue, who is a bridge master, but it's a very enjoyable accompaniment to lunch with old friends – the wine helps, too!

As most of you will already know, this year is a significant anniversary for the 504, which prompted me to look at some old newspaper

cuttings from the 504 era. One such cutting, reported NRMA-conducted tests of exhaust noise levels in 1977.

Indeed, the 504 was reported to be the quietest of nearly 50 cars tested with "an approved Elmot precision noise meter", using the procedure laid down in the soon to be adopted (1977) NSW draft regulations. At 76 decibels, the 504 just shaded a Honda Accord and a Mazda 323 (78 dB). Next on the list, at 79 dB, was a Chrysler Sigma with the then new Astron 'silent shaft' engine. The highest readings (over 90 dB) were on a Toyota Corona, Holden Torana, a VW beetle and a Ford Escort with a modified exhaust, the latter (94 dB) just below the legal limit of 96 dB.

These days, of course, electric vehicles are way ahead of petrol and diesel cars, in terms of quietness – to the point where a lack of noise can present problems for pedestrians. For my part, regardless of motive power, I will continue to eyeball cars when I use pedestrian crossings and not expect, as many pedestrians (and cyclists) blindly assume, that cars will stop.

I remember, once, stepping onto a pedestrian crossing, having not eyeballed the driver, and coming within inches of being run down. In fact, I was close enough to thump the boot of the offending car with my fist. It was then, with some trepidation, that I saw the car pull over 50m down the road and the driver emerge – was he going to come back and thump me? I needn't have worried – he hadn't seen me at all, and I took great delight in watching him walk around his car, trying to locate the cause of the loud noise.

At the last club meeting, it was agreed that I meet with representatives of the Renault Owners Club of Canberra to discuss the future of their club, including the option to merge with our club to form a French car club. I duly met with Barry McAdie and Lisa Molvig in the very pleasant surroundings of the Pollen Café in the botanic gardens.

I have known Barry and Lisa for many years, so the conversation was very relaxed and friendly, unlike certain meetings in Parliament House last week. The



upshot is that Lisa will now contact members of the Canberra Citroën fraternity, who have lacked a Canberra-based club for some years, to gauge their interest in joining a possible new French car club. We shall see...

This month's club meeting will be held at 8 pm on Tuesday 28 August at the Raiders Weston Club, with dinner and drinks, as usual, from 7 pm. Bill McNamee was unable to join us at last month's meeting, but he assures me that 'all systems are go' for this month. Bill will regale us with stories about his recent overseas travel, as well as tall tales and true from his workshop activities.

Keep on Pugging,

Brad Pillans

# 2018 COMMITTEE

## President and Club

### Registrar

Brad Pillans  
30 Aspen Rise  
Jerrabomberra, NSW, 2619  
0427 662 112  
brad.pillans@anu.edu.au

### Vice President

Colin Handley  
4 Bains Place  
Lyneham ACT 2602  
0414 484 398

### Secretary

Greg Francis

### Treasurer

Glen Bryden  
99 Miller St  
O'Connor 2602  
6249 6835  
gbryden@velocitynet.com.au

### Technical Officer

Bill McNamee  
15 Finlayson Pl  
Gilmore 2905  
6291 6495, 0419 279 811  
fax 6291 4914  
mcnamee@amorphous.com.au

### Roar Editor

Peter Rees  
PO Box 125  
Red Hill 2603  
0409 440 789  
peterees@netspeed.com.au

### Production Editor

Allan Lance  
GPO Box 2677  
Canberra ACT 2601  
0418 856 504  
hca@netspeed.com.au

### Social Secretary

Maia Parker-Sloan

### General Committee

Neil Birch  
Mitchell Jamieson-Curran  
Ross Stephens  
Jim Taylor

### Public Officer

Geraldine Butler

## Delegates to CACTMC

Neil Sperring  
Greg Francis  
Ross Stephens



# CLUB EVENTS 2018

**28 August 2018**

Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

**25 September 2018**

Club meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

**23 October 2018**

Annual General Meeting, Raiders Weston Club, with dinner from 7 pm and the meeting at 8 pm. The Weston Club at 1 Liardet St, Weston.

Calendar

# FRENCH CAR DRIVES 2018

Program of French car drives, 4th Sunday of even months:

**28 October 2018** Lunch at Bushranger Hotel, Collector.

**2 December 2018** Christmas BBQ.

Lisa Molvig  
Social Secretary  
Renault Owners Club of Canberra  
Australia

reno1338@hotmail.com  
<http://www.renaultcanberra.asn.au>



# CLASSIFIEDS

## For Sale

### Peugeot 407

407 sedan, 2006, HDi Executive. 6 speed auto, very good condition, full leather interior, NSW rego to July 2019, BPG-07U, 176,080km. \$6,500. Phone Jon and Bev, 02 4998 6152, Cessnock area, NSW.



### Peugeot 307 HDi 2004

307 HDi hatch, 2004, 5-speed 227,000 km, white. Runs well, but air-con not working. \$1,000 ono. Caitlin Rees, 0409 789 344.



### Peugeot 404

404 sedan 1968, bought new at Roseville in early 1969. One owner since new. Been round the clock at least three times but no idea on the actual mileage. Still goes well and drives from Canberra to Sydney regularly. Paint good (2 pack, alpine white), upholstery good, tyres almost new (Michelin), mechanically ok, and earth leak in the electrics but an earth leak switch fixes that. The clock even works sometimes. Asking about \$6,000 but will consider offers. Contact Graham Taylor from 5 onwards either on 99534068 or 62396674.

### Citroën C4 Exclusive

Citroën C4 Exclusive, 2007. 2 litre, Automatic 5 door hatch. Gris Aluminum metallic paint (silver colour). Leather seats, transparent roof. Regularly serviced, and service records available. Interior like new. 115,000 km. Low kms in last few years, so timing belt broke unexpectedly at 25,000 km after replacement. Apparently it is recommended that they should be replaced after 4 years. The car is sitting in a repair shop in Goulburn awaiting repairs estimated at \$4500. The Red Book value is given as between \$4000 and \$5000. I was on my way to collect a replacement vehicle, so this car is no longer needed, and I am prepared to let it go to anyone who is prepared to pay the cost of the repairs, or alternatively to take it away after paying the cost of the diagnostic work done so far, about \$1000. It would be a shame to send such a good vehicle to the wreckers. Contact Trevor Lund. [trevor.lund@optusnet.com.au](mailto:trevor.lund@optusnet.com.au)



# CLASSIFIEDS

## Peugeot 504 1972

504 Peugeot sedan 1972, white. Has been in the same family for 44 years. Only 28,000 miles. Located in Canberra ACT. Not currently running. Free but acquirer must cover cost of removal. See photo in May 2016 Roar. Contact Andrew on 0409 737 248.

## Parts

### Peugeot 206 GTi engine

206 GTi engine. Complete with gearbox, A/C compressor, starter motor, does not have inlet manifold or alternator. The engine has done 111,000 km and was purchased for a project that didn't get off the ground. Call Peter on 0416353626 or email pngill@me.com. Free to good home.

### Peugeot 307 T5 XSE 2002

307 T5 XSE 2002. Hatchback 5dr Man 5sp 2.0i. 126,555 km. My 307 is driveable but has problems. I would prefer to sell for spare parts only. Open to offers. Registered until 21 May 2018 (registration will not be renewed). For further information please contact Leanne Manthorpe manthorpefamily@optusnet.com.au or 0401 645 483, (02) 62429251.

### Marchal 7-inch spot lamps

Pair of Marchal 7-inch spot lamps. 10 DE 709 Starlux. Reflectors are showing some corrosion. Dent in the top surface of one light unit. \$100. Contact Chris Forsey 0413 996 481 or lynwood327@gmail.com.

### Peugeot 504 owners manual

504 Owners manual. Free pickup in Downer. Contact Leon: 0431 979 184.

### Peugeot 406 boot wing

406 boot wing. Free. Call Peter on 0409 440 789.

## Wrecking

### Peugeot 203A

203A, parts or restore - located in Albury NSW, Ross Anderson, rossjay@iinet.net.au - 0407 473 539.

### Peugeot 404

404 available at Burra, suitable for spares. Make an offer. Contact Ron Scattergood, 0458 045 589.

## Swap

### Peugeot 504 Familiale

Keen to swap a 504 Familiale for a 403 in restorable condition. July '82 504 Familiale (one of the last), plus 3 (riveted) wheel rims with tyres; complete set of very good condition interior in blue velour trim (same as in the July '82 Familiale), and from a white 504, complete front-end panels, bonnet and windscreen. Michael Cortis 0400 413 077.

## Wanted

### Pre-1967 404 fuel tank

Pre-1967 404 fuel tank. Colin 0414 484 398



## Peugeot tops Renault in market value for first time since 2009

By Ania Nussbaum  
26 July 2018

**P**SA Group, the maker of Peugeot and Citroën cars, surpassed French arch-rival Renault SA in stock-market value for the first time in almost a decade after PSA unveiled record profitability on Tuesday.

PSA's market capitalization reached almost €21.5 billion (\$25.1 billion) after the shares jumped 16 percent over the past two days to close on Wednesday at their highest since 2011. Renault, which reports first-half earnings Friday, has a €21.3-billion value.

PSA, which acquired the Opel and Vauxhall brands from General Motors Co.



less than a year ago, stunned financial analysts on Tuesday after unveiling profits at the newly acquired division, following two decades of losses under GM. Still, challenges remain, including a sales plunge in China, a withdrawal from Iran and large one-off restructuring expenses to turn around Opel.

PSA sold 3.63 million vehicles last year, while Renault, which shares components and expertise with longtime partner Nissan Motors Co., sold 3.76 million.

Bloomberg

## Peugeot parent turns loss-making Opel around

24 July 2018

**O**pel, acquired from General Motors barely a year ago when it was a billion dollars a year under GM ownership, has delivered its first profit since 1999 as PSA implemented cost-cutting measures.

Peugeot maker PSA Group turned its recently acquired Opel-Vauxhall business sharply back into the black while achieving record first-half profitability at its French car brands, sending its shares to a 10-year high on Tuesday.

Net income rose 18 percent to \$1.73 billion (€1.481 billion) over January to June, the com-

pany said, as revenues jumped 40 percent to 38.6 billion.

PSA is benefiting from runaway sales of its Peugeot 3008 and 5008 SUVs enhanced by years of cost savings under Chief Executive Carlos Tavares, who pulled the group from near-bankruptcy in 2014.

Tavares is now applying the same medicine at Opel, acquired from General Motors barely a year ago and which last turned a profit for GM in 1999.

"The turnaround of Opel-Vauxhall is now clearly under way," Chief Financial Officer Jean-Baptiste de Chatillon told reporters on a call.

PSA shares rose as much as 12.6 percent to their highest since 2008 and were up 9.6 percent at €22.39) at 0724 GMT.

"The improvement PSA has achieved over the last six months is remarkable given that (Opel) lost €179 million in the second half of 2017," said Arndt Ellinghorst, a London-based analyst with Evercore ISI.



### Profits recorded

Cost-cutting at Opel, which had lost a billion dollars a year under GM ownership, helped the division record a \$584 million (half-billion euro) profit for a five-percent operating margin.

The profitability of the French brands, which also include Citroën, topped 8.5 percent, overshooting PSA's six-percent goal for 2021.

Overall recurring group operating profit rose by almost half to \$3.53 (€3.02 billion), PSA said, for a 7.8 percent margin.

The results soundly beat analyst expectations of \$1.58 (€1.35 billion) in net income and \$2.72 (€2.33 billion) in operating profit on revenue of \$1096.69 (€938.49 billion), based on the median estimates in an Inquiry Financial poll for Reuters.

Opel's better-than-expected performance and return to profit could signal readiness for further consolidation moves. In his call with reporters, CFO Chatillon stressed the company's \$9.7 (€8.2 billion) net cash position, up by one-third since December.

But it could also complicate talks with German unions, as PSA seeks to offload engineering departments at the carmaker's Ruesselsheim headquarters near Frankfurt.

PSA, which is already cutting 3,700 Opel manufacturing jobs, enraged unions last month when it confirmed it was seeking a buyer for research and development ac-

tivities that currently employ another 4,000 staff.

"We have overcapacity over time at this R&D centre," Chatillon said. Talks are ongoing with "partners that could bring in work", he said, declining to identify potential buyers understood to include engineering consultant Altran.

Opel's improvement was helped by purchase accounting that slashed some asset values and resulting depreciation costs. PSA's upbeat earnings will nonetheless draw "repeated double-takes" from investors, said Jefferies analyst Philippe Houchois.

PSA unveiled "impressive numbers all around even if we adjust for abnormally low capital expenditure and depreciation", Houchois added.

The group reiterated its full-year global auto market outlooks and said it would update investors on its mid-term goals early next year.

TRTWorld



## France's Peugeot urged to pay penalty for leaving Iran

12 August 2018

An Iranian deputy minister said French automaker Peugeot has to pay penalty for backing out of a contract it had already signed with Iran.

In an interview with Tasnim, Iranian Deputy Industry Minister Mohsen Salehinia pointed to Peugeot's refusal to work with Iran under a new wave of US sanctions, saying the French company must pay a penalty for cancelling its contract with Iran.

Peugeot must also fulfil its commitment to supplying Iran with the Peugeot 2008 components and providing after-sale services, since the vehicles have been pre-sold in Iran, he added.



According to Salehinia, the French automanufacturer has said it will suspend, not terminate, cooperation with Iran in the hope that partnership will resume in future.



Even if the French company intends to provide Iran with a series of car components, the other countries manufacturing various auto parts would refuse to work with Iran, the deputy minister explained.

Back in June, French automaker PSA Peugeot Citroën announced plans to pull out of two joint ventures to sell its cars in Iran in order to avoid the risk of US sanctions.

The retreat followed similar moves by French energy companies Total SA and Engie SA in the wake of US President Donald Trump's move to pull his country out of the 2015 Iran nuclear deal and re-impose sanctions on Tehran.

In July, the US administration rejected France's demands for a waiver or exemption for companies seeking to do business in Iran.

Even companies with no business ties to the US find it difficult to operate in Iran because banks are reluctant to finance Iranian operations.

After achievement of the Joint Comprehensive Plan of Action (JCPOA) between Iran and the Group 5+1 (Russia, China, the US, Britain, France and Germany) in July 2015, PSA Peugeot Citroën signed a deal with an Iranian company to make cars in the Islamic Republic.

Iran Front Page



## Peugeot farewells 208 GTi with limited edition

22 August 2018

**New Peugeot 508 comes together with the 504 to show the pace of progress**

Peugeot is bidding adieu to its popular 208 GTi hot hatch with a value-packed final limited edition.

The French car maker has developed a special run of Edition Definitive models - of which just 20 will be available in Australia - before the popular pocket rocket finishes production later this year.

The limited edition features a raft of exclu-

sive modifications, including a totally revised suspension set-up that sees stiffer springs and dampers, wider wheel tracks and a lowered stance as well as a mechanical Torsen limited slip differential to improve its on-road dynamics.

Priced from \$33,990 drive-away (\$4,000 more than the standard 208 GTi), the Edition Definitive will be offered exclusively with either pearl white or matte black paint and comes equipped with autonomous emergency braking - a first for any Peugeot GTi variant.

"The 208 GTi Édition Définitive will become a collector's vehicle, much like the 208 GTi 30th Anniversary and the 205 GTi model that paved the way for performance Peugeots almost 35 years ago," said Peugeot's Australian boss Anouk Poelman.

"The 208 GTi Édition Définitive is the perfect way to mark the end of production of the current 3-door vehicle for Australia. With its outstanding value as well as its mechanical, performance, safety and visual upgrades, we



expect the 208 GTi Édition Définitive to be snapped up very quickly.”

The 208 GTi special edition is powered by an upgraded 1.6-litre turbo charged

four-cylinder that produces 153kW.

It also features a bigger brake package, with Brembo front calipers, and the spare tyre has been replaced by a temporary repair kit to

save weight (!!).

The car can be visually identified by its black alloy wheels and matching exterior highlights while the cabin has been upgraded with

Peugeot Sport front bucket seats trimmed in Alcantara, red floor mats and contrasting stitching throughout.

Peugeot will continue to offer standard five-door variants of the 208 hatch, but has dropped the price of all variants with savings of between \$2,500 and \$4,700.

Drive away price: \$33,877

Basic spec: 1.6l

Power: 153kw

Economy: 5.4 l/100

Seats: 5

Drive





## New vs old: the Peugeot 508 meets the 504

22 August 2018

New Peugeot 508 comes together with the 504 to show the pace of progress

The two cars you see here share a bloodline, but the newer one will inevitably go on to lead quite a different life and write quite a different story in the annals of all things Peugeot.

Between 1968 and 1983, more than three million examples of the older model, the 504, were built in Europe. Among them were saloons – like the 1979 TI we've got our hands on here – estate-bodied Break models, stylish Coupes, glamorous Cabriolets and even pick-ups.

The 504 Saloon was Europe's car of the year in 1969, but it's not really its reputation on that continent that makes it such a special car in Peugeot's history.

It lived a dual life. Despite the model being axed in Europe in the eighties, it continued on in Africa for a few decades more, assembled by Peugeot's partners on the continent until this century.

While only a handful survive in the hands of enthusiasts on our



streets, the 504 is still a staple in nations where easy, low- cost maintenance and a steady flow of spares are huge factors to consider when running a car. Given that the 504 has a bit of ral-

lying pedigree, too, it's no surprise that it can handle less-than-ideal roads, if you know how to drive it properly.

But the new 508 is none of these things.





While it's quite obvious that a 50-year difference means that these two cars are very different to drive and look at, bringing them together shows just how much car buyers have changed, too.

The older car has a reputation as an automotive die-hard, building its legacy on tough terrain and high mileages away from



its hospitable European birthplace.

The newcomer doesn't quite have these demands to live up to. Rather than being sold as a tool for the masses, it's being pitched squarely as the most desirable and aspirational car from the French manufacturer in decades.

Given that large saloons are being squeezed by SUVs in Europe, Peugeot makes no bones about why the 508 exists: you'll buy it because you want it, not because you necessarily need it.

Two quite different propositions, then, but they share something important that could be overlooked. Peugeot rarely recycles designs. When it's time for a new model, it's time for a clean sheet of paper, too, with only a handful of cars in the firm's history eschewing the policy of adopting a revolutionary shape.

Look at the front of these cars, though, and you'll spot something quite subtle. The badging on the 504's nose has been brought back from the dead, to take pride of place on the front of the new 508.

According to Peugeot design director Gilles Vidal, it signals a slight deviation in the firm's radical





design philosophy.

"It's not retro design at all in any way, but it's little hints from the past that we find relevant today, basically," he says.

Vidal reckons that some will pick up on these subtle retro injections pretty



quickly, while for others, it will pass into the mindset unconsciously. In this regard, he explains that there's actually a bit more to the connection between 504 and 508.

"The badge on the nose is a very obvious one, but if you look at the side view of the 504 and at the nose it's got an acceleration, a change of direction," he adds.

"If you look at the perfect side view of the 508 it's got somehow something



similar, an acceleration in the bonnet. It's not a straight bonnet, it's not a curved bonnet with a slowly evolving curve, but a kick, a sudden change of direction from the front."

Regardless, the design boss promises that Peugeot will stay radical, and that from the 508 onwards the marque's cars will still strike a balance in favour of new rather than old. "We need to find fresh ideas that bounce

towards the future all the time, but also because we are one of the oldest brands in the world, we have a lot of interesting history," he explains.

Vidal claims the ultimate goal is to establish Peugeot as a time-less marque, so the 508 probably won't be its last car to borrow subtly from the past.

Auto Express



## Peugeot 207 THP Spider spotted

8 August 2018  
Dafydd Wood

The 207 CC was one of the most hateful Peugeots ever; fortunately, this Spider is a little more appealing...

When you think of fast Peugeots there are plenty that spring to mind; the 106 Rallye, 205 GTi and RCZ R to name but a few.

The French marque has also had more than its fair share of sporting success too, from the Le Mans winning 905 Evo, to the record breaking 208 T16 Pikes Peak, via the Dakar conquering 3008 DKR Maxi.

Ranking among Peugeot's less familiar, though equally cool, creations is this: the Peugeot 207 THP Spider. Developed from the brand's bonkers 20Cup concept and created for a one-make racing series which supported several rounds of the 2007 LMS – as well as a round of the WTCC – the 207 Spider saw action at tracks including Monza, Spa, Silverstone and the Nurburgring.

Costing €42,000 at the time – with an estimated additional outlay of €70,000 per season – the track-only car was powered by a mid-mounted version of the road-going 207 GTi's turbocharged 1.6-litre engine. It produced 175hp and 177lb ft of torque but, while in the road car it was encumbered by 1,250kg of needless heft – you know, windscreens and rear seats and the like –



the Spider weighed in at just 720kg. There are thought to be less than half a dozen Spiders still race ready in the world!

The seller of this car in the UK noted: "This is an incredible car and realistically the fastest



Peugeot track car available for private ownership outside of the LMP and Group C cars.

"To drive the car is mind blowing with an incredible amount of grip, a gearbox which



changes gear in less than a tenth of a second via steering wheel mounted paddles and a power to weight ratio that eclipses any Peugeot road car by many times. Outright lap times are hypercar quick...and the sheer pace at which the car covers ground is simply fantastic to experience. It is for all intents and purposes a baby Lemans Prototype and it feels it!"

Peugeot's original aim was to use as many production components from its contemporary range as possible, so the discs, brake calipers and steering system were borrowed from the 407, the radiator and intercooler from the 207 and the steering column from the 206.



But throw in the locking diff, six-speed paddle-shifted sequential gearbox and slick racing tyres, and the 207 Spider was as about far removed from Peugeot's road offerings as you could get.

On top of their winnings, the overall victor of the Spider Cup won a test day in the Peugeot 908 HDi FAP – the car which would go on to claim three LMS championships and one overall win at the Le Mans 24 Hours.

As far as preparation for such a daunting encounter goes, there can't have been many better ways for them to ready themselves than 14 races in this fantastic machine. A decade later, and there likely still aren't many ways to access such on-track performance for such a relatively low expense.

Specification - Peugeot 207 THP Spider

Engine: 1.6-litre, 4-cyl turbo

Transmission: Six-speed sequential

Power (hp): 230

Torque (lb ft): 215

MPG: N/A

CO2: N/A

First registered: 2007

Recorded mileage: N/A

Price new: €42,000

The car was sold for £22,000.

PistonHeads

## Driving a legend: Peugeot 205 GTi Dimma

Aaron Alleyne-Wake  
27 July 2018

**P**icture the scene: it's an overcast day in Manchester (no surprise there), I'm standing on farmland, near to some black tubing with more wasps around them than I care to count.

A very unexpected place to be picking up the keys for the car featured in the title of this article. If I were picking up a John Deere, then yes, this would be a suitable location. However, the location neither here nor there; the car I'm picking up is where the interest lies.

You see, it's a Peugeot 205 GTi, which in itself is enough to get the heart pumping. How-



ever, this not just any 205 GTi, it's a Marks and Spen – no, just kidding. It's actually a 205 GTi Dimma, meaning that it looks more aggressive and in your face. As I stare at it, parked in the garage, its oozes presence. At first it looks black, but get closer and I see it's a dark emerald, much like the paint finish on the equally iconic Vauxhall Lotus Carlton.





### A brief history lesson

In case you somehow have no idea what a Peugeot 205 GTi is (shame on you), let me explain. Following the launch of the 205 in 1983, the French brand injected it with some steroids, bringing us the GTi in



1984. Originally it was offered with a 1.6 litre naturally aspirated petrol engine that kicked out just above 100bhp, but over time, that power output grew to 115bhp. A 1.9

litre model was also introduced, which offered around 130bhp.

It's the 1.9 litre I have in this model, which is able to propel this throwback to 60mph in under 8.0 seconds and on to a top speed of 127mph, which isn't too far behind its modern day equivalents. This power is mated to the front wheels via a 5-speed manual gearbox in typical hot hatch fashion. There is often a debate whether the 1.6 or the 1.9 is better, but I'm afraid both the 205 GTis I've driven were 1.9s.

For the uninitiated of you, the 'Dimma' part of this car refers to the wide bodykit, that makes the 205GTi look as if it's trying to break out of its own skin. I turn the key for the first time and the 1.9 litre engine grumbles in to life, further highlighting the car's desire to break free – I'm surprised it wasn't chained up to the wall in honesty. Well, I think it's time to unleash this beast if you ask me.

### Finding the groove

The car was running lean, meaning that it was quite jerky to begin with, and it gave me some idea of what it would be like to break a horse. I had to learn how the car behaved and harmonise with it before I could really get the best out of it. The gear changes weren't as smooth as what you'd get in a modern car, and thanks to its analogue nature, the 205 is a car that needs concentration to be driven.

This is not a car that will simply ferry you about, merely humouring you in to thinking that you're doing serious work. This is a car that

needs to be driven, a car that takes work. This will make you break out a sweat. To bring the glass down you have a lever you need to spin around. For those of you too young to remember, these are called 'wind down windows', otherwise known as 'keep fit windows'.

### Raw and untapped

The steering is also on the 'keep fit' side, as it offers no power steering, but that's fine by me as it means the car needs more effort to drive. That may seem like an odd thing to say; surely it's better to have a car that's easy to drive. However, more effort means more engagement in my eyes, plus it also makes the 205 GTi feel more raw. As I blast down the road for the first time I'm greeted by a bellowing noise that's intent on disturbing the surrounding areas as well as a speedo that is bouncing around as if Tigger has designed it.

The pedals offer a nice weight, although the brakes are far from what you would expect





from a modern car, but that should come as little surprise. Pedal placement is good, although I wasn't quite brave enough to attempt heel and toe changes and the brake pedal needed a fair amount of prodding to initiate braking, whereas the throttle was light and responsive.

The clutch has a satisfying weight to it and the gear changes are snappy enough, although I found 2nd to be bit notchy. The throws are also a bit long, and you operate the gearbox with a tall gear lever, which would look very out of place in cars nowadays. The steering offers plenty of feedback and the car feels extremely nimble, meaning – motoring cliché coming – it handles like a go-kart.



In the corners it has the sort of feeling that modern hot hatches simply cannot imitate, but that's because they've gotten bigger and heavier over the years. Sure, they're faster as well nowadays, but sometimes lightness and sweet handling is all

you need. That's exactly why the last generation of the Swift Sport did so well, and that was far from a powerhouse was it?

The 205 GTi has built a reputation of a lively back end, which has claimed the egos of a few drivers, and I almost got caught out when I drove a non-Dimma 205 GTi two years ago. Because of this, I was cautious not to really thrash it, as I didn't quite fancy being the one to write of rare, classic hot hatch. Mind you, I needed have worried too much as this little pocket rocket was able to offer plenty of mechanical grip, meaning that – uh oh, another cliché is coming – it felt like it was on rails.

### Time to call it a day

With my time with the car almost up, it was time to head back to the car's base and to sum up. It's clear why the 205GTi has become a legend; it offers raw, unadulterated driving thrills. The sort of thrills that modern hot hatches can't quite muster, although they are a lot easier



to live with, and in no way am I saying that they are boring, because they are not. But at the same time, they don't feel as alive as this 205GTi Dimma. This car is raw, thrilling, intoxicating, and visceral.

The word legend can be used far too often, but not here. The Peugeot 205 GTi Dimma really is a motoring legend if you ask me. It's a car I believe any hot hatch fan should enjoy, and luckily for you, you can. This very car is available to hire thanks to Hot Hatch Hire, with prices starting at £295 for 48 hours. A big thank you goes out to them for making this drive possible.

DriveTribe



## New Ligier GT race car celebrates French brand's 50th anniversary

Viknesh Vijayenthiran  
3 August 2018

The Ligier is a French car brand established in 1969 by former racing driver and rugby player Guy Ligier.

Ligier is still in operation today but sells tiny city cars and commercial vehicles. It also produces single-seat and prototype race cars through an association with fellow French firm Onroak Automotive.

The brand will soon have a GT race car in its portfolio, a teaser for which was released last week. The new GT race car is being developed to celebrate the 50th anniversary of Ligier and will make its debut in September.

The car is being developed in line with the FIA's Group E II-SH classification and will feature a 3.7-liter V-6 delivering 330 horsepower. Under balance of performance rules, it will have to have a minimum weight of 1,720 pounds.

Customer teams will be able to purchase the car from November and the starting price is set at \$103,000.

Ligier's first product was the JS1 race car launched in 1969. It spawned a road-

going variant, the JS2, two years later but production soon came to an end due to an oil crisis in the early 1970s. Ligier's high point was the running of its Formula 1 team between 1976 and 1996, with the team scoring nine victories and 50 podiums during the period.

Motor Authority



## Peugeot manufacturer profile & rally history - Part 3

The Peugeot name has a huge rallying heritage, quite possibly the biggest of all, but a full season WRC attempt under the Peugeot name didn't happen until 1985. And when they did, WOW – did they do a proper job out of it!

The Group B 205 T16 was a car of extremes. It debuted on the Tour de Corse 1984 with Ari Vatanen, a gravel specialist driver who has never competed on Corsican asphalt in his

life, yet his stage times with 323 EXA 75 already on the first 2 stages has Peugeot's opposition in



deep shock and fear.

The 205 T16 was launched in 1984, competed only on 5 events that season, won 3 of them and amazingly only 5 starts took Peugeot to 3rd overall in the 1984 final makes WRC standings. That their first full season was going to be big was already clear when on the 1985 season opener, Monte Carlo, Ari Vatanen in 716 EXC 75 was on the stages a quarter of an hour faster than the entire competition!

In 1985 and 1986 Peugeot won both WRC titles both years convincingly. In Group B the Peugeot 205 T16 competed in 26 WRC events and won 16 of them – there is no doubting the fact the Peugeot 205 was the most successful group B car! And if it wasn't for the banning of Group B and Group S with it (to which the 405 T16 project was aimed), Peugeot would have stayed and kept on winning. Instead they took



their Group B 205 & 405 to raids, won the Paris-Dakar 4 years running and as well won the Pikes Peak hill climb in record



breaking style twice.

After that came a spell in circuit racing in which at least the 905 and the 406 were very successful indeed. But Peugeot never lost touch to rallying. They were represented small scale through importers with such cars as the 309 But at that time Peugeot as well created the most successful one-makes-rally series there is to date, using 205, 309 later 106, 206, 207 and now 208 models.

There was no front line rally program for a while, but by 1995 Peugeot turned out the 306 Maxi, a car designed for the new F2 class and yet again a car being near unbeatable at what it was designed for, even so much it gave WRC cars a run for



their money on asphalt. After all this, are you still surprised the 206 WRC turned the success story it is and that Peugeot won more WRC titles with it?

In fact, until 2003 they won every single makes title they competed for and even then they were only narrowly beaten by their own sister Citroën! The 207 S2000 then won the first three IRC makes and drivers titles in succession. Would you still be surprised if the 208, and whatever famous 3-digit number with the "0" in the middle is hitting the scene next, would turn a huge success?

### Colours and tyres

This only seemed to become a subject with the 504. Before then cars generally didn't carry any specific identification. The Africa 404 and 204, for example, were just white with the matt black bonnet so typical at that time.

Early 504s were just white with black bon-



net too, but had coloured marks to identify the different drivers, an idea that Peugeot liked doing on many future occasions. In 1975 the 504 Peugeot had an unusual idea as the car had a scheme with Peugeot's blue & yellow house colours but laid out in a way that the bonnet and boot would display a big, white "P" for Peugeot.

When Peugeot became the owners of Talbot, the two companies operated very closely together and the sports department



was renamed Peugeot Talbot Sport. Peugeot Talbot Sport had a distinct but colourful symbol of red-dark blue-yellow-light blue which was indeed as simple as a combination of Peugeot house colours – dark blue & yellow and Talbot house colours – light blue & red.

When Talbot ceased to exist Peugeot interestingly kept the red, so Peugeot's house colours became blue-yellow-red. This may remind a little of the 504 Coupé back in the late 1970s, but that car only had the red added because of Esso sponsorship. Interestingly between 1982 & 1984 (Talbot Sunbeam, Peugeot 505 & Peugeot 504 Pick Up) Peugeot Talbot Sport went as far as using the four colours all over the cars rather than just as a symbol – you couldn't find an ounce of white on them. The silver used on the works 206 WRC makes absolutely no sense at all in this context.

Peugeot used Michelin tyres throughout (except 2005), they even had the Michelin brothers competing in their cars and testing tyres in early motorsport history.

### Registrations

Peugeot only once played with registration plates, which was when the 206 WRC of the Evo1 version always had reg. plates starting "206". In fact, through this you can identify 206 WRC Evo1 from later versions (all Evo2 were converted to Evo3, but the Evo1 could not be updated).



Otherwise the normal French system applies – both of them, however. The famous 504 team around Gérard Allégret operated straight from Peugeot's mother factory in Sochaux, while the Peugeot Sport team as we know it today only was formed for the 205 T16 project.

Therefore, the basics are easy. Sochaux is in the Bas-de-Doubs region, near the Swiss border, actually not far from Basel. They have the

post code 25218. In terms of reg. numbers, this translates to the area code (last 2-digit number) 25. The modern Peugeot Sport facility is based in 78140 Vélizy, however the cars produced here are registered on the Peugeot Société Anonyme headquarters in Avenue de la Grande Armée, 75116 Paris, hence they have a 75 plate.

There is one slight hiccup in this order. There was a reason why Peugeot Sport was based in Vélizy. Vélizy is the home of La Garenne, Peugeot's research and development centre. There is a permanent, strong exchange between La Garenne and Peugeot Sport.

The exchange is interesting and bigger than you would believe. When in the second half of the 1970s Gérard Allégret ran the 104 & 104 proto projects alongside 504 saloon & 504 Coupé V6, it all started to become a little hectic in his competitions department. Therefore, while the 504s were built up in Sochaux, the 104s would be assembled at La Garenne in Vélizy.

Therefore, the works 104s already displayed a 75 plate, even though Peugeot Sport Vélizy did not yet exist, and the 104s were run on the events through Sochaux's competition department. In fact, even in the very early days (i.e. 203, 403, 404) Peugeot competition car registrations always swapped between 25 = Peugeot's mother factory and 75 = PSA headquarters.

As a further quirk, some early works



504s are registered in Marseille “13”, and even in Kenya. This is explained in the stories of Jean Todt and Jean Guichet. Today the 207 S2000 cars are another rare exception, being mostly works built and then privately sold, these cars start life on a “78” registration for Vélizy itself.



There are some cases of Peugeot being UK registered and even rarer German registered. The German importer is right at the border to France, in Saarbrücken, Saarland, leading to plates starting with “SB”. For Peugeot UK the typical Talbot registration stories apply, though before the merger with Talbot, UK registered Peugeot 504s would display London regs.

#### Chassis numbers

The 205 T16 had however chassis numbers similar to build numbers, with the first batch of rally cars being C001-C020 (with pre-production test cars being called

prototypes P1-P4). The 205 T16 E2 started from C201, Dakar and Pikes Peak 205s from C301 and Dakar & Pikes Peak 405 T16 from C401.

Later projects such as 206 WRC, 307 WRC, 207 S2000 all have normal sequential build numbers. However, a curious exception is the 208 T16: Since the R5-regulations are a little nearer to road chassis, Peugeot allows private tuners and dealers to build cars from a 208 GTI shell and a bag of spares, a bit like the case with Group 4 Escorts and Group A Sierras.

Such a bag of spares includes a front tubular frame that is then mated with the road chassis (and chassis number), and this tubular frame allows for build numbers. Unusually for Peugeot, if you order your complete car at Peugeot Sport, the chassis is then actually seam-welded and roll-caged by Matter in Germany before final assembly at Peugeot Sport themselves.

Maybe this is what led to a system very similar to that of Opel with the Ascona 400. If you wondered that only a couple of months after the 208 T16 debut Pieter Tsjoen started Ypres with the high chassis number 061, the reason is this: Peugeot ordered 60 chassis conversions up front at Matter for works assembly, and for this they reserved chassis numbers 1-60. A chassis number 61 or higher identifies a privately assembled car. In the example of Pieter Tsjoen's car, it is actually the 13th 208 T16 built, but it is the first privately assembled car, hence chassis 61.

[rallye-info.com](http://rallye-info.com)

## Rare Rides: A 1991 Peugeot 405 Mi16, the last-ever new Peugeot in America

Corey Lewis  
26 July 2018

The Rare Rides series will always have space for unique French cars. It's featured several Renault vehicles and a couple of Citroëns to date, but only one Peugeot, to my recollection. That one, a 106 GTI, was an import to Canada by an enthusiastic second-hand buyer. Today we feature a second Peugeot: one actually sold by a dealer, brand new, in America.

It's the hottest 405 sold in the U.S. — the excellently named Mi16.

Introduced for the 1987 model year, the 405 was a consolidation effort on the part of Peugeot. The large (for Europe) family sedan





was a replacement for the aged (and smaller) 305 sedan, and the aged (and larger) 505 sedan. Upon the 405's introduction



Peugeot continued production of its predecessors for a few years. The old sedans wore their sheet metal in a much heavier and more serious way than the slick, Pininfarina-designed 405.

With much confidence in its new family car, Peugeot released 10 different



variations. There was a front-drive version, an all-wheel drive version (Mi16x4), and in 1988 an estate was added to the lineup.

North America was more limited in its 405 selection, as one might expect of niche French car offerings on the continent. Available from the latter part of 1988, the base DL and mid-level S



trims were complimented by the range-topping Mi16. The lower two trims were also available in a now-hen's-teeth Sportswagen.



The 405 found immediate success in Europe, especially in the home French market. North America was a completely different story. By the late 1980s, Peugeot's North American sales were dwindling as the 505 model aged into oblivion. The 405 was sort of





a last-ditch effort to turn the brand's fortunes around, after the company decided not to import the sporty 205 hatchback.

In 1990 Peugeot managed 4,261 sales in North America, followed by a drop to 2,240 between January and July of 1991. Shuttering a business opened in 1958, Peugeot ended its North American operations entirely and headed back home.

Today's Rare Ride in gorgeous emerald is a 405 Mi16. Powered by a 1.9-liter inline-four producing 160 horsepower, horses travel to the front wheels via the five-speed manual transmission. With a high 203,000 miles, the owner offers a full binder of service paperwork as a testament to their faithful care of this rare Peugeot.

Said seller is presently asking \$7,500 (a lot), but it'd be tough to find another in this condition.

The Truth About Cars

## Peugeot 208s maintain pressure in Rallycross

Greg Francis

After seven rounds of the Rallycross championship three Peugeot 208s were in the top 10, with five in the top 20.

The 208 of Sébastien Loeb was 4th, Timmy Hansen 5th, and Kevin Hansen 7th.

Round 7 was held in Canada at the Grand Prix de Trois-Rivières on 3 and 4 August.

Loeb started brilliantly on day 1 taking the overall lead by beating his teammates Kevin and Timmy Hansen in race 3 of Q1.

Loeb won Q2 but had no luck in Q3 finishing 12th overall after a collision with Mattias



Ekstrom's Audi and Petter Solberg's Polo. Ekstrom had a DNF with broken steering. Loeb qualified last in Q4 in which Timmy Hansen qualified 2nd.

Timmy Hansen won semi-final 2 with Loeb coming 3rd and Kevin Hansen 5th.

In the final Kristofferson made a miracle comeback finishing first in front of Timmy Hansen 2nd and Sébastien Loeb 3rd.

Official standings are now: Johan Kristofferson VW Polo R 1st, Sébastien Loeb Peugeot 208 and Timmy Hansen Peugeot 208 equal 2nd with Kevin Hansen Peugeot 208 remaining in 7th.

Gregoire Demoustier was in 16th place, with Mark Higgins 20th.

Round 8 will be held on 1 September at Lohéac-Bretagne in France.



**Peugeot Association of Canberra  
Minutes of the General Meeting  
24 July 2018  
Weston Raiders Club**

**Present**

Brad Pillans,  
Glenn Bryden,  
Ian Brock,  
Colin Handley,  
Maya Parker-Sloan,  
Neil Birch,  
Greg Francis,  
Allan Lance,  
Mitchell Jameson-Curran.

**Apologies**

Bill McNamee,  
Peter Rees,  
Bernard Wright,  
Ross Stephens.

**Introduction**

1. The meeting opened at 8.01 pm, following dinner at the Weston Raiders Club.

**Minute of the previous meeting**

2. A motion was moved that the minutes be accepted as a true and accurate record of the meeting: Moved Colin, seconded Allan. Carried unanimously..

**Matters arising from the Minutes of the Previous Meeting**

3. Nil

**Financial report**

4. Current balance \$12,034.53. Received cheque from Suncorp for Shannons subsidy for Battle of Waterloo.

**Correspondence**

5. Notice from registrar of CMC re redeveloping of

Council website requesting details and information from clubs.

**Council of ACT Motor Clubs (CACTMC) Report**

6. No report as no delegates were present.

**General Business**

7. Badges: Glenn distributed metal grille badges to members present as per decision of previous meeting.

Neil Sperring provided previous examples of stickers which Colin will investigate further and possibly refine. Colin also to investigate possible stickers and berets for annual Pageant proposed dates for which are 5-8 April 2019. Brad to seek merchandise for Pageant from local dealer. Brad has sent a letter to Peter Bray and Queanbeyan mayor re possible venues for different events and accommodation possibilities.

Club amalgamation proposal: Options document from Renault Club to be sent out to members via Gmail. There followed a brief discussion re a constitution and incorporation with the general consensus on a possible amalgamation positive. Brad to speak with Lisa and Barry regarding proceeding.

**Close**

8. The Meeting closed at 8.47 pm. The next club meeting will be held at the Raiders Club in Weston, on 28 August 2018.