

TORQUE

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205 Cornering



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The Australian 205 Si – the story of the bonnet bulge

By 1991, the 205 GTi was now in its final Phase 2 (Series 3) specification with the black plastic trim, clear indicator lenses and XU9JA/Z (DKZ) engine and still attracting a price premium with its high specification and enduring desirability but with declining sales compared to the peak sales years of 1988 and 1989.

To provide a lower entry price for the 205 a new model, the Si, was created for the Australian market and was introduced in November 1991 by Peugeot Concessionaires (Inchcape).

The Si model name was also used in the Japanese market for a 309 model and also a 205 model although there is scant information on the latter.

As the Australian market had strict emission standards in force by then, the only engine deemed appropriate was the 1580cc XU5M3/Z (BDY) which was similar to the XU5JA engine used in the 1.6 GTi, but with Magnetti-Marelli Single Point Injection (SPI) and importantly a catalytic converter. With the SPI fuel injection and a lower state of tune, this engine produced 89 PS (65kW) at 6400rpm compared to 115 PS (83 kW) at 6250rpm of the XU5JA. This engine was already in use in the European markets in the 205 Automatic and also in the XS and Roland Garros sedans in some European markets with strict emission standards such as Germany.

One distinctive aspect of this engine compared to all of the other TU/XU engines in use at the time was that the position and height of the injection system required a bulge in the bonnet to provide clearance. As such this bonnet was referred to as the Si bonnet in the Australian market, but as the Automatic bonnet in the European market. As detailed later, this was not the first appearance of this bonnet.

As per the Australian Series 3 (Phase 2) GTi of the time, the Si came equipped with air-conditioning, power-steering, powered front windows and central locking as standard.

Options such as metallic paint and manual sunroof where available as per the GTi but there was also an option of alloy wheels as the base model came with basic steel wheels without hubcaps. The Si shared most of the GTi colours with the addition of Haze Blue (Bleu Polaire).

To provide an insight into the lineage of the Si, I thought it useful to discuss the performance models which the Si was based upon.

At the release of the 205 models on the 24th February 1983, apart from the base, GL, GR and SR, a GT model was also released. This GT model used the *Douvrin* 1360cc XY8 with two single barrel carburettors and produced a respectable 80 PS (57.1 kW) at 5800 rpm. The GT was distinguished by fog lights and optional 13" alloy wheels as per the Si.

For the 1985 vintage, a 3 door XT model with the same XY8 engine was released. The specification of the XT was the same as the GT except for the fog lamps.

1987 saw the introduction of a new sports 3 door model the XS which replaced the XT model in some markets. The XS included the fog lamps of the GT model and unique interior trim with front seats similar in shape as those in the GTi but with a 'Stratos' grey/red vertical stripes design.

The 1988 vintage of the GT, XT and XS models now featured the more powerful TU3S engine, 85 PS @ 6400, with a single dual barrel carburettor.

The Australian Peugeot 205 Si





205 XS

In the Spanish market, due to local content requirements, the engines were from the *Poissy* range as used in the Simca brand. The Spanish GT used the 1442cc Y2 engine with a single dual barrel carburettor and put out 83 PS (61 kW) at 5600 rpm, marginally more than the mainstream European GT. One aspect of the whole *Poissy* engine range was that they were taller than the *Douvrin* and later TU/XU engines and required a bulge in the bonnet to accommodate the air-cleaners atop the carburettors. The Spanish models eventually changed to the TU/XU engine range in the late 80's. By the time the Si was introduced in Australia, the XT model was no longer in production and so the XS model was

seen as the closest model to the 205 Si, ie: 3 door, fog lights, solid front brake disks and non-triangulated lower front suspension arm. The main differences to

the XS were the change in engine to the XU5M3/Z and the interior, which was based on the 205 Diesel Turbo model with its up market *Richmond (Pizano)* velour trim. Note that the Diesel Turbo model featured the triangulated lower front suspension arm and ventilated front disk brakes as per the GTi.

Initial release pricing of the Si was \$23,295 for the 5 speed BE3 manual and \$25,495 for the 4 speed ZF Automatic. Options available were metallic paint - \$535, alloy wheels - \$785 and a manual sunroof - \$945.

For the 93 and 94 vintages, the prices decreased slightly to \$23,155 and \$25,370 respectively whilst the options increased slightly to \$540, \$790 and \$955 respectively.

The Si and GTi models were discontinued on April 1994 and a total of 760 Si models were sold.



Spanish 205 GT – The alloy wheels and bulged bonnet of the Si



The 205 Si has proved a very popular club motorsport car for PCCV members.