

ROAR

Magazine of the Peugeot Association of Canberra



September 2018

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On the cover A beautifully customised Peugeot 203 sport (or if you're a purist, a dreadfully despoiled 203).

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(PAC)

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

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Greetings all,

Next month (October) will be the club AGM, a time when we reflect on past triumphs and look towards the future – more on that in next month's column. The looming AGM, coupled with the arrival of a club magazine from my New Zealand club, the Peugeot Car Club (Wellington), reminded me that I am a dual international – I am still a member of the PCCW, and, of course, I am a member of the PAC here in Canberra. In fact, my membership of the PCCW has now stretched to 35 years, marked by the arrival, recently, of a 35-year membership pin in the post.

My membership of the Peugeot Car Club, in Wellington, was somewhat accidental. When I moved to Wellington in 1983, I bought a house which had previously been a rental property, and

for a few months, occasional letters would arrive for the previous occupants. One of these letters was from the PCCW, the existence of which I had been blissfully unaware. Having bought a 504, on arrival in Wellington, joining the club was a no-brainer and I have remained a loyal PCCW club member ever since.

As it happens, I served as President of the PCCW for a few years, before returning to Canberra in 1994. Then, a few years later, having joined the PAC, there was an awkward moment at a PAC AGM, when there were no nominations for President and the position was looking like it would not be filled. I tentatively offered my services and nearly 20 years later, here I am – still President. [While that may sound like a long time – and it is – I pale beside the 35 year-plus tenure of Malcolm Edgar as Secretary of the Wellington Club. I'm pretty sure that Malcolm was Secretary when I joined the PCCW in 1983 and he remains in that position to this day].

And, I still have a New Zealand car – a 1967 404 sedan from the legendary Peugeot assembly line in the rural, North Island town of Thames. The car had been owned by a single family when I bought it in about 1992, with less than 90,000 miles on the clock. Some of you will remember the car – dark blue body colour, with pale blue upholstery – which has been garaged for a few years while I procrastinate about getting the brake booster reconditioned or replaced.

Being a 1967 model, the brakes are boosted drum brakes and the car has a C3 gearbox. And, being kiwi-assembled, there are a few odd things about the car – like a Lucas coil and carpets instead of rubber mats. There is even a 'Tuesday carless day' sticker on the windscreen, a throw-back to the global fuel crisis, when kiwis had to nominate one day of the week when they would not drive their car. I imported the car to Australia in 1994, along with a 203 wagon,



the latter now owned by local Peugeot enthusiast, Alan Johnson, who uses it as his daily drive.

OK, so no AGM this month, but there will be a regular club meeting at the Raiders Weston Club on Tuesday 25 September at 8 pm, with dinner and drinks from 7 pm. At last month's meeting, Bill McNamee talked about his overseas travel experiences. Also, Richard Morgan revealed an excellent new overseas source of spare parts, having taken delivery of a comprehensive brake linkage kit for his late model 404 (I plan to order a kit, for my 404, from the same supplier, Der Franzose, www.franzose.com). Doubtless there will be more gems at this month's meeting, so come along and get all the latest goss.

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

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. \$6,000 but will consider offers. 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. \$900 ono. Caitlin, 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



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 urges France to revive incentives for hybrids

Sochaux, France (Reuters)

PSA Group is pressing the French government to revive sales incentives on rechargeable hybrid vehicles as it rolls out plug-in versions of its larger models to meet tightening European emissions rules, the car-maker said on Thursday.

Automakers are rushing to deploy electric cars and hybrids, which combine battery power with a combustion engine, to meet EU carbon dioxide limits and avoid hefty fines.

"We're asking for the reinstatement of incentives on plug-in hybrid vehicles," said Laurent Fabre, a governmental affairs executive for the maker of Peugeot, Citroën and Opel vehicles.

While PSA is well placed among car-makers to meet the goals, its pure-electric program will cover only the smallest cars - leaving its brands reliant on significant sales of rechargeable hybrids across the rest of their line-ups, from compacts such as the Peugeot 308 to the DS7 Crossback premium SUV.

The collapse of fuel-efficient diesel sales has stiffened the challenge across the

industry, causing CO2 emissions to begin rising again after years of improvement. While diesels produce more toxic nitrogen oxides (NOx) and particulates than gasoline engines, their efficiency has been instrumental in cutting greenhouse gases.

France, by far PSA's biggest market, currently offers a €6,000 (\$7,000) subsidy on each electric car sold, but an earlier €1,000 plug-in hybrid incentive was scrapped last year.

Financial support for low-emissions vehicle sales will be reviewed under draft 2019 budget proposals to be presented to ministers on Sept. 24.

PSA's French rival Renault supports the call for the rechargeable hybrid incentive to be reinstated at €2,000, Fabre said, adding the measure would cost taxpayers €40 million –



based on expected sales of 20,000 vehicles.

Plug-in hybrids, which avoid the range constraints of battery-only cars, offer the most reliable way to "kick-start the market" for electrified vehicles, Fabre said, adding the government was "attentive" to these considerations.

A Renault spokeswoman said the car-maker had no immediate comment on the matter.

Over the next two years PSA plans to launch eight new plug-in hybrid models, starting with the DS7 Crossback, and seven smaller pure-electric models.

PSA warns of further production halts over gearbox shortage

30 August 2018

Production of PSA Group's Peugeot 308 compact car may suffer intermittent stoppages in coming weeks because of a shortage of transmissions, the French automaker said.

The production line building the 308 in Sochaux, eastern France, was disrupted for a second day before resuming work in the afternoon, PSA spokeswoman Karine Douet said.

A production bottleneck affecting the model's new six-speed manual transmission will gradually disappear as manufacturing of the gearbox ramps up at another PSA site in Valenciennes, northern France, Douet said.

"Given that this ramp-up will take a few weeks more, other temporary production stoppages or shift changes may occur in the factories," she said.

PSA nonetheless expects "no impact on its sales volume for the second half," Douet said.

Summer production slowdowns may also have affected the pace of transmission production in Valenciennes.

As part of its response to the production hitches, PSA said it was drafting in

workers from other French manufacturing sites.

Reuters



Peugeot e-Legend Concept: an autonomous, all-electric French muscle car

Paul Henderson, British GQ Associate Editor
20 September 2018

Peugeot have produced something special to be unveiled at next month's Paris Motor Show... and in theory it could drive itself there.

The e-Legend is 100 per cent autonomous and totally electric because in the future, well,



you'll have plenty of other things to do rather than drive. You can watch the massive TV for a start.

In either of the two autonomous modes, the i-Cockpit interior of the e-Legend reconfigures so that the steering wheel retracts under the in-car soundbar. The front seats can then be reclined, the armrests automatically engaged and then the passengers can settle in and watch the latest episode of the Great





French Bake Off on the 49-inch screen.

Of course, this being a concept, you won't be surprised to learn that the intuitive AI technology included will enable the driver to alter the car's driving style, listen to music and open and close the electrified doors. As long as you speak one of the 17 different languages that this Peugeot is fluent in, you'll be sorted. Clever, huh?

But just in case you were worried, this automation isn't to show off. "The Peugeot e-Legend Concept is not just a technological manifesto," said CEO Jean-Philippe Imparato. "This is the vision of a brand actively focused on an optimistic and ultra-desirable future. For Peugeot, autonomy and electric

are synonymous with even stronger sensations. Boredom will never be part of our DNA."

In other words, you can drive it too... if you want. There are two manual modes on offer here: Legend, designed for cruising and comes with a digitally created wood effect display for extra soothing ambience. And then there's Boost, which is more dynamic and projects the road

in front on the large single screen.

And with four-wheel drive, a 0-60mph time of less than four seconds, and a range of 370 miles, you will enjoy every minute of the journey.

GQ Magazine





Why a Peugeot 605 is worth its weight in gold

Sam Mace
30 August 2018

Unloved when new and mostly ignored today, the Peugeot 605 is a criminally under-appreciated executive car – but is seeking one out now worthwhile?

Launched in 1986, Peugeot's 605 came at a time when the executive segment was becoming increasingly badge and image conscious.

Most buyers and fleet consumers walked straight past the French manufacturer's showrooms, and into the nearest BMW dealership.

'Peugeot? Isn't that something the wife drives the kids to school in?'

If you turned up to a breakfast meeting in the late 1980s or '90s in a lowly Peugeot while everyone else was rolling up in chrome-laden Jags, prestige Germans, flashy Rover Sterlings and even in-your-face high-end Ford Granadas, you were going to look like a loser. So guess who got bullied into buying the first round of coffees?

They say fortune favours the brave, but many who were brave enough to buy a new 605 were probably left feeling anything but fortunate. Early cars were blighted by eccentric electrics and iffy build quality.



Word got out, and the damage was done.

Despite the brand's Lioncare centres making the best efforts to put things right, residuals sunk like a Rover 800 with a Gary Glitter cassette stuck in the stereo. The all-important fleet market ran for cover. In fact, one former travelling salesman told me that he asked his fleet manager for a 605 – and the request was point blank refused. These models are rare for a reason.

That was then, and this is now. A surviving 605 will probably have had the worst of its elec-

trical issues ironed out long ago, and the later cars had better-behaved electrics and more convincing build quality.

But why are we bothering with PSA's executive oddity? It would be easy to write off the 605 as an unimaginatively styled also-ran. Yet if you see it from the right angle, or in the right lighting, you'll find yourself going 'Oooh'.

Those Pininfarina lines are up there with the best of the stylist's work. Sharp, subtle and handsome, it's the kind of svelte body that could easily wear a Lancia or Alfa Romeo



badge. The inside is just as understated and smart as the outside. Before Peugeot made all its cabins look like a mass of recycled cheap DVD players and monochrome Tamagotchis, there was a time when the company designed some of the sharpest interiors around.

The pleasingly angular and chunky 605 means business – both figuratively and literally. Inside, it's just as smart and sensible as anything BMW or Mercedes would come up with towards the end of the 20th century, with none of the wilful weirdness of the Citroen XM with which the Peugeot shared a platform.

The seats are among the most comfortable you'll ever sit in: as supportive as your boss's Herman Miller office chair, yet luxuriously squidgy for your derrière. You'll start to understand this car's appeal if you

imagine taking it for a long blast from Paris to your business meeting in Montpellier – perhaps wearing your achingly '90s double-breasted suit, while the limousine-like space in the back provides ample room for an illicit office love affair.

In our own top-of-the-range SVE example we're treated to heated leather seats, a Clarion stereo with a display that's both grotesquely '90s and strangely gorgeous, and cruise control, too. This car is about unabashed company-car flash, without being tasteless as well.

Two decades on, the interior has survived surprisingly well. Ours is a very late facelift car from 1997, and it's evident that Peugeot had learned quality lessons from the earlier 605s – and learned them well. Nothing squeaks or rattles, the panel gaps are surprisingly tight and even the leather is crack free.



The PRV V6 powering our car (as used by Volvo and DeLorean), has a reputation for harshness and all-round horribleness. In reality, it's a mediocre but inoffensive engine. After





a short burst from the starter motor, the V6 jumps into life, whirring loudly at first but quickly settling down to a hum that's not at all intrusive on tickover.

When you start to move down the road, you'll realise the 605 is not quite as well-mannered as it should be for a car of this class. Growling and burbling away in the background, it won't let you forget that there's a 3.0 V6 at your disposal. The PRV might not have the nicest soundtrack, but it makes a pleasing wuffle below 3500rpm. The performance isn't tarmac scorching, but it's punchy enough for stress-free overtaking and will raise a smile should the red mist descend.

Straight-line performance isn't why you want one of these Peugeots, though.

The area where the 605 always shone was ride and handling. The steering is like nothing else; it's spookily light to the point of being disconcerting, but for such big car the speed with which this model turns in is outstanding. It feels keen and ready for action, yet solid.

Peugeot in this era had a knack for chassis and suspension set-up, and its 605 is no exception. Learn to work with and trust the light steering, and act smoothly and in plenty of time, gently turning into corners rather than driving the car by the scruff of its neck. Do this and you'll find it feels more like a big GT than a big exec.

Get familiar with it, pick up the pace, and you'll feel a hint of passive rear steer. The car remains poised and composed at all times, ready to be pointed at the next corner, and it's all done with minimal body roll. The 605 is far more chuckable than it has any right to be, which is why it became the Cobra car in Taxi 2.

But to throw this machine about and charge around everywhere in it would be to completely miss the point. The 605 isn't a car for the outside-lane warriors. It inspires confidence, but not moronic or obnoxious driving. If you're the kind of driver who'd rather flick the cruise on at 70mph, select Radio 4 and arrive at your destination serene and unflustered, you'll be just as well catered for.

'Relax as the world flies by,' was the marketing slogan for this car, and it still holds true

today. The ride is well cushioned, shrugging off roadwork scars and bumps in our crumbling road network without any thudding or tram-lining. This car is about minimal effort and maximum relaxation.

Spend a couple of hours tackling a boring, arduous drive in one of these, and you'll start to love it. It cossets and de-stresses in a way many modern executives just can't manage. There are no garish touchscreens or multitude of buttons to distract you, no fancy brushed aluminium – just a really good chassis, sumptuous seats, an indecently good ride and a business-like exterior... What more could any white-collar motorist ask for?

It won't make you feel like a red-brace-twanging yuppie (that's a job for the Germans), and it won't make you feel like you own the place (that's a job for Jaguar). What it will do is make you feel smug – because you've found out one of the best-kept secrets in modern classic motoring.

Auto classics





A Peugeot 604 trails Bernard Hinault on Stage 13 of the 1986 Tour de France. Hinault, the 1985 winner, came second to Greg LeMond. Both rode for the La Vie Claire team.



The beautiful lines of the Peugeot 404 Coupe.



A fine Peugeot 172R on display in Milan.

Peugeot Citroën Australia announces new MD

Peugeot Citroën Australia (PCA) has announced the appointment of Ben Farlow as interim Managing Director effective immediately.

Mr Farlow, who replaces Anouk Poelmann, joins Peugeot Citroën Australia directly from Inchcape Australasia, where he holds the position of Group Marketing Director.

In this role, Ben has gained an in-depth understanding of the Australian automotive retail, importation and distribution landscape, giving him a broad experience base for the role.

A native Queenslander, Mr Farlow recognises the work of his predecessor and the significant opportunity that exists for Peugeot and Citroën in Australia.

“Both Peugeot and Citroën are some of the most, if not the most storied marques in the automotive industry and I firmly believe we have a significant opportunity to reconnect with Australian motorists and continue to grow the brands in Australia,” said Mr Farlow.

“Since taking over the distribution of these two marques in Australia, PCA has undertaken substantial work to prepare the business for ongoing success and the

continued evolution of the Australian automotive landscape.

“Underpinned by outstanding product, committed dealers and passionate staff, I firmly believe that PCA will thrive, while challenging the status quo in a rapidly evolving business environment.” said Farlow.

Prior to Inchcape Ben held numerous senior leadership and management positions across Europe, Asia and Australia including; Global Vice President and General Manager Portfolio Brands at the Bacardi Martini Group.

Before this time, he spent more than ten years working overseas and domestically for the publically-listed Diageo PLC in general management, marketing and sales roles.

Since relaunching in Australia under its new distributor and Anouk Poelmann’s stewardship, Peugeot Australia has grown 65 per cent to the end of the 2017-2018 financial year compared to the previous financial year and continues to grow its share ahead of the market. The significant result was driven by a 208 per cent growth in SUV sales.

Additionally, Citroën is being readied for an exciting relaunch in-line with the marques centenary celebrations in 2019.

Anouk Poelmann, who relocated from Europe to Australia mid-2017 with her family, has made the decision to step down due to personal reasons.

However, Anouk, who is extremely passionate about the marques, will remain available to the Australian business until the end of the

year to ensure a seamless transition.



Rare Rides: A 1997 Peugeot 106 GTi from Canada

By Corey Lewis
18 December 2017

As we all know, Canadians keep things warm and tropical. Additionally, they have less government, and fewer regulations. This lack of regulation is what makes today's Peugeot possible.

It's a very tidy 106 GTi, from 1997. Though the United States holds a vice-like grip on the importation of cars from other



countries if they're less than 25 years old, Canada sees fit to allow such importation after just 15 years. The seller reports the car was native to Japan, and he became inspired to seek out a 106 after seeing a Jeremy Clarkson review from 1999. I couldn't find said video on the YouTube, so we'll just take his word for it.

The car we have here is a second-generation 106, a revision to the first generation that debuted in the early 1990s. Peugeot needed a subcompact vehicle to fit in the line-up underneath the massively successful (and aging) 205 hatchback. Its prior entry here was the 104, which was a bit ye olde worlde by the time it ended its 17-year run (1972 to 1988).

In 1991 the 106 was ready. Though smaller than the 205, the hatchback was based on the same platform. Three- and five-door

versions were available, and Peugeot experienced quick success with its new small entry. Updates in styling and safety arrived for the 1996 model year (known as Phase II), which would carry the 106 through the rest of its days, all the way to 2003.

Meanwhile, the 205 soldiered on above the 106, carrying the torch for Peugeot's sporty hatchback offerings between 1983 and 1998. The sportiest version of the 205 was always the GTi — but that variant went away after the 1994 model year. 106, time to step it up.

Peugeot launched the 106 in GTi guise for 1996, featuring a 1.6-litre en-



gine that was the largest of the range (gasoline engines started at just 1 litre in displacement).





Sporting special exterior details, unique wheels, festive Euro-chic 90s interior trim, and a manual transmission, the hot hatch also provided great handling. The 106 was a standout in its class: European motoring shows (from what I can find) seem to be in agreement that it was a great little car.

This one was well maintained by its owner, and listed recently on the Ontario Ki-

classifieds website. The ad was removed recently, but the 106 was asking just 5,995 Loonies. With just 98,000 kilometres on the odometer, I can't help but feel someone got a pretty good deal. In the US, you'll have to wait until 2022 to do the same.

The Truth About Cars

jiji



Peugeot 205 GTi: buying guide and review (1984-1994)

The past five years have been an interesting time for the Peugeot 205 GTi, and it's genuinely difficult to recall a fairly ordinary car going through such a rapid market shift

quite so quickly. While the headline figures achieved at auction for exceptional examples have grown to upwards of £30,000 – with £38k the current UK record – it is the more average (and numerous) cars that have really felt the effect. Not only have prices all risen significantly, but there is now far more of an appetite for original and unmolested examples.

In terms of 1980s hot hatchbacks, the 205 has always been seen as the best. It might not have been the quickest, or even the best han-

dling, but there was something fundamentally right about this small Peugeot as a complete package. Even after production stopped in 1993, its popularity never really subsided. It went through a phase of being a cheap track toy for many, and a lot were modified beyond all recognition, but a good number survived to this point.

Which is a good thing, because today's buyer desires originality, as well as great condition. Most are willing to pay strong money



for the best they can find too. Not only has this pushed up the prices of those genuinely special cars, but has driven many to rebuild and restore more tired examples.

The £500 ruins, bodged or abandoned track-car projects, and the terminally tired, seem to have vanished. The Peugeot 205 GTI has broken out of bangerdom for good, and even the saddest case is now a 'great base for an appreciating classic'.

Which 205 GTi to buy?

There are various flavours of 205 GTI but lightness, zingy engine, whipcrack gearchange, razor-sharp steering (1.9 especially) and a super-precise throttle/cornering balance are common to all.

The 1984 original was a 105bhp 1.6, raised to 115bhp shortly before the longer-stroke 1.9 arrived at the end of 1986. This had taller gearing, effortless torque, disc brakes all round and yet crisper dynamics thanks to lower-profile tyres and revised off-sets for the bigger wheels with fewer, larger holes. The engines weigh practically the same yet there's no doubt that the 1.9 is an edgier drive, but it's also a bigger thrill, and prices reflect that.

Other variables? Later cars could be had with power steering, with a quicker rack but some masking of the intense grip/slip dialogue. In late 1987 came a facelift with a less rattle-prone, more plasticky dashboard and less painted metal in the cabin, but the



purity of the original Paul Bracq-designed interior was lost.

None of this matters much. Any 205 GTI will light up your life; no hot hatchback has ever been more beguiling to drive.

The good news is that the 205 GTI enjoys

a pretty high survival rate, meaning that there is actually a great selection of cars available at any one time. Post-1990 Phase 2 cars (black interior and exterior trim, and smoked rear lights) are generally the most desirable, and the easiest



to find in top condition. Post-1993 models were fitted with a catalytic converter, which slightly blunted performance.

The considerably rarer Phase 1s are rapidly becoming more collectable, but are on the whole worth slightly less with the

exception of absolutely original and low-mileage examples. Offering the greatest value are the most common '87-90 Phase 1.5 cars. Most GTIs are fitted with a factory sunroof, meaning that non-sunroof cars do carry a premium.

It's also worth considering one of the

many different special editions. The highly desirable Phase 1.5 Sorrento Green and Miami Blue GTIs from 1989 came with a full leather interior and power steering. More common Phase 2s are available in these colours too, but they're less well-specified and hence not as desirable.

A total of 25 1FM special editions were built to celebrate the 25th anniversary of BBC Radio 1, and are today one of the most desirable special editions. Finished in black, the 1FM features a unique Clarion stereo system, leather interior and a very high specification. A number still survive, and there is a register dedicated to keeping track of the remaining cars.

Although modified 205s are less popular than they once were, tuned examples remain common, and shouldn't always be dismissed. There are cars from the likes of Gutmann and Turbo Technics, who modified them in period, which can command huge prices today due to their rarity. Home-made 16v conversions were the lifeblood of the 205 scene for many years, making use of the fantastic 405 Mi16 engine, as well as the later 306 GT16 unit. Generally speaking, it's advisable to give converted cars a wide berth, unless the work has been carried out by a reputable specialist, or you know exactly what you are looking for. They are exceptionally good fun though!

Although we're not covering them in detail here, there are also other performance variants of the 205 that are well worth seeking

out. The 205 XS uses the 1360cc 85bhp TU engine, and is a whole lot lighter than the GTI, offering a surprising amount of fun. The later UK-market Rallye was also similar in concept to this model, although fitted with a lower-powered 75bhp engine. These are no longer the bargain they once were though.

It's the left-hand drive European-market Rallye (fitted with wider arch spats and white steel wheels) that is even more coveted than the GTI. This stripped-out hardcore road car was originally built to be eligible for under 1300cc rallying. Featuring a 1294cc version of the smaller 1.1-litre TU engine, the addition of twin Weber carbs pushed power to just over 100bhp, which endowed the 790kg 205 surprising performance.

While the finely-honed chassis of the GTI is somewhat compromised by cutting the roof off, the convertible CTI model is still a very cool way to enjoy some open-air classic motoring. Initially only offered in 1.6-litre form, the very last models got a detuned catalysed 1.9-litre engine.

Although no automatic GTI was ever produced (other than a handful of special order vehicles) there was a limited run of 1.9-litre automatic Gentry models, offered with a high spec. Although featuring the GTI's body styling, this was more of a luxury-orientated car, lacking the sports suspension of the GTI.

Performance and specs

Peugeot 205 GTi 1.9
 Engine 1905cc, four-cylinder
 Power 130bhp @ 6000rpm
 Torque 119lb ft @ 4750rpm
 Transmission Five-speed manual
 0-62mph 7.8sec
 Top speed 123mph
 Fuel consumption 28.1mpg
 Price when new £9295

Dimensions and weight

Wheelbase 2420mm
 Length 3705mm
 Width 1572mm
 Height 1372mm
 Weight 875 kg

Common problems

• Contrary to popular opinion, the 205 is not a badly made car. True, some of the interior plastics feel a little flimsy (especially on early cars), the body panels are paper-thin and cars can often look tired, but it's generally well engineered. A well-maintained 205 will rarely cause headaches. Here is what you need to look out for.

• Take a look at the interior and the first thing that you'll probably notice is some wear to the side bolsters on the driver's seat. This is by far the most common interior foible of any GTI. Seats can be repaired, more easily on the 1.9s with part-leather interiors. If the fabric has worn, new covers are now being reproduced.

• The interior plastics on later cars is generally hard wearing and still looks good today if in good condition, however the earliest phase 1 models wear less well. If all the parts are in good condition, then look after it as second-hand replacement parts are tricky to find.

• The all-aluminium XU engines are strong, but high-mileage or thrashed examples might show blue smoke on start-up and on over-run. In most cases that's just worn valve stem seals.

• Finding one with a slightly tired gearbox is not uncommon, but the main thing to watch for is worn-out synchromesh on third and fourth gears. If the change feels sloppy, it will likely need new linkages. New or uprated linkages are not expensive and are actually easy to fit.

• Any GTI should have had – or will need – a full engine/transmission restoration by now. Most 205s will have been driven hard, so budget around £1000 to renew all the basics.

• If the rear end of the car is creaking, it probably needs a rear suspension rebuild. There's no science to knowing when it will need a rebuild. If a 205 is driven for long periods with damaged rear axle bearings, the beam will seize, which puts strain on the bodysell. The entire beam will probably need to be replaced with a reconditioned unit if this is the case.

- Pay up to £350 to renew the bearings, and £800 for a replacement and fully rebuilt beam. Genuine or high quality component are more expensive, however will give trouble-free motoring for many years, unlike using cheaper rebuild kits which have been known to cause problems.

- You will struggle to find any 205 that hasn't had some new paintwork. The original finish was never brilliant and many have faded, with lacquer peel commonplace. Many cars will have had a full respray, so ensure this was done to a high standard, with photographic evidence of any rust removal.

- It's usually easy to spot a bad crash repair. Pay special attention to the front chassis legs and inner wings; rust in strange places often points to accident damage.

- Corrosion was much less of a problem than in many contemporary rivals, but the rot is really beginning to set in today. Check the boot floor and suspension mounts, front inner wings, and the seam between the bulkhead and floorpan – which is easier said than done. The original factory under-seal can hide a multitude of sins too, so be careful.

- Another common area for corrosion is behind the fuel tank, as well as the rigid brake lines in the same area. It's amazing

the state that you find these in; usually they're the original pipes. They won't be picked up on an MoT.

Model history

February 1983: Peugeot 205 range launched in France.

April 1984: 105bhp 205 GTI 1.6 goes on sale in the UK.

February 1985: Minor spec changes to the GTI, including softer suspension after complaints of an overly hard ride on early cars.

April 1986: Power increased to 115bhp with an uprated cylinder head and camshaft.

June 1986: Convertible 1.6 CTI launched; styled and partly built by Pininfarina.

December 1986: 130bhp 1.9 GTI launched, featuring the 1905cc XU9 engine with the same Bosch L-Jetronic fuel injection as the 1.6. Fitted with all-round disc brakes, half-leather interior and electric windows as standard.

September 1987: Phase 1.5 introduced, featuring a more modern dashboard, three-spoke steering wheel, higher-quality plastics and different seat patterns. All Peugeots including the 205 are now fully galvanised.

August 1989: Another minor update, with new BE3 gearbox, slightly larger two-piece exhaust, and power steering made available as an option.

September 1990: GTI receives a minor cosmetic facelift, with clear indicator lenses and smoked rear lamp units, black dashboard and trim, as well as the option of Bendix ABS. CTI receives an electric hood.

September 1992: Production of the 1.6 ends.

October 1992: 1.9 gets the 122bhp catalyst engine.

April 1994: Production of the 1.9 GTI and CTI ceases.

Owners clubs, forums and websites

- www.clubpeugeotuk.org – Peugeot Club UK
- www.pscuk.net – Peugeot Sport Club UK
- www.205gtidrivers.com – Peugeot 205 GTI forum
- www.peugeotcentral.co.uk – Peugeot forum for all models

Summary and prices

Whether you're after a usable everyday classic, or something to cherish for years to come, there is a 205 GTI out there for you. Top condition cars are starting to fetch serious money and these headline figures have also helped to push values of more ordinary cars upwards. Be patient and do your research to find the right car for the right money.

The enigmatic Peugeot 307 WRC

When in 1998 Peugeot decided to return to the WRC with a full house program, Peugeot Sport's favourite car would have been the 306 (the 206 was chosen for marketing reasons, being just launched as a road car).

The 306 would have been ideal size, being in the 4m length bracket (3,995mm). Interestingly the 207 fits that bracket too (at 4,030mm even slightly longer than the 306 despite the first digit identifying the 207 as a lower class car). But we were right at a time between these ideal 306 & 207 models were produced.

The 206 at standard 3,822mm was a short car, packaging and serviceability was a major problem for rally car engineering. Its short wheelbase didn't help either, the car was not easy on rough and fast stages and without the rear spoiler it would have been extremely nervous.

All that is why as the replacement to the 206 WRC the 307 WRC was the obvious choice. Next it seems extraordinary that Peugeot Sport chose the 307 CC version as the WR Car base. The consideration here was that the 307 hatchback (length 4,202mm) was in its design going a bit into an SUV with the disadvantage of a com-



paratively high centre of gravity. The 307 Coupé-Cabriolet (4,344mm) addressed that, but in turn for its automatic steel roof had a much longer boot and rear overhang.

The basic chassis engineering of the new Peugeot 307 model was stunning and got the



FIA into trouble. On all versions 307 the windscreen is very flat and mounts straight on the front suspension tops. It acts like a top anti roll bar. Ahead of the windscreen already, the road car builds on a front space frame surrounded by a bonnet made of alloy and bumper and front wings made of plastic.

This is an extremely rigid, yet at the same time light design. For the FIA this was trouble, because WR Cars are based as a kit on A8 cars. Group A dictates the shell should be as the road car, WR Car rules say for safety the cars should be steel. The Peugeot 307 was the first car where this is a contradiction and for the first time since group B the FIA had no option but to allow plastic body parts into the WRC. Curiously the FIA then allowed this for all WR Cars, such a big advantage the 307 road car had over its opposition did not apply to the rally car.

This layout also was probably part of the problem some drivers had with this car. The 307 is rigid and light at front, but its CC - Coupé Cabriolet layout means it has a big rear overhang and some weight behind the rear axle. The layout also meant that the 307 WRC had some kind of a Porsche 911 effect, the rear having a tendency of swinging out all the time.

In the days when WR Cars drive clean lines and look they're like on rails Peugeot could never stop this car from being an over-steerer; they only could make sure these reactions did not come too suddenly. Further, the



307 WRC is a nice change to the norm as it is the first cabriolet based rally car since the Fiat 124 Spider and the still-born Mercedes 500SL (all these cars had the roof welded to the shell for rallying).

Strangely this caused Peugeot problems with their choice of works drivers. Marcus Grönholm never liked the handling of the 307 WRC. Yet claims that this was why Grönholm crashed so often are debatable,

as also in the 206 and the Focus, Grönholm had more crashes than his main opposition. Freddy Loix was simply disappointing in the car and Harry Rovanperä was long past his best days and only a substitute.

For the car's 2nd season Peugeot chose Estonian Markko Märtin, who is another driver to like clean racing lines. Testing showed that if Markko tried left foot braking his times improved sharply, but Markko was simply no left foot

braker; he never felt comfortable with this.

It is ironic because at the same time Citroën signed a new #2 driver in Francois Duval. Francois is a left foot braker par excellence, but the Xsara was one of the most neutral cars around, and Francois always overcooked the Xsara's brakes and for not being able to let the car oversteer and let G-force help him, Francois had a myriad of nasty crashes in the Xsara.

It's crazy and certainly no complaint about the driver's talents; just very clearly Citroën would have been much better off with Märtin and Peugeot would have been much better off with Duval! If you read on through the 307 WRC results, you will find that many private and lesser known drivers got on much better with the 307 WRC than Peugeot's own works drivers did!

The other and lesser known part of the 307 WRC story is that Peugeot spoiled this car's results with a dilemma based on a sensational new, innovative transmission. Yes, the car was always publicly criticised for its gearbox, but not many people know the truth behind this.

Peugeot purchased the license to a Porsche double clutch system. This system is today available and working well in Peugeot and Audi road cars. It ensures that when driving in one gear the second clutch preselects the next gear and gear changes are extremely fast and smooth. Further even on Peugeot's road cars software can change the gearshift,



and thus change the whole car characteristics between economy, comfort & sport by the tip of a button.

However, before selling this system on road cars, Peugeot took British specialists Hewland on board and wanted to test and develop this in competition, where it should also save a few tenths of a second with every gear change.

However, the development of the dou-

ble clutch transmission (in the following named PDK for Porsche Doppel Kupplung = English Porsche Double Clutch. With Porsche the patent holder, PDK is the general term for this transmission technology, even though Peugeot's refined road car version is called EGS6.) was delayed and bugged with bursting crown wheels.

This is why Peugeot Sport changed to the 4-speed gearbox that Grönholm liked to criticise so often: while their engine's sensational torque

range should have been able to cope with that, a 4-speed allowed thicker crown wheels.

However, when the 307 WRC was scheduled to debut in Monte Carlo 2004, the PDK transmission was far from ready! Peugeot had no option but to substitute again as the entire drive train was made for this PDK. And they did so in starting the first events with viscous differentials that were adopted from the road going Peugeot 405 T16.

This is crazy but it also shows some of their road qualities. Indeed, in its first 4 events the Peugeot 307 WRC had only slightly altered early 1990s road car technology, it was the only WR Car of the lot that did not feature active differentials! And like that, the car led Monte Carlo until Grönholm crashed; it led in Sweden until power steering problems and a spin, and in NZ it came within 5.9s of victory despite Grönholm rolling the car! Under the circumstances, an absolutely sensational debut!

On the first event where the 307 WRC featured active differentials, in Cyprus 2004, Grönholm indeed won but was disqualified. It was a somewhat questionable disqualification. Yes, the water pump wheel was not according to the homologation papers, but it was 100% identical with the 405 T16 road car water pump and as such, within the spirit of the rules!

By now 5 rounds were wasted and the 307 had to wait until its 9th rally, when it won in Finland, 2004, despite further gearbox prob-



lems. Then the next irony happened in the 307 WRC's truly ironic career. Event after event Marcus Grönholm begged Peugeot to give him a 5-speed gearbox. Since the whole transmission design was only an emergency solution when the PDK never worked, this was not a thing that could be changed overnight. Especially since for some time Peugeot still hoped they could launch the PDK. In round 10, Rallye Deutschland, Marcus got his wish, but he

crashed out not even 400 metres into the first stage. I still remember being in the service tent and Corrado Provera next to me punching the table and shouting: "Now we bloody give him 5 gears and he crashes before he can select 5th!"

The year 2005 was even worse. It was already clear because of an argument between PSA and FIA that it was the last season of the 307 WRC as a works car. And somehow Peugeot saw the fate of the 206 WRC's last season repeated, an incident that simply made the

championship unimportant.

As in the last 206 season Peugeot lost titles when Richard Burns sadly fell fatally ill, in Rally GB 2005 the team was involved in the saddest accident in the WR Car era, when Martin's navigator and long-time Peugeot friend Michael "Beef" Park lost his life.

The 307 WRC gearbox saga meanwhile took another twist. When Peugeot was basically down to a 1-car team and the title all but lost, Peugeot decided they needed a miracle to win the title and became daring. On the 3rd last rally as a works car, the Tour de Corse 2005, Marcus Grönholm's 307 eventually was equipped with the PDK gearbox!

And he retired with that gearbox in the first loop of that event! What a shame. In engine development we have seen a lot, but there is masses of potential to make cars more powerful, economic and efficient through transmission technology. Incredible how long this innovation is in the doing. Until now there have been only 2 WRC events in which a car with PDK transmission have started: Grönholm/Peugeot 307 on the Tour de Corse 2005, the other being Walter Röhrl/Audi Quattro, RAC in 1985!!!! Today - too late for the 307 WRC - the PDK system runs reliably in a selection of Audi and Peugeot road cars and even sometimes in private or FRC 307 WRC Evo3!

There were other situations to weaken the Peugeot 307 career story. For a start the sensationally successful Peugeot 206 WRC

did not have to compete with the Citroën Xsara for a full season until 2003 – the 206's last season. The 307 as a new, innovative car had to compete against a very well developed Xsara throughout its career. No shame really, as on the road the Citroën Xsara/C4 is the sister car to the Peugeot 306/307; in fact, these days C4 & 307/308 are even running off the same conveyor belt in Peugeot's mother factory Sochaux.

Less excusable is Peugeot's change from Michelin to Pirelli tyres for the 2005 season. Looking at several performances during that time, it is crystal clear that Pirelli equipped teams were at a disadvantage; clearly, this was a very bad decision by Peugeot Sport. Still, until the nasty Märtin/Park accident Peugeot was challenging Citroën tooth and nail in the manufacturer title with nearly twice as many points as Ford and Subaru! After round 10 Peugeot was even leading the manufacturer WRC! All that despite the change to Pirelli, despite the failed transmission development, despite the works drivers not being too happy with the handling...!

As a final note, there seem a lot of excuses listed above why this Peugeot 307 WRC could not dominate its category as previous Peugeots did, like Safari 404/504, GB 205 T16, Dakar/Pikes Peak 405 T16, F2 306 Maxi, 206 WRC.... But indeed the car was not as bad as some liked to make out. Maybe for the 307 WRC's characteristics Peugeot just had an unlucky choice of drivers. In 2004 Basti Lindholm was leading the Rally Finland in a 307 WRC, ahead of cousin Marcus Grönholm. It is the only WRC event in Basti's entire, long and illustrious career that he ever led!

When in 2006 Manfred Stohl started a private 307 WRC program, he was a podium finisher in Mexico, Australia, NZ; he was even was 2nd in Rally GB, regularly beating drivers like Daniel Sordo, Xavier Pons and Petter Solberg. Stohl also finished 4th in the drivers WRC, beaten only by Loeb, Grönholm & Hirvonen.

Stohl likes oversteering cars and he was a joy to watch sliding around in that 307; yet in 2 seasons with the all-conquering Xsara he wasn't even a shadow of these results. But not only Stohl, Gigi Galli enjoyed good results including a podium in the 307 in 2006, Henning Solberg

managed a podium in Turkey '06.

Alex Bengué was fighting for a podium on Corsica and claimed the 307 was clearly superior to the 206 in about every single aspect. Toni Gardemeister had a one-off 307 drive in Monte Carlo '06 and managed a podium finish first time out in this supposedly difficult car.

Gardemeister there-after had 4 starts in the apparently unbeatable Citroën Xsara; he never managed to repeat this podium and repeatedly claimed publically the 307 was the better car than the Xsara: "At least in traction the 307 WRC is the far superior car to the Xsara and there is no single aspect in which the 307 lacks behind the Xsara!"

Rallye-info.com

Peugeot 307 Evolutions

MODEL & EVO. (ACTIVITY)	BHP@ RPM	TORQUE (NM)@ RPM	LENGTH WIDTH HEIGHT	WEIGHT (KG/BPM RATIO)	TRANS. (W'BASE)
* 307 WRC Evo1 (04-04)	300/5250	580/3500+	4344.1770.1242	1230 (4.1)	4x4 (2608)
* 307 WRC Evo2 (05-22)	300/5250	580/3500+	4344.1800.1424	1230 (4.1)	4x4 (2608)
* 307 WRC Evo3 (06-22)	300/5250	580/3500+	4344.1800.1424	1230 (4.1)	4x4 (2608)

Mixed fortunes for Peugeot in Rallycross

Greg Francis

Qualifying results for the 208s were as follows:

Q4: T. Hansen 3rd 42 points, K. Hansen 4th 40 points, S. Loeb 9th 35 points.

Q3: T. Hansen 7th 37 points, K. Hansen 12th 32 points, S. Loeb 18th 26 points.

(Loeb suffered power steering problems after a 'nudge' at the first corner.)



Loeb loses power steering after this contact.

Q2: T. Hansen 6th 38 points, K. Hansen 10th 34 points, S. Loeb 9th 35 points.

Q1: T. Hansen 5th 39 points, K. Hansen 7th 37 points, S. Loeb 4th 40 points.

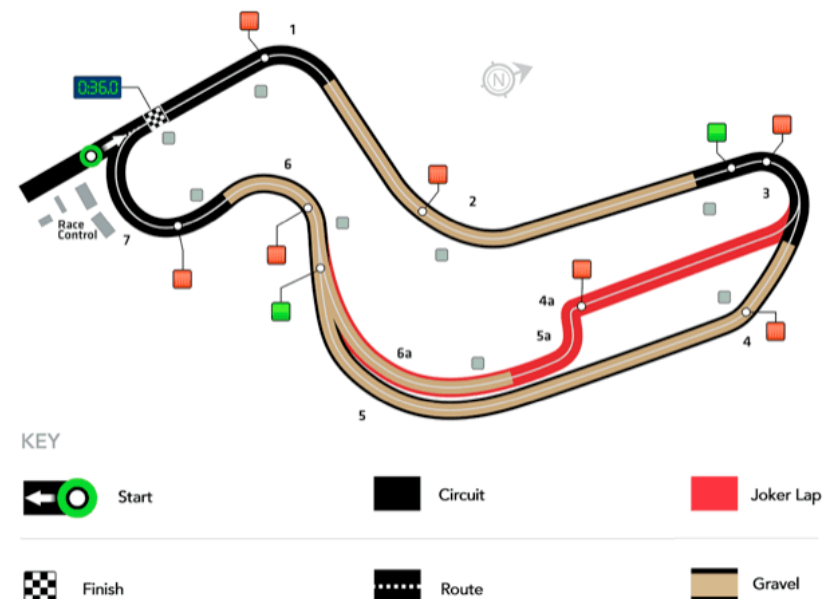
All three 208s qualified for the semifinals.

In Semifinal 1 the Hansen brothers finished 3rd and 4th. Loeb finished 2nd in Semifinal 2.

Kevin Hansen did not qualify for the final where Timmy Hansen finished 5th with Sébastien Loeb in 6th.

The 208s did a lot of chasing in France.

Timmy Hansen has now dropped to 4th, Loeb to 6th and Kevin Hansen to 8th.



**Peugeot Association of Canberra
Minutes of the General Meeting
28 August 2018
Weston Raiders Club**

Present

B. Pillans,
J. Taylor,
B. McNamee,
N. Sperring,
G. Francis,
R. Morgan,
C. Birch,
N. Birch,
G. Bryden.

Apologies

P. Rees,
A. Lance,
R. Stephens.

Introduction

1. The meeting opened at 8.04 pm, following dinner at the Weston Raiders Club.

Minute of the previous meeting

2. With correction that Neil Sperring was present, it was moved the minutes be accepted as a true and accurate record of the meeting. Moved: G.Francis, seconded B.Pillans. Passed unanimously.

Matters arising from the Minutes of the Previous Meeting

3. Nil

Financial report

4. Current balance \$12,214.53.

Correspondence

5. Several Club magazines, insurance renewal and a letter from CAMS re affiliation were received.

Council of ACT Motor Clubs (CACTMC) Report

6. No contact from government re proposed CRS changes and no acknowledgment of receipt of proposal. July financial report of balance of \$6825.34.

Insurance renewal from Gallaghers received. A second quote to be obtained.

New website is almost ready, awaiting some minor changes recommended by committee. New domain name acquired.

A meeting with Andrew Wall, shadow minister for tourism was held. Questions re the move of motor events from ACT to NSW were raised and discussed. President then received a request from Mr Gentleman to discuss the same issues.

Council has seven ladders for sale to interested clubs or members. Steel rrp \$129, aluminium rrp \$144. Contact committee.

WHEELS for 3 March 2019 at Queanbeyan showground has no organising club as yet. Canberra Antique and Classic club will provide guidance and support to a willing club.

AGM in September. Nominations for positions called for. Five nominations from current committee received.

Pie Cart. Quotes for a new 12v to ground wiring kit being sought for Mark Saunders to install.

General Business

7. Richard Morgan submitted a parts catalogue from Der Franzose for members information. The deposit of \$500 for the Battle of Waterloo has not yet been returned. The return of this money was decided by the committee at a previous meeting. Brad to follow up with Mitch.

Bill McNamee spoke entertainingly of his history of overseas travels.

Close

8. The Meeting closed at 8.51 pm. The next club meeting will be held at the Raiders Club in Weston, on 25 September 2018.