

ROAD RALLYE

In today's world of complicated technology, few car manufacturers reverse the process. But Peugeot has gone back to basics, produced a raucous, cammy, hooligan's machine. However, as Neil McIntee discovers, the 205 Rallye is great fun, even if not entirely practical

THE NEEDLE ON THE REV COUNTER reaches 4500rpm and the engine note changes dramatically. It becomes hoarse and raucous as the cabin is filled with noise. No, this is not a rally car but a Rallye, roadgoing 205.

It is not available in right-hand drive and is not part of the Peugeot range in the UK but it has to be one of the most fun cars I have driven this year. And for one simple reason; it goes back to basics.

The starting point is the 1124cc PSA TUI unit — found in 205 XR/GL and Citroën AX 11 — and from then on it's performance tweaks all the way.

The capacity is increased to 1294cc by increasing the bore and stroke to 75mm and 73.3mm from 72 and 69mm respectively, two twin-choke sidedraught 40DCOM10 carburettors replace the original single carb. The crankshaft is changed, a high-lift camshaft fitted, and with the springs, dampers, brakes and exhaust from the 1.6-litre 205GTi completing the picture.

The result is a relatively narrow usable power band but it produces 103bhp at 6800rpm and develops 88lb ft of torque at 5000rpm.

Put this through the MA5 gearbox with the internal ratios and final drive from the 205XS, the same tyres — 165/70R13 — and the result is the same low overall gearing. This gives similar performance to a smaller capacity engine. The advantage of this is the Rallye is homologated for sub-1300cc in both Group N and A. It may not be competitive enough to be an outright Group A winner but stands a good chance in Group N at least. And it must not be forgotten that Peugeot Talbot is still committed to affordable motor sport.

As one would expect from this type of

'cammy' conversion the Rallye is slower at the bottom of the rev range, similar in the middle, and takes the lead at the top end. Keep the Rallye 'on cam' however, and it creams the 1360cc XS in standing-start, straight-line performance, taking 2.7secs to reach 30mph, 8.6secs to 60mph, and 26.5secs to 100mph. The XS takes 3.2, 9.4 and 34.5secs respectively to reach the same speeds off the line.

The ride on the Rallye is uncompromising. It is definitely aimed at maximising handling with scant regard being paid to comfort.

Push it hard into a corner, keep the power on and the Rallye understeers; but lift-off and it is a very different story. The back-end steps neatly out of line, but progressively, which makes it very controllable.

The combination of 1.6 GTi suspension and 165/70 profile Michelin rubber gives the Rallye the best feeling and most responsive steering of any 205 I have tested so far. It is well weighted, if a little high geared at 3.8 turns lock-to-lock, has a smooth self-centering action, and is very quick to react, giving the Rallye's excellent turn-in.

Inside, the Rallye is a basic 205 with no electrical extras. The windows are manual and there is only a manually adjustable door mirror on the driver's side, which does make it a little tricky to drive the Rallye in the UK.

The seats and steering wheel are taken straight from the GTi and the former are still as impressive as ever, giving plenty of support to back and thighs while holding you firmly in position during hard cornering.

I'm not sure I could live with the Rallye as a sole means of transport as it is very tiring to drive on the motorway. However, it is undoubtedly one of the most enjoyable cars I have driven this year. A real driver's car. ■

PEUGEOT 205 RALLYE 1.3

ENGINE

Transverse, front, front-wheel drive. Head/block al. alloy/al. alloy. 4 cylinders in line
Bore 75.0mm, stroke 73.2mm, capacity 1294cc
Valve gear ohc, 2 valves per cylinder. Compression ratio 9.6 to 1. Electronic ignition, 2 sidedraught, Weber 40 DCOM carburettors
Max power 103bhp (PS-DIN) (76kW ISO) at 6800rpm. Max torque 88lb ft (119 Nm) at 5000rpm

TRANSMISSION

5-speed manual

Gear	Ratio	mph/1000rpm
Top	0.855	17.6
4th	1.064	14.2
3rd	1.351	11.1
2nd	1.961	7.7
1st	3.448	4.4
Final drive ratio 4.29		

WHEELS

Steel, 5.5ins rims. Michelin MXV tyres, size 165/70R13.

PERFORMANCE

MAXIMUM SPEEDS

Gear	mph	rpm
Top (mean)	114	6480
(best)	116	6590
4th	100	7000
3rd	78	7000
2nd	54	7000
1st	31	7000

FUEL CONSUMPTION

Overall mpg:

Rallye 28.4 (10.0 litres/100km)

ACCELERATION

From rest

True mph	secs	Speedo mph
30	2.7	34
40	4.3	44
50	5.9	55
60	8.6	64
70	11.2	75
80	15.0	86
90	19.6	97
100	26.5	107
110	—	117

Standing ¼-mile: 16.5secs, 83mph

Standing km: 30.5secs, 105mph

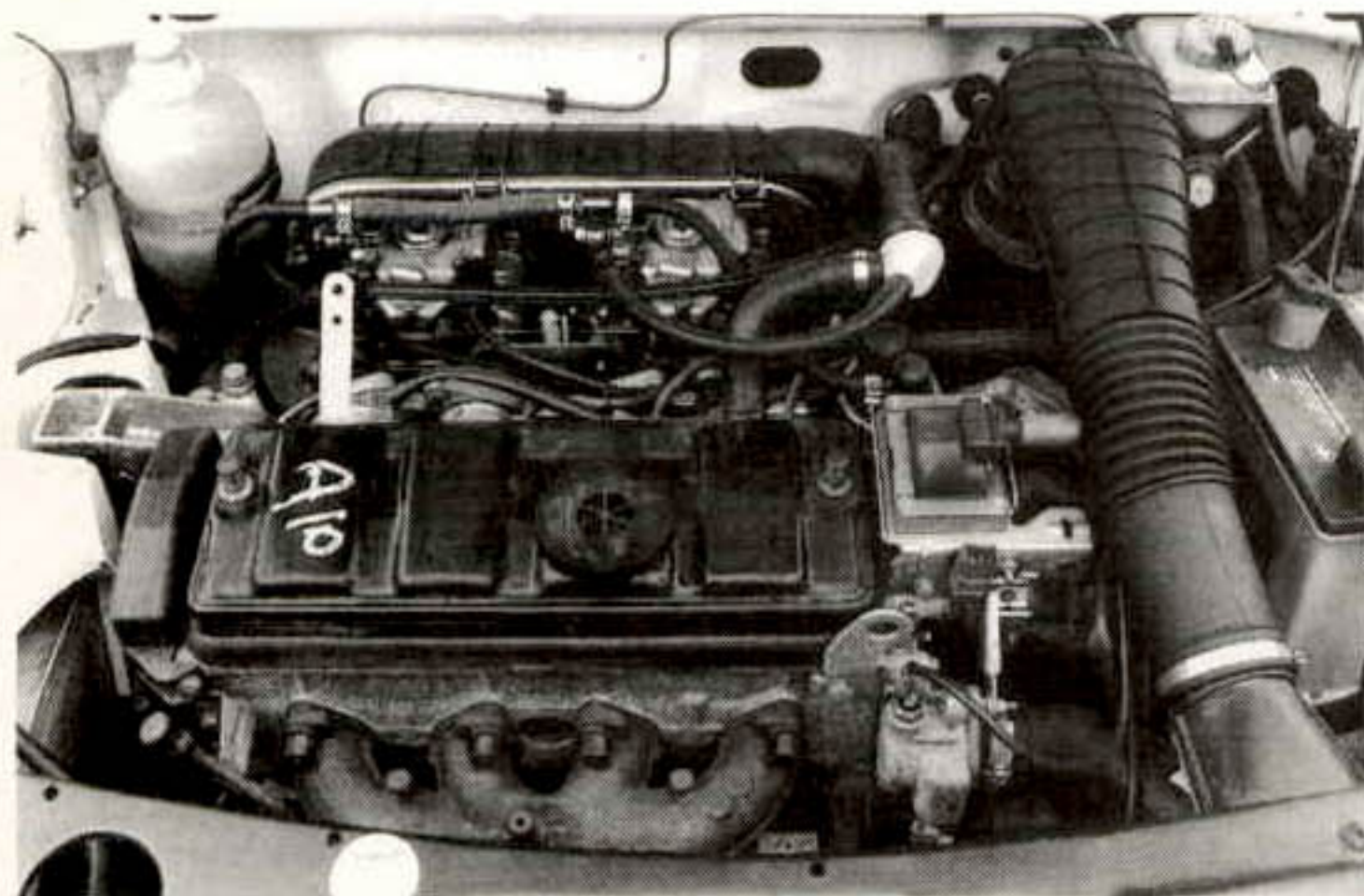
In each gear

mph	5th	4th	3rd	2nd
10-30	—	7.9	5.6	3.4
20-40	9.8	6.9	4.9	3.1
30-50	9.0	6.4	4.6	3.1
40-60	9.2	6.5	4.6	—
50-70	9.3	6.7	5.0	—
60-80	10.0	7.3	—	—
70-90	11.9	8.6	—	—
80-100	14.8	11.7	—	—

WEIGHT

Kerb
 Distribution % F/R
 Test

Rallye
 1753lb/793kg
 63/37
 2108lb/954kg



PSA TU1 engine has bore and stroke increased to give cylinder capacity of 1294cc. Two sidedraught twin-choke carbs, modified crank, high-lift cams and exhaust from 1.6-litre 205 GTi enables engine to produce 103bhp within a narrow but usable powerband



Distinguishing features of the Rallye are the PTS stripes and the white steel wheels. Lift-off the power in a corner and the understeer changes progressively to controllable oversteer

