

ROAR

Magazine of the Peugeot Association of Canberra



August 2020

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RoAR is the official journal of the
Peugeot Association of Canberra Inc.
(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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Greetings all,

This issue of Roar marks the end of an era. With the merger of the Peugeot Association of Canberra and the Renault Owners Club now completed, Roar will come to an end and be replaced by a yet-to-be-named newsletter of the new club, the French Car Club of Canberra (FCCC).

I would like to take this opportunity to express my appreciation, on behalf of the club, to our Editor in Chief, Peter Rees, and our Production Editor, Allan Lance, for their long-serving dedication in producing such a great newsletter. Well done, Peter and Allan, and many, many thanks.

Almost certainly, the newsletter of the FCCC will be assembled by an editorial team, to provide suitable content across the marques. All club members will be encouraged to provide copy for the newsletter, but if you'd like to join the editorial team, please let

me know. Also let me know if you have a suggestion for the name of the newsletter.

All going well, we anticipate the first edition will be available next month.

Robert Hush, Dealer Principal at Canberra Peugeot, tells me that they are planning a local launch of the new 2008 SUV – more on that next month. In the meantime, he has offered to host this month's club meeting in the Canberra Peugeot showroom on Melrose Drive, Phillip. The showroom can comfortably accommodate up to 30 people, with appropriate social distancing. I will also send out a Zoom link, by email, before the meeting, for those who are unable to attend in person. If you are planning to attend in person, please send an RSVP to me so that we can keep track of numbers. You can RSVP by phone (0427-662 112) or by email (brad.pillans@anu.edu.au). The meeting will start at 7 pm on Tuesday 25 August.

We considered holding the meeting at the Raiders Weston Club, but recent coronavirus outbreaks in NSW, in particular, suggest that a return to meeting at a large club may not be the best option at this stage. We will review the situation before our next club meeting in September.

Neil Sperring and Greg Francis attended this month's meeting of the Council of ACT Motor Clubs and Greg reports that the Council unanimously approved the affiliation of the FCCC. Affiliation is a legal requirement for club members to register Veteran, Vintage and Historic vehicles as part of the ACT concessional registration scheme. I suspect that there will be a transition period, but rest assured all Peugeot club members with existing concessionally registered vehicles will be fully covered. Neil and/or Greg will provide an update at Tuesday's meeting.

In this issue you will find two sets of meeting minutes for the month of July – one for the PAC and one for the inaugural meeting of the FCCC. This month there will be only one meeting, doubling as the last monthly meeting of the PAC and the first monthly meeting of the FCCC. Strictly speaking, the PAC no longer exists (according to Access Canberra) but I'd like to make it an unofficial double act to mark the occasion.

Just to repeat, I hope to see many of you at the Canberra Peugeot showroom at 7 pm on Tuesday 25 August. Needless to say, there will be cars on display!

At this point, I would normally end by saying "Keep on Pugging", but the multi-marque nature of the new club suggests that "Keep on Frogging" might be more appropriate.

Brad Pillans

Past President, Peugeot Association of Canberra

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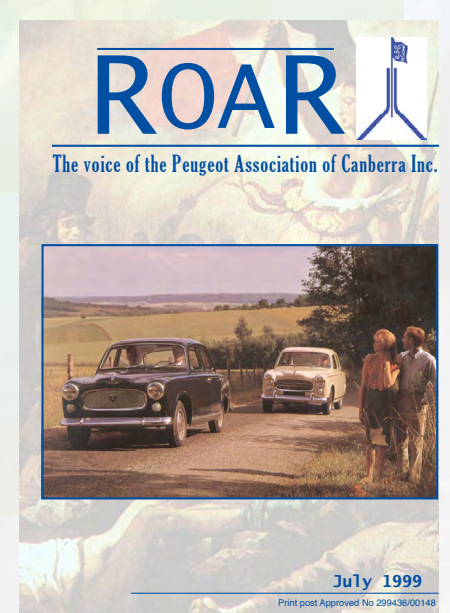
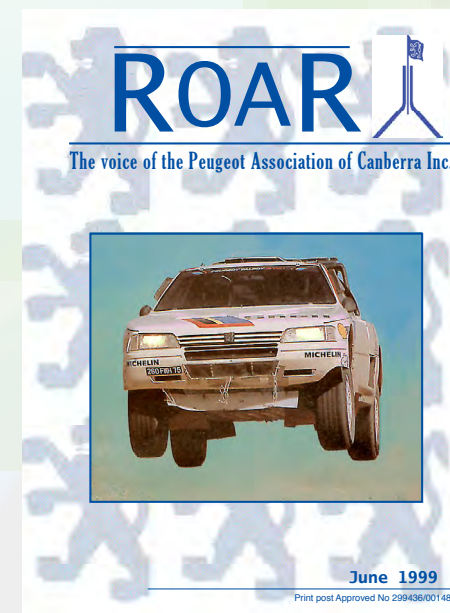
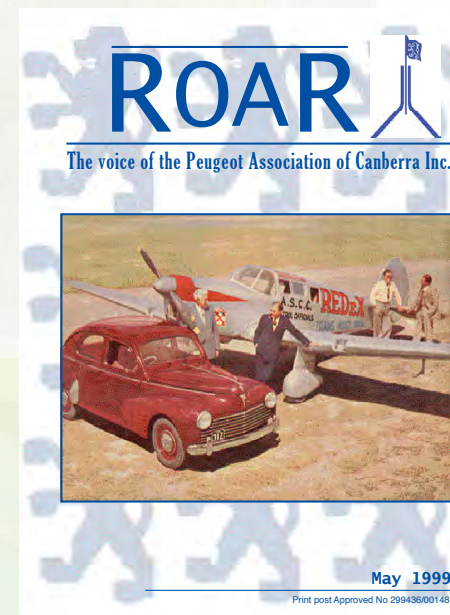
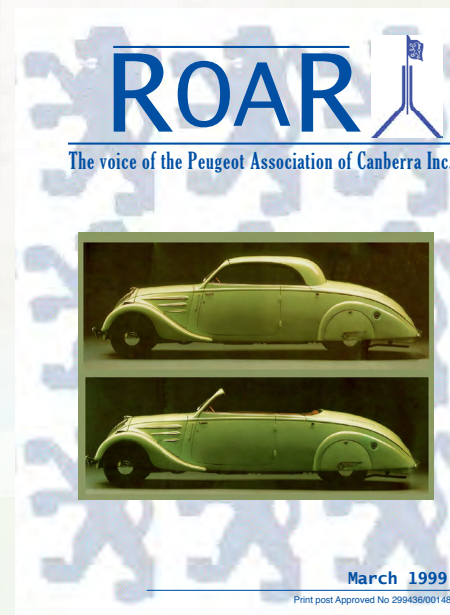
Barry McAdie

Delegates to CACTMC

To be confirmed

Club Registrars

Brad Pillans
Lisa Molvig

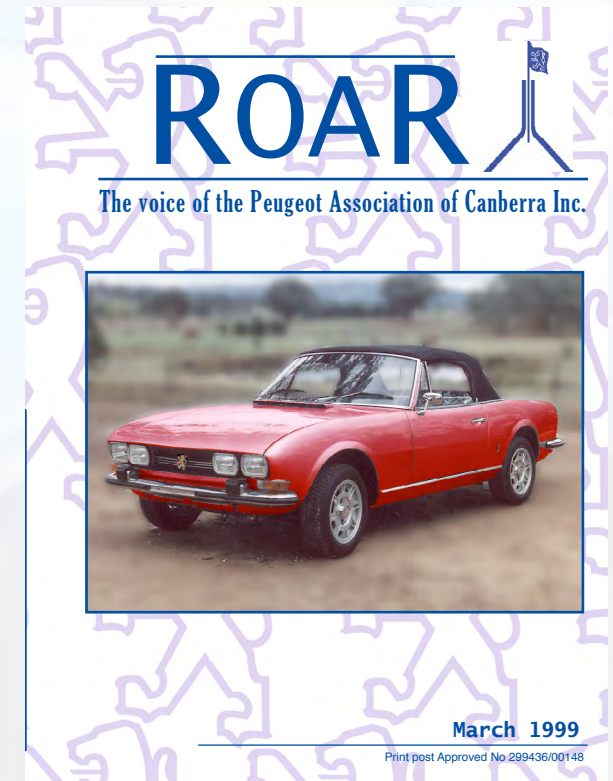
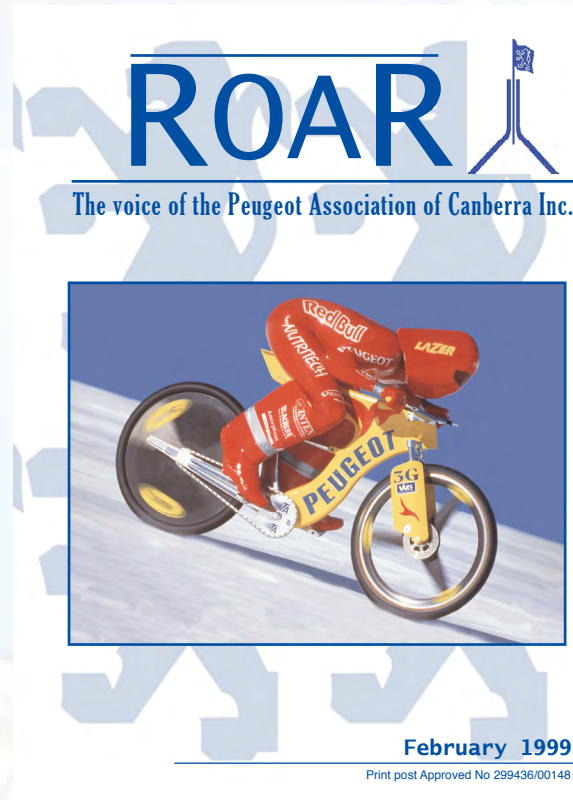


CLUB EVENTS 2020

25 August 2020

French Car Club of Canberra: Canberra Peugeot showroom 152 Melrose Drive, Phillip, 7 p.m. This will be the first general meeting of the FCCC as well as the final meeting of the Peugeot Association of Canberra. See Brad Pillans' column for more details.

Calendar



FRENCH CAR DRIVES 2020

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

Program of events in 2020 subject to change due to the Corona plague.

October 25: Hillbrook Hygge - lunch

December 6: Christmas BBQ

Lisa Molvig
Social Secretary
French Car Club of Canberra

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<http://www.renaultcanberra.asn.au>



CLASSIFIEDS

For Sale

404 utility 1970

404 utility 1970. Very rare. Baltic grey. Original body. Fitted with a 4 cylinder petrol 504 motor. New Michelin tyres. Continuously registered and driven, goes well. Various spare parts and car cover included. Small amount of rust on one door handle and headlight cover, and on towbar.

41,537 km. Grey, black interior, 4 speed Manual. Registration June 2020

Roadworthy/Safety Certificate. \$12,600. Sam Tormey, 0400 991 901.



Wanted

Peugeot 205 GTi armrests

Two armrests/door handles (interior) for 1988 205 GTi. Greg 0411 281 388.

Parts

Peugeot 205 rear reflector

205 rear reflector. Brand new, still in original package. \$220. Greg.0411 281 388



A final Roar

Peter Rees

Well folks, this is it – the final edition of Roar.

With the *entente cordiale* merger of our Peugeot club with the Renault club, and with Citroën aficionados coming on board, a new era awaits French car enthusiasts in Canberra.

And there are a lot of you! So many of you have been important contributors and supporters of the club and through it, Roar, over the years.

My thanks to Flash, and his always interesting contributions. Bill McNamee, of course, deserves special mention not just for his technical articles and advice, but for the important role he has played in providing an incredible service facility for the club. What Bill does is the envy of many clubs. And one can't mention Bill without Jim Taylor – thank you both for your contributions.

Colin Handley has been another stalwart and a key player in the club for three decades, and responsible for one of the recent fascinating stories in Roar – the restoration of his 404 Cabriolet.

Which brings to mind another wonderful restoration story published in Roar in recent years – Tony Watson's 203 wagon.

It's been my privilege to be at the helm of Roar for the past 25 years. During which time there's been invaluable help from my co-editor, Allan Lance.

I'll come back to Allan, but first there needs to be some time travel, back to 1995 when I took over as editor.

It was a bit like the proverbial steam radio. We produced the magazine in those years as a hands-on, mechanical exercise. Stories were written and printed and then laid out and finally photocopied ready for assembly by hand.

At that point a team that included at various stages, Brad Pillans, Colin Handley, Glen Bryden, Bill McNamee, Andrew Davies, Allan Lance and myself sat around a table and over a glass of wine or two, stapled the pages together and then enveloped each copy ready for posting.

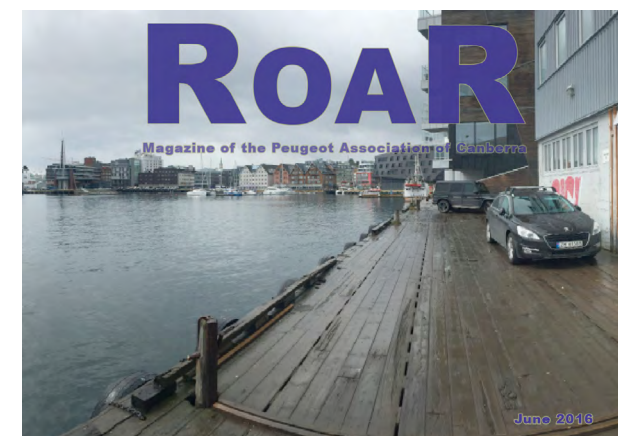
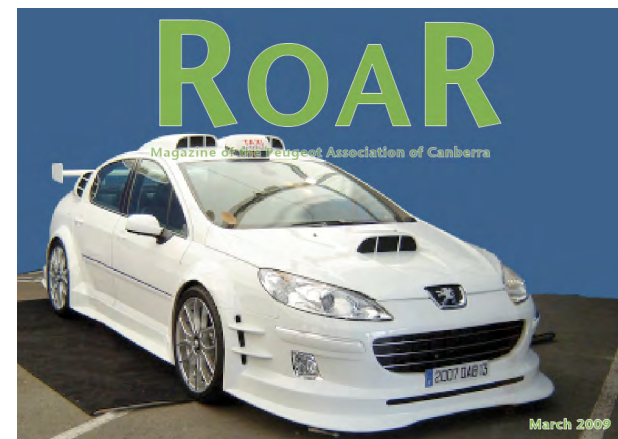
In the early 2000s Allan refined the process with his digital layout skills. Later again Roar moved with the times and became an E-magazine – again with Allan's guidance.

Allan deserves much credit for the polished product that Roar became, sometimes laying it out while overseas, and always bringing a level of sophistication to its presentation.

There have been many other contributors – Mick Garrett and Leon Arundell among them, and special mention must be made of Peter Wilson, formerly editor of The Pugilist. Peter's sharp eye for news kept us up to date on Peugeot progress while at the same time reminding us of the marque's history in Australia.

So, thank you all.

As the words of La Marseillaise exhort: *Marchons, marchons*.



A new Pug in the family

Mick Garrett

Once upon a time in the late 1990s early 2000s, we had six Pugs in our household. I had two, a partly reconditioned 404 sedan, the reconditioning of which kept me sane while I worked in a high pressure senior role for several years, and a burgundy 405 Mi16 MK2 which was my daily driver. This was a great car but difficult to get into second gear smoothly on a cold Canberra winter's morning. My wife drove an immaculate grey 405 STi with full leather. And my three sons drove: a 504 wagon, a 505 sedan and a 306 hatchback. We have had in our collection from time to time another 404, several 504s and 505s, a 406 Coupe and a 406 SV sedan.

A story of note come to mind from the time of our large stable of Pugs. I acquired for my youngest son a great fuel injected 504 very cheaply but on closer inspection it had a significant tin worm problem. He loved it because it was quick for a 504 and refused to part with it, so I spoke to a club member here in Canberra who was into fixing up old Pugs and asked him if there was anything else available.

He said he had a fully imported metallic green 504 with full green leather seats in good condition but the motor was shot. After some negotiation he agreed to do an engine swap from my fuel injected car into

the imported one. While we worked on the swap he told me the history of the green imported car. He said he had been servicing it for many years for a woman who worked of a night-time in our industrial suburb of Fyshwick¹.

She apparently loved the car and would not part with it for a newer one but eventually when the engine gave up the ghost, she was not prepared to pay for a rebuild. According to my son the transplant was a match made in heaven as the 504 was comfortable, quick and looked good. I last saw it with a very large trailer attached driving off to Sydney with my son at the wheel and his mate in the passenger seat. They were moving up there. I kept my phone handy that day as I never expected it to get to Goulburn before I got a call, leave alone Sydney as the trailer had so much on board. But it made it and survived a few years up there before it was



T-Boned by some person while it was parked in a side street in Coogee. A sad ending for a great car.

However, since that time my sons have moved away from Pugs in favour of large 4WDs and electric cars. We ended up with no Pugs in the family, which I found disconcerting as I have driven Pugs since 1968 in one form or another.

About 9 years ago I bought a 1961 403B to play with. It came from Nev Summerhill and many others around this part of the country and has been rebuilt mechanically several

times, I believe, and has been in a Redex re-run. It goes very well, quicker than any standard 403 that I have ever had and I've had several. I felt that I was back in the Pug fraternity.

However, recently a new Pug has joined our family, a 2010 207 HDi (70,000ks on the clock) by an unusual route. As many of you may know we had a massive hail-storm here in Canberra earlier this year that damaged, I believe, up to 30,000 vehicles. The hailstorm by the way, was between the fires, a pandemic and the recent floods, just in case anyone is losing track. Two of my sons' cars were seriously damaged making them write-offs and so my eldest lad went looking for a replacement vehicle for his Toyota Prado.

While he was waiting at the Pickles auction (pre-pandemic that is) the little red 207 came up for auction with a starting price of \$700. Knowing my fondness for Pugs he thought, "I'll get that for dad, how can we go wrong?" The bidding went up to \$1000 and he suddenly was the proud owner. Driving it home he thought, this is too good a little vehicle, I'll talk the wife into it and we can flog her car and be in front by several thousand dollars.

A reasonable thought but, older club members will instantly see the flaw in his thinking: not consulting wife first. He informed me that although he had initially bought it for me, he now intended to keep it for the wife.



Wife said a firm no; she liked the car she had thanks very much. The 207 sat in his front yard for a period while these negotiations continued. I watched with interest from afar. Eventually the phone rings, "Dad, do you want the Pug?". I accepted of course and got it home and cleaned the little car up. The windows must have been down in the Pickles paddock just outside

Canberra and it had dust throughout. It cleaned up nicely and I bought a hail dent removal tool and am slowly removing most of the dents.

It goes like a shell and I love it!!! They're fast ones those red ones.

1. For non-locals, Fyshwick in Canberra is where our sex workers ply their trade.

Barbier Peugeot 203



Today the Barbier 203 exists because of François Barbier, revived again after a long rebuild by this the son of the original builder. François, no longer a young man himself, reflects on the joys of driving the open car on a brand new spring morning along the banks of the Saône river where it joins the Rhône near Lyon; the freedom, fresh spring air, the tactile car itself and some memories of a bygone era when his dad Paul first built and competed in this car. Not only did François rebuild the car for authentic reasons, he also enjoys driving it... On the day that the press caught up with him, they set out for a drive; first to follow for photos and then to enjoy it themselves. Even with their modern transport, they said they could barely keep up with his pace.

Paul was the son of Etienne who lived in Vienne in Isère during the 19th Century, and where amongst other things he built a variety of very elegant coaches. Paul was born in 1899, and from an early age showed an interest in his father's work and in particular vehicle mechanics and motorsport. In 1925, aged only 26, he became an official Peugeot dealer in Vienne. By 1927 Paul was adding the Barbier touch, or should that be tune, to the Peugeot models he was selling, and began competing in motorsport

where he did well, including taking a victory in the 1927 rally of AIX at the wheel of a 172 model.

During the war he had to give up this



François Barbier on left

interest, and turned himself towards producing a Gasifier (to use coal as fuel because gasoline was in short supply) mounted on a trailer with flexible couplings; up until then, Gasifiers had been ponderous devices when fitted into a car, usually taking up much of the rear passenger space and boot.

Following WW2 Paul started competing again after Peugeot launched their all-new 203 in 1948. Some well-known French rally drivers; Dubois, Ouimud, Guiraud, Bléhaut, Constantine, Tardieu rallied tuned versions of the 203 with

success. Barbier himself soon started having success with cars he prepared, winning the Lyon-Charbonnières three years in a row (1949-1951), and on the racing side the Col-Bayard in 1952 and the Monte-Carlo 1954 with co-driver Pierre David (they ended up second in the overall results behind Louis Chiron and his factory Lancia Aurelia GT).

By now they were being assisted by the factory with a lightened 203 homologated with aluminium doors etc, running as a semi-official factory team. Following this Barbier finished third in his class at the International Critérium des Alpes in July 1954, in the same car, with Robert Rastit as co-driver. Meanwhile another competition driver Paul Guiraud had many successes racing a Barbier prepared car in the coastal regions of France.

The Peugeot homologation experience got Barbier thinking harder, knowing that if he





(or none, just helmet and goggles) the frontal area was also reduced markedly.

Engine modifications were serious too. The 203 engine was itself a new generation motor with a cast-iron block and a light-weight Alpac aluminium alloy cylinder-head. It had cross-flow hemi-



wanted to continue to win in his own cars he needed a sharper idea. He purchased a damaged 1950 model 203 and removed the roof, then strengthened the chassis pan between the rear suspension turrets with a folded sheet-metal diaphragm.

Next Barbier doubled the longitudinal and lateral stringers and placed a folded sheet metal top-hat across the top. The opening cockpit in the rear, left there by removal of the roof, was covered with a fixed aluminium panel. While all this work would have countered the weight lost by removing the roof, and possibly more, the newly closed in double-sided door-like floorpan was intended to redress most torsional and bending strength losses as a result of the roof removal. The advantages expected would have been a lower centre of gravity due to the weight now being lower down, and with just small aeroscreens for rotection

spherical combustion chambers, spark plugs in centrally located wells and a high-mounted camshaft with cross-over rockers to accommodate the 'V' angle of the valves relative to each other. The engine displaced 1290cc with a short-stroke layout of 75 x 73mm. In standard tune it ran a lowly 6.8:1 compression due to the poor quality fuel available at the time. A single carburettor fed the engine which gave 42bhp initially, but in 1952 Peugeot changed the shape of the piston crown, upping power to 45bhp@4500rpm and torque to 59 lb.ft@2500rpm, still with a 6.8:1 compression. In standard 403 trim its compression ratio went up to 7.2:1 while the bore was now 80mm, but it retained the same 73mm stroke, making it a noticeably oversquare 1468cc capacity.

The 403 engine produced 64bhp@4900rpm, and 75 lb.ft@2500rpm with a single Solex carburettor, giving the 1080kg

saloon a top speed of 84mph/ 135kph. The Barbier modifications upped the power to 80bhp, an almost 80% increase over the standard 45hp 1290cc 203 engine and 25% over the 403. Top speed also improved somewhat to over 95mph/ 150+kph. A rather interesting point here is Peugeot did not launch the 403 until later in 1955, so was this a factory short-block supplied especially to successful competitors, or was this modification a Barbier original?

Funnily, in terms of the convertible's competition participation, not much is published other than the fact that the chassis turned out to be less rigid than hoped, and was converted to a coupe. I am not sure if this was the car that won the 1954 Neige et Glace Rally, but I get the impression that it is not the same vehicle as the original Barbier Coupe No1. If it was, the whole unitary body



The original convertible with roof later fitted, or Coupe No1?

would have been removed as the Coupe No1 closely resembled the new Peugeot 203 Coupe. I suspect there may have been more to it than that too, as the rallies were very rugged and often run in cold icy conditions, making a closed car more relevant. The converted saloon may also have ended up too heavy, with all the additional steel versus metal removed. It would have been lighter and simpler to build a dedicated coupe with much less roof and less bodywork, and this is exactly what Barbier did with his coupes.

The first coupe looked quite like Peugeot's own coupe in general form, but when viewed closely it is lower, more rounded and carries a more minimal roof in terms

of shape and size even though the Peugeot was not excessive in this area either. It had a lower laid back windscreen, sliding windows, different position for door handles and much more. The Barbier Coupe 1 also started the distinctive Barbier grille design – an oval with fairly fine bars.

Both the Barbier and the Peugeot Coupes used the standard saloon floorpan including its base dimensions, suspension, steering and drum brakes. It was an all-new unitary design meaning that

the floorpan by itself lacked the stiffness to be a standalone chassis. Novel for 1948 was rack & pinion steering and a coil sprung live rear axle with a Panhard rod for lateral loca-

tion. Seemingly somewhat out of character, the front suspension was all independent but used a 7-leaf transverse leaf spring instead of coils. However, this arrangement found favour in many a new French and Italian small car of the time.

There were even more unusual double acting lever arm dampers front and rear, just when cheaper telescopic dampers were starting to make their mark. 155/80-380 tyres, which were new Michelin specific radials with non-imperial rims of 14.96" diameter, were fitted in contrast – the (best of?) the old with the new...?

The Coupe, registered 203 AS 38 proved successful in many events, winning its class in a major coastal event in 1953 and winning outright the Rally of Beaujolais in 1954. However, if you're observant you will notice that something is amiss here too, for to win a major event in 1953 the Coupe had

to be at least concurrent with the first factory lightweight saloons. It is said that aluminium was used in some





Coupe No 2

of its construction, but whether the whole body was aluminium it's hard to determine as it appears quite possible that the lower portion of the Barbier car started with a standard coupe – at least the sills and lower two-thirds of the doors, and added on from there.

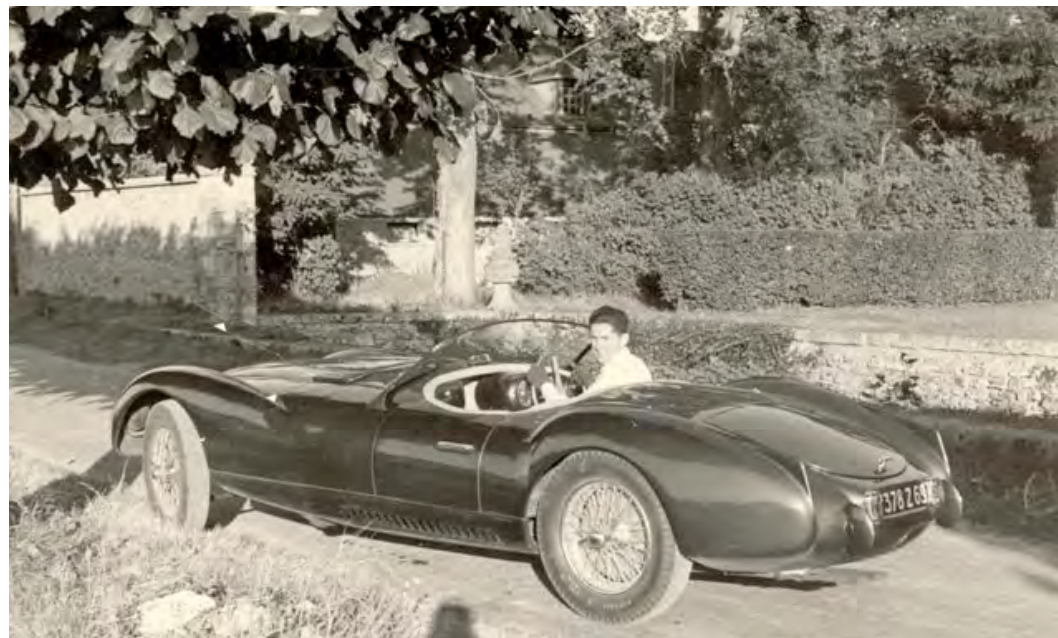
However, this first coupe was sold unregistered to a Paul Guiraud who made some minor bodywork changes to the front after an accident, but continued to use it in competition. Barbier kept the registration papers for his following car that he built in 1954. Its body was made entirely of an aluminium alloy. This was the Barbier 203 Peugeot Barquette or roadster; Paul Barbier wanted to go further than what he'd done so far and dreamt of a Barquette along the

lines of a Bugatti tank brought up to date.

François' brother was at the time a good buddy of a young guy called Roger Tunesi who lived in the adjoining apartment to them. Roger had travelled to Switzerland to study at a school for vehicle body design, and in 1952 had already designed a superb body on the underpinnings of a Type 57S Bugatti. This was subsequently built.



Roger visited the Barbier house to talk with Paul about his plans and as a result Paul offered him work at his dealership. He started the next day and immediately went to work on the roadster. He had in mind the style of certain Deutsch-Bonnets and the streamlined C-Type Jaguar that made a brief appearance in 1953. Barbier added the constraint of



Type 57S 'Tank' Bugatti designed by Roger Tunesi



maximum access to all mechanicals.

Structurally the same stiffening procedure that was performed on the convertible was also carried out on the Barquette, however this time using a decommissioned 1952 203A saloon as its base. In addition, another bulkhead was added across the dashboard, plus another each end of the cockpit. To this was added a central body tub with a shortcut door on each side, plus front and rear upper bodywork that hinged up for easy access to the rear where the spare wheel was located right at the back to gain maximum leverage on the rear tyres for traction, and at the front covering the engine compartment. Both large panels were hinged at their front, which was slightly unusual for this type of arrangement and yet makes good sense.

The procedure for construction of the roadster was the same as Barbier's coupes. The base pan was mounted on a

marble 'plate' for stability of construction and measurement. Then on top of the pan sufficient duralumin stringers were fastened into place in conjunction with the bulkheads which together act as both longitudinal and transverse formers that outline the new body shape. Tunesi then fitted the two main bulkheads to the front

and rear of the cockpit that were outlined in steel tube. To the steel structure were welded further brackets using 20x2mm steel strip for mounting bodywork etc.

The body, formed in Duralinox ga3 of 1/10th inch thickness was welded together from sections and riveted to the latticework. Duralinox is a relative of Duralumin and Alpac in that it was a work or age hardened aluminium alloy containing appreciable amounts of copper, magnesium and manganese, plus zinc (in various proportions depending on specifications and usage needs). As a result it has high yield strength, at least as high as mild steel, but as a payoff tends to be more brittle depending on the mix. Importantly it is also more resistant to weathering and corrosion. The bodywork of the Roadster worked out to be a light 18kg, with the extra steel work only 25kg; a sum total of only 45kg! Barbier liked



what he saw and the car proceeded with rapid enthusiasm!

The comparative measurements are:

203 Saloon

Length: 4360mm 171.6"

Width: 1610mm 63.4"

Height: 1510mm 59.5"

Wheelbase: 2578mm 101.5"

Track f: 1340mm 52.8"

Track r: 1320mm 52.0"

Weight: 930kg

Tyres f/r: 155/80 380

Engine: 1290cc, 45bhp

Gearbox: 4-speed manual



Barbier 203 Barquette

Length: 4600mm

Width: 1520mm

Height: 850mm

Wheelbase: 2578mm

Track f: 1340mm

Track r: 1320mm

Weight: 750kg

Tyres f/r: 165 R15 (80 series)

Engine: 1468cc, 80+bhp

Gearbox: 4-speed manual

The resulting construction shows a significant reduction in weight of 180kg, giving a kerb weight of just over 80% of the saloon. There is also a notable decrease in frontal area, perhaps around 40% or more, both giving the car a significant performance

advantage over the base saloon before any engine modifications are taken into account. The low height of the car is likely to be measured to the top of the scuttle as the aero-screen could be removed

altogether, or replaced by a normal windscreen for touring.

'Eyometer' is no accurate indication of aerodynamic drag, but the roadster's back end is significantly more level with only a small percentage at the end of its rounded tail that is likely to cause



any appreciable turbulence. The overall shape flows nicely with good pressure relief around





the rear of the front wheels, plus a metal cover over the passenger area when not in use. All this makes its presence felt with the Barquette having a top speed of signifi-



cantly over 100mph using the original 80bhp twin carb setup. To help accommodate this, final gearing was increased by 11.5% because of the new larger 165 tyres on 15" rims, thus requiring the tuned engine to rev

only to 5500rpm in order to reach 105mph/ 170kph. In this form Barbier was timed by L'Automobile magazine on the Montlhéry banking at over 160kph. The banking of course causes friction drag, sig-

nificantly affecting top speed.

It was designed to compete more in races, and road rallies rather than the tough endurance winter trials. However, again mention is made of its competition success between the years of 1952 and 1956 when it was all but written off and not re-commissioned until many years later by Paul's son François. In reality, though based on a 1952 floorpan, it was built in 1954. After Montlhéry it competed in a rally organized by the AGACI in the Paris region, then the Mont Ventoux hillclimb, and in its third racing event was badly damaged when being driven by Barbier himself.

By the time the Barquette had been put out of commission, Barbier was onto his second Coupe which was also seen competing in the tough winter rallies. It too was based on the 203 floorpan and built along the same principles as the original



Barbier Coupe, of course with lessons learnt for both previous constructions. This was followed by a third car in which some mystery



Above: a question asked. Is this a later Barbier 403 based coupe, or one built by another company? Detailing says probably the later.

seems to surround, some saying it was based on a period Salmons, or formed the basis for such a car. However, others claim not and indeed at times it wears the same 15" steel wheels with domed centres that the Barquette wore in later life. These two coupes also had further modifications made to the engines to maintain a competitive edge. In one iteration a third carburettor was added high up on the opposite exhaust side of the engine, with a cross-over manifold that fed into the manifolds of the original two carburettors. In another the engine was equipped with a supercharger.

Both coupes had Duralinox bodies with oval grilles, built in driving lamps, re-

lieved wheelarches front and rear of the wheels to expose the drum brakes and keep the air flowing. The third car was more of a fastback while the second coupe had a significantly separate cab-on-top appearance. Both of these cars were extensively raced and rallied with photos showing them competing in events and with trophies won. They could also top 160kph. However, little mention has been made as to which events they competed in or what placings were taken, although it is a given that they will be the same or similar French and European events that the Barbier entered 203 saloons competed in a few years before. It would appear that the last Barbier sold late 1957 after Paul's death in 1956, suddenly ending the history of Barbier



builder/ driver/ cars, as no more vehicles are recorded as having been built by his workshop.

Looking at the registration of the roadster, and the wheels, one may wonder if a second car was built; the original registration was said to be 203 AS 38, but is now 203 YU 38, but there are photos of a BM-837-QP registration. It was probably an interim plate while François sought historic plates as there is no mention of a second car being built or competed in.

So if a modern car had to be worked to keep up, just how fast is the Barquette? The 203 saloon has 49bhp/tonne, the 403 60 bhp/tonne and 0:60mph in 20.8 seconds. The fastest of the MGBs have 92-100 bhp/tonne (less power more torques/ more power less torque at higher revs), and the Barbier 107bhp/tonne. Both the Barbier and the MG have about 110 lb.ft/ tonne of torque, so one would expect slightly better performance from the Barbier: 0:100kph in 11sec range, 160kph in 32sec? It's much bigger size too – check it out!

Today the dealer-concessionaires Barbier Peugeot still exists in Isère, Vienne, but it is no longer family run as far as I can tell. If one looks up Barbier in English you will get a listing for Peugeot Barber, this being a literal English translation. It should be noted that the cars of Paul Barbier have no connection with the sports racing Porsche powered Barbier built in a garage at Loire nearly twenty years later.

History of the Peugeot 205 GTi – picture special

As Peugeot confirms the GTi badge remains important to the brand, we take a look back at the history of the best light-footed French hatchback to carry it

Tom Morgan
30 June 2020

The 205 GTi is considered by many, including us here at Autocar, to be one of the greatest hot hatchbacks of all time.

Peugeot has never really captured the magic of that car since it ended production in 1994, but with news that the brand still considers the GTi badge an important part of its heritage, hopes have been raised for a modern take on the formula. While hot hatch fans wait with baited breath, we're looking back at the history of the storming original.

Life for the Peugeot 205 began in 1983, when it was launched as the successor to the 104 supermini. Created to fill the gap between the 104 and the larger 305, the 205 was penned in-house by Gerard Welter with interior touches done by Paul Bracq. In its debut year, the Peugeot 205 finished runner-up in the European Car of the Year but was rightfully awarded the 1983 Car of the Year by What Car?.

The French manufacturer quickly real-



ised the model's sporting potential and a year later, in April 1984, released the Peugeot 205 GTi. Powered by a 105bhp 1.6-litre engine and tipping the scales at less than 900kg, it could shoot from 0-62mph in 8.7sec and had a top speed of 116mph.

The faster GTi 1.9 was launched at the end of 1986, boasting 130bhp. It was capable of completing the 0-62mph sprint in 7.8sec and boasted a top speed of 127mph. During





PEUGEOT sport

105 - Paris Dakar 1988. Kankkunen/Piironen. Peugeot 205 Turbo 16. Vainqueur

1986 the 1.6-litre version was also upgraded, with peak power now quoted at 115bhp.

To this day, opinion is still divided among motoring journalists as to which variant provides the better GTi experience, with some preferring the peaky power delivery of the 1.6-litre derivative and others favouring the increased torque of the 1.9. However, the Peugeot 205 GTi in either form is still

comfortably regarded as one of the greatest hot hatchbacks of all time.

In 1984 Peugeot Talbot Sport - led at the time by current FIA President Jean Todt - unleashed the 205 T16 on the World Rally Championship. There were also 200 road-going examples built for homologation purposes.

Despite adopting four-wheel drive and a transverse mid-engined layout, the production

T16s shared little in common with the WRC cars, and initially had less than half the power at around 200bhp. However, the 205 T16 Evo 2 changed that, coming with 450bhp and a reputed 0-60mph time of 3.3sec.

In 1985, Peugeot exploited the skill of Pininfarina to design the 205 cabriolet and a 'CTi' version was released partnering the same sportier styling as the GTi, but without its roof, and the 1.6-litre and later, 1.9-litre powerplants.

Other potent Peugeot 205s which gained brownie points among petrolheads included the underrated 205 XS built from 1986 to 1992 and the rare ultra-lightweight 205 Rallye. With almost all luxury items and sound-proofing stripped and only the bare essential electrics left, the Rallye's kerb weight was down to 795kg, with a 1.4-litre 75bhp engine propelling the car to 60mph in 11.3sec.

In 1992, Peugeot UK revealed a special limited edition of the 205 GTi - badged the 1FM - to celebrate BBC Radio 1's 25th birthday. Only available in black with bespoke 'Radio1FM' badging and decals, grey alloy wheels and individual brass-plate numbering marking the build number, only 25 examples were made.

When production finally ground to a halt, Peugeot had sold 5.2 million examples of the 205. The 106 GTi and 306 GTi would go on to find a new generation of fans, but critics agreed that neither could replace the 205 GTi as the best hot hatch to wear a Peugeot badge. The 306 GTi-6, released in 1996,

came close with the combination of 167bhp 2.0-litre engine and close-ratio six-speed gearbox. The 306 Rallye that followed it shaved 52kg from its kerb weight, though was limited to just 500 cars.

1998 saw the 205s direct replacement wear GTI badges for the first time, but the 206 GTI was largely considered a disappointment on account of its lack of handling panache. The 207 GTI was better, but it wasn't sharp enough to hold court with the Renaultsport Clio and Vauxhall Corsa VXRs that were fighting it out at the top of the class at the time.

Peugeot would celebrate 30 years of the 205 GTI in 2014 with a limited-edition version of its latest-generation supermini. The 208 GTI was unveiled at the Goodwood Festival of Speed that summer, and was limited to just 100 UK cars. It featured a 1.6-litre THP petrol engine that produced 205bhp and 221lb ft, while its Torsen differential was taken from the RCZ R sports car. Lowered suspension, widened front and rear track and larger 18-inch alloys completed the package, but what it clawed back in on-the-limit performance it lost in daily usability.

What about the future? A new-generation 208 GTI makes sense - though it is unlikely to be petrol-powered, and could be the last of the breed to wear the badge. The electric e-208 is a more likely candidate than the 1.2-litre

three-pot currently found in the standard 208, as Peugeot sees EVs in its future and would gain little from producing a more potent engine for its smaller cars.

The company is also testing the waters with a Peugeot Sport Engineered (PSE) plug-in hybrid version of the 508 saloon, and has said that it will be used for any electrified perfor-

mance models going forward.

Autocar



Top Gear's coolest racing cars: Peugeot 205 T16

Featherweight, 424bhp, title-winning 205 is one of our faves. Jason Barlow explains why

Jason Barlow

It couldn't last. But while world rallying's Group B was in play, the axis of global motorsport shifted firmly away from Formula One and onto the snow, gravel and desert stages that forced the drivers to improvise like crazy. 1982 until 1986 was the golden era, and a time when we all seriously considered learning Finnish.



Relatability is important to hook a big audience in sport, and this was another factor in Group B's impact. Rally cars often use innocuous road cars as their platform, but this lot made Dr Jekyll's metamorphosis into Mr Hyde look like provincial panto. This was



never clearer than with Peugeot's huge-selling 1980s 205 supermini, which joined the dots between the GTi road car and T16 rally warrior to spectacular effect. Win on Sunday, sell on Monday? Peugeot couldn't make 'em fast enough.

The man behind the 205 was Jean Boillot, who decided that entering the WRC would capitalise on the company's reputation for robustness (you can see 504s at work in Africa to this day). Peugeot Talbot Sport was assembled under the leadership of former rally co-driver Jean Todt (whatever happened to him?), while engineering the 205's rally incarnation was

entrusted to Jean-Claude Vaucard and Bernard Perron, who hired former Alpine man André de Cortanze to oversee the chassis and ex-Renault F1 guy Pierre Boudy to do the engine, having been part of the French giant's pioneering turbocharging work. The development driver was Frenchman Jean-Pierre Nicolas.

Audi's Quattro and Lancia's wonderful 037 had by now redefined world rallying, so the only way to go was mid-engined or four-wheel drive. Todt and his team did both with the humble front-drive 205. A 305 Rallye prototype was used to evaluate the basics, and various engine options were toyed with, including using the joint Peugeot/Renault/Volvo V6 (an engine that was used in the





long-forgotten 604, 30 and 760 luxury saloons, as well as the DeLorean).

They settled on a 1.8-litre, 16V en-



gine whose block was based on the diesel unit from the XU family (it was practically bulletproof) that initially produced 320bhp, harnessed by the gearbox from the Citroën SM but transversely mounted, with a variable front-to-rear torque split for maximum traction. As per the rules, 200 road-going versions of the T16 had to be produced, and though they looked pretty wild, a power output of 197bhp was just enough to disturb



the skin on a rice pudding.

In fact, Vatanen and Harryman, a formidable partnership ("Terry represented a somewhat civil servant attitude in competition, whereas my mentality was anything but!" Vatanen noted), won three in a row as the season progressed, at the 1000 Lakes in



Finland, in San Remo, and in the RAC rally. In 1985, the team took constructor's and driver's titles with Timo Salonen winning seven of the 11 rounds, while Juha Kankkunen won in 1986, piloting the ever more powerful Evolution 2 version in an effort to stay ahead of the monstrously powerful Lancia Delta S4 (turbo and supercharged to produce well over 500bhp), Audi Quattro Sport S1, Metro 6R4, and Ford RS200.

That the 205 T16 won the '86 title, in the face of such intense competition, is overshadowed by the events of that year's

Corsican rally. Henri Toivonen and co-driver Sergio Cresto were killed, along with three spectators, when their Delta S4 plunged off the road and exploded. "[GroupB] got out of hand because the cars were so prone to catch fire. The really bad accidents were because



of that,” Ari Vatanen later noted, having had his own brush with mortality during the ’85 Argentinian Rally. The FIA had no option but to ban Group B, and world rallying regrouped. The party, for the time being at least, was over.

Peugeot switched its focus to the Paris-Dakar rally raid, an unfeasibly tough event into the Sahara and beyond. That man Vatanen again proved he had a surfeit of the right stuff, winning the Dakar in the 205 T16 in January 1987. His car, no. 205, suffered serious damage before it had even left the outskirts of Paris, but he somehow battled back from 274th place to win, 13,000km and a fortnight later. In fact, Peugeot won four times back-to-back between 1987 and 1990, racking up 48,125 gruelling kilometres in the process. What better testimony to one of motor-sport’s true greats?

Peugeot 205 T16

Year: 1984-1986 (WRC), 1987-1990 (Rally Raid)

Designed by: Jean-Claude Vaucard and Bernard Perron

Drivers: Ari Vatanen, Timo Salonen, Juha Kankkunen

Engine: mid-mounted 1,775cc, four cylinder, turbocharged, 424bhp

Weight: 907kg

Stand-out moment: winning on its fifth competitive outing.

Top Gear

Former Peugeot design director Gilles Vidal joins Renault Group

29 July 2020

The Renault Group has announced that Gilles Vidal will be joining the French company’s design team at the start of November 2020. Vidal leaves his position as design director at Peugeot to take on this role.

Vidal began his career in 1996 at Citroën in the interior and exterior design departments, after which he managed the design of the C4 and C4 Picasso. Before joining the Peugeot brand in 2010, he was entrusted with concept car and advanced design for Citroën.

Vidal renewed Peugeot’s identity with cars such as the 3008 and 508. He also had a hand in developing PSA’s user experience and interface via the Peugeot Design Lab agency.

He will be reporting to Renault Group’s EVP of corporate design, Laurens van den Acker, who expresses high admiration for Vidal’s previous work and shows confidence in his abilities to help Renault tackle the “challenges of tomorrow’s mobility.”

Carmag



Gilles Vidal

Present

Brad Pillans
Ian Brock
Ross Stephens
Allan Lance
Rob Turner
Peter Rees
Peter Minson
Bernard Wright
Neil Birch

Apologies

Peter Flanagan
Glen Bryden

Introduction

1. The meeting opened at 8:07 pm.
Brad welcomed everybody to our fourth Zoom meeting.

Minutes of the previous meeting

2. Brad moved the minutes of the previous meeting be accepted as a true and accurate record of the meeting, seconded Ian Brock. Carried.

Matters arising from the Minutes of the previous meeting

3. Will be dealt with under other agenda items.

Financial report

4. Glen provided the following account balances with his apologies: statement account \$1,969.97, Term Deposit \$9,342.58 which matures on 28 August. Brad moved that the report be accepted, seconded by Peter Minson. Carried

Correspondence

5. None.

Council of ACT Motor Clubs (CACTMC) Report

6. Ross reported that no correspondence at all has come from CACTMC.

Brad has paid the affiliation fees as promised at the June meeting, so all Historic Vehicle Registrations done through PAC are valid.

The new club will apply for affiliation with the CACTMC. Once this is done, PAC and Renault car club Historic Vehicle registrations can be moved across to the new club.

Our current representatives to the Council will be asked if they are willing to continue. Ross indicated that he is willing to continue.

General business

7. Brad told the meeting that last Sunday 26 July, the inaugural meeting of the French Car Club of Canberra took place, attended by 17 people – 12 in person and 5 by Zoom. The meeting was hosted by Colin Handley, at his 'shed' in Queanbeyan, with appropriate social distancing.

The office bearers of the new club are Brad Pillans (President), Colin Handley (Vice President), Paul James (Treasurer) and Neil Birch (Secretary), to be ably assisted by Lisa Molvig, Barry McAdie and Richard Proctor (General Committee). Nice to see a good spread across the marques. It was agreed that monthly meetings would be held on the fourth Tuesday of each month, at 8 pm, at the Raiders Club in Weston. The first meeting is therefore planned for Tuesday 25 August, hopefully at the Raiders Club, unless coronavirus restrictions tighten up in the interim.

Neil Birch reported that we have a booking for each month until June 2021 except July and January. The current restrictions limit the Board room to 8 people and the bigger room to 16. If we want to have a meal before the meeting it is advisable to book for groups.

Club magazine, Peter Rees suggested it be named La Voiture which is French for 'the car'.

Brad showed the meeting some proposed Mast Heads for the new publication.

Allan Lance asked about our future participation in Pageants, Brad said this was discussed at the meetings to form the new club and it was agreed that we will continue. When we host a Pageant it is expected to be cost neutral.

Peter Minson said ROAR provided a good education on cars. The article on electric vehicles during WW2 reminded him that his father converted his Singer car to electricity from 1940 to 45. The engine was removed and replaced by an

electric motor and batteries. It was charged at his home and at his work place. The car engine was used as an emergency generator at his place of work. Peter Rees thanked him for the complement and suggested he write an article for the new magazine.

Close

8. The Meeting closed at 8:45 pm.

The next club meeting will probably be a Special Meeting to formally wind up the Peugeot Association of Canberra Inc. Not yet scheduled.

French Car Club of Canberra
Minutes of the First Meeting
2 pm, 26 July 2020
“The Shed”, 14 Foster Street, Queanbeyan

Present in person

Brad Pillans,
 Colin Handley,
 Barry McAdie,
 Lisa Molvig,
 Andrew Sadow,
 Bill Inkpen,
 Paul James,
 Wayne Millar,
 Karl Rumba,
 Neil Birch,
 Richard Proctor,
 Bruce McCubbin.

Present on Zoom

Bill McNamee,
 Peter Rees,
 Allan Lance,
 Ian Brock,
 Mike Fleetwood

Apologies

Nick Hulskamp,
 Jim Taylor,
 Richard Morgan,
 Mike Garrett,
 Glen Bryden.

Introduction

1. Meeting was co-chaired by Brad and Barry. Brad welcomed all present and via ZOOM with an acknowledgement to country. Barry provided a brief background on the merger that was initiated by ROCC.

He indicated that there was no financial imperative to merge but the problem was there was no generational change in leadership positions. Both clubs had unanimously agreed to the merger. FCCC Inc was incorporated on 26 May 2020. It was agreed

that the issue of generational change is a challenge to be faced by the new club.

Election of Committee

2. Barry called for nominations for the Committee and the results were:

President	Brad Pillans
Vice president	Colin Handley
Secretary	Neil Birch
Treasurer	Paul James
Social Secretary	Lisa Molvig
Public Officer	Barry McAdie
Committee	Lisa Molvig, Richard Proctor
Magazine Editor	vacant
Tech Officers	Bill McNamee, Barry McAdie
CMAC Delegates	Brad to contact existing PAC Delegates
Facebook Page	Mike Garrett
Web Page	Mitch Jamison-Curran
Club Registrars	Brad Pillans and Lisa Molvig

Brad recommended the new club use the Our Car Club web based database for blind mailouts. Agreed. The committee is to consider position of Librarian.

Venue and Dates for Future Meetings

3. Raiders Western Club is to be booked monthly by Neil Birch currently in name of PAC as RWC rooms are fully booked. Shannons room unavailable and RWC is operational and Covid compliant. Next PAC meeting will be via Zoom on Tuesday 28/7. Agreed. Neil to confirm bandwidth is available for Zoom of proposed FCC meeting on 25 August for dinner 7pm and meeting for 8pm at RWC.

Name of New Club Magazine

4. Various names were suggested including “French Car Torque”, “La Voiture” and “Le Moteur”. Agreed to be considered later by Committee.

Other business

5. Write to CACTMC re affiliation of the new club. PAC and ROCC are currently affiliated to ensure continuity of historic registrations.
 Need to set up register of members. Barry to liaise with Neil Sperring on use of OurCar Club software.
 Need to set up new bank account and transfer of funds from ROCC (cash) and PAC (cash and term deposit due to expire in August).
 Public liability needs to be consolidated to one insurer.
 ROCC is due in Oct.

PAC and ROCC to have meetings to formally close the clubs. Public officer to check.

Meeting closed 4.05pm