

# Moto

**MAZDA** Hatchback test and  
Special Supplement

**12,000 MILES ON—  
PEUGEOT 504  
ESTATE**



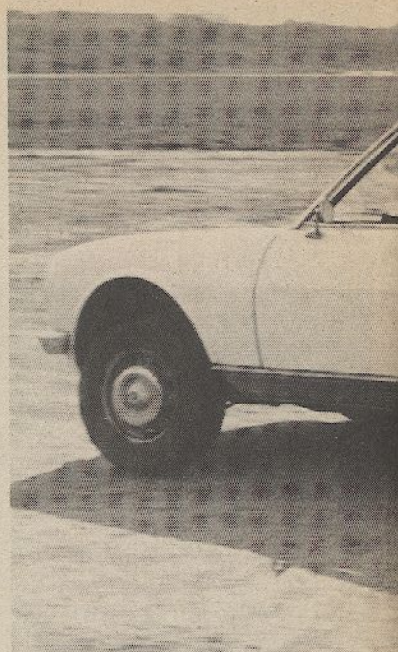
**Citroën 2200  
Leyland 2200**

**RUNNING REPORTS**



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12,000 Miles On



Left: half a ton of logs is an easy load for the Peugeot. The Armadillo Liner (see picture right) protects the trim

than the 1800 cc L version) and the Ford does not have such a long platform. Moreover, it would sag to its bump stops under the weight (12.6 cwt) that the Peugeot will carry. This leaves the Citroen Safari 2000S which, at £4399, is only £165 more than the 504 GL (the Safari 2400 S is £916 more). Like its French rival and stablemate, the Citroen is a whopping load carrier but is nothing like such a brisk performer as the Peugeot, despite its slightly higher maximum speed.

There are, of course, other roomy estates around. The Datsun 260C (£4199), Cortina GL (£3332), Opel Rekord DL (£3991), Toyota 2000 (£3248), Triumph 2500S (£5437) and Vauxhall 2300 (£3406) for instance. But if price, performance, payload and platform area are prominent on your list of priorities, the 504 GL takes some beating.

Clearly, a lot of people have reached the same conclusion. Of that 18,020 vehicles Peugeot sold in Britain last year (compared with 1,600 in 1970), almost half were 504s — Europe's best-selling 2-litre car, incidentally. Of those, around half were estates. In the topsy-turvy car market, where it's common to pay more money for less car (see the price of virtually any saloon-based coupe), to get so *much* more, as you do with the 504 estate, for a modest additional outlay of £314, is to me something of a bargain. The saloon has my respect but I'd part with money for the estate.

**First impressions**

IT WAS a relief to read in the handbook that Peugeot adopt a realistic approach to running in: don't labour the engine, don't rev it hard and don't exceed 75 mph. In other words, you can drive fairly normally without undue restraint from the day you take delivery.

After the sumptuous, silky smooth Jaguar XJ 3.4 that preceded it, the Peugeot seemed a bit of a come-down — less refined, more utilitarian and lacking in certain creature comforts and aesthetic

**PEUGEOT 504 GL ESTATE**

**Cargo Express**

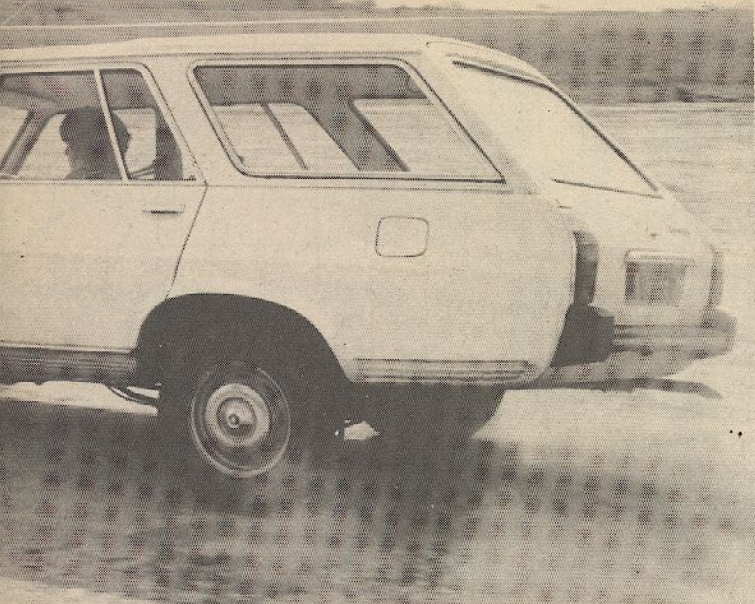
Once a Peugeot owner, always a Peugeot owner? Roger Bell now appreciates what marque loyalty means

SUCH IS the demand within the office for the staff Peugeot 504 estate that it has to be "booked" a month in advance by anyone who wants it for a week-end. What makes it so popular? In the first place, what else but its cavernous carrying capacity and versatility? Either as a civilised personnel carrier with an enormous luggage deck (for which the sister seven-seater Family Estate is even better), or as a pick-up to convey the odd deep-freeze or a load of logs — it has been used for both and many other things besides — the big Peugeot has few European rivals.

The Volvo 245 DL costs over £800 more and is not so economical with its bigger engine. The Ford Granada 2000L is £280 cheaper than the 504 GL (but more expensive



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appeal with its garish chrome-embellished fascia, stark instruments and simple furnishings. It didn't take long to adjust to the more hum-drum surroundings, though, or to appreciate that they were entirely in keeping with the role the car was designed to play. Who wants to step onto woolly carpets with muddy gumboots, or to sit on cloth seats with dusty overalls?

Since I knew the car well from previous tests, the Peugeot held no surprises other than the fact that its virtues, of which more later, soon gave me a profound respect for a car that I had not anticipated would leave such a mark.

## Likes and dislikes

FOR a big, unwieldy looking vehicle that, on paper, seems underpowered and over weight, the 504 estate is not only surprisingly agile and brisk but very economical. Add to these unexpected qualities the predictable ones of cavernous accommodation, versatility and armchair comfort and you have a car with a remarkably broad appeal that has completely won me over.

Were I still commuting to the centre of London, I'd probably be complaining vociferously about the ponderous steering which is too heavy and low geared for tortuous back doubles. Only when parking or taking sharp bends is the need for a lighter, more responsive power-assisted set-up plainly evident: on an open road, the car steers and handles, if anything, better than the all-independent saloon, the more stiffly sprung live axle minimising understeer. I cannot recall the 185 x 14 Michelin ZX radials ever losing adhesion, either when braking or cornering, and the car holds its line well on bumpy bends without displaying the roly-poly antics that typify many French cars. So don't be misled by appearances: a beast of burden it may be, cumbersome it is definitely not.

The point is underlined by an engine that pulls with vigour throughout the range; it is as willing to slog away in a high gear as it is to rev to respectable maxima in the

intermediates. Although the engine sounds a bit busy at high speeds, the car will cruise effortlessly and fairly quietly at 85 mph, with the ability to wind itself up to over 100 mph in favourable conditions. I usually hold the needle at 75 mph (allowing for flatter, smack on the legal limit) which is just beyond a boom period at an indicated 70. Fully laden, the modest 2 litre engine feels the strain and the performance deteriorates markedly.

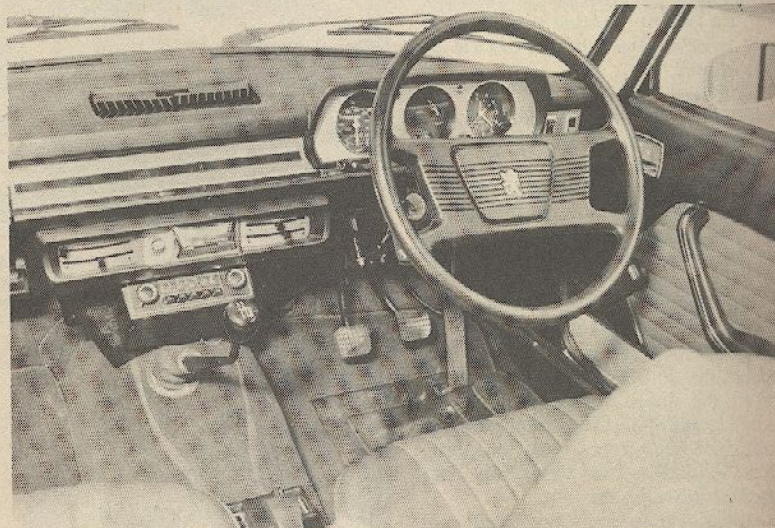
Road noise, as in all big Peugeots, is very low and since the door striker plates were adjusted, wind noise well suppressed. Nor are there any rattles and squeaks to which some estates are prone, particularly from the tailgate area. Except at those speeds when the engine booms, the 504 is on the whole as quiet as the much more expensive and luxurious Renault 30TS I'm running now. Creature comforts are enhanced by big leathery-looking armchair seats that suit me but not some colleagues, and good heating and ventilation with easy-to-understand controls that give fine adjustment over volume, distribution and temperature. The unusual fascia-top vents are a bit ungainly but easy to use and very effective.

A confusingly calibrated speedometer, a lights stalk that's so close to the steering wheel when 'on' that a bent little finger can accidentally extinguish the lights, a fumbly fascia-mounted wiper switch, a very stiff bonnet-release pull and window winders set so that your knee rests against them are irritations you learn to live with.

The rear seat backrest is very firmly anchored when in position — a commendable safety feature. Moreover, the seat is easy to fold forward, though you have to open both rear side doors to do so, otherwise the backrest jams against the door pulls. Even with the car as a five seater, there is a huge luggage hold.

As a two-seater pick-up, the pictures best indicate how versatile and useful this estate can be especially if (like us) you have an Armadillo liner (Armadillo Products, Woodville Mills, Bradford Road, Brighouse,

Above left: despite its size, the big Peugeot is surprisingly brisk, agile and sure-footed. "I cannot recall the Michelins ever losing adhesion..." Above: try putting a barrel like this in the boot of your car! The self-supporting tailgate lifts well clear of the six-foot loader. Right: the Armadillo liner, winner of a *Motor* accessory award, being slid into place. Below: not particularly sumptuous inside, but the trim is neat and hard wearing



West Yorkshire, HD6 4AJ) which permits the carriage of sand, rubble, refuse and even manure without fouling the car. No big estate should be without such a skip which took one of *Motor's* Top Ten accessory awards last year.

## What went wrong?

THOUGH FAR from faultless, the 504 has not let us down or suffered from any major ailments in 15,000 miles. Apart from the ill-fitting locker lid which needed (and still needs) a hard slam to shut, and the stiff tailgate button, which needed an even harder fist-thumping one to release, the car was free from delivery faults.

Within 2000 miles, though, the gearlever went all floppy because a

linkage bolt dropped out. That warranty job cost Peugeot £8.10p ("to remove carpet and centre console to refit bolt to gearlever", it said on the invoice). What with inflation it will probably cost us a tenner to have the job done again now: since the last (12,000-mile) service the lever once more feels like a stick in a jam jar. Even so, finding the right gear is no problem provided you aim with an exaggerated movement in the right direction. With or without the errant bolt, the gearchange is quick, slick and easy, even though it doesn't have the short-throw remote control linkage of the 504 saloon.

At 3600 miles a squeaky tick of (I'm guessing) propshaft frequency developed and has remained with the car ever since. It's only audible (possibly only present) at low speeds



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is now getting loud enough to be quieting. Irritating that the cause has not been located in two major services.

At around 4500 miles, wind noise caused by poor sealing of the front doors — started getting under. Investigation revealed that the striker plates were loose and the doors not shutting tightly. It took a few minutes work with a screwdriver to re-set and secure the plates to give a tight seal and a dramatic reduction in wind noise. Try it on your car.

With 5000 miles on the clock, the engine was becoming temperamental when cold — reluctant to fire (it is sometimes) and then hesitant when pulling away, hunting badly at a light throttle. Starting without priming the automatic choke by turning the accelerator eased the problem, suggesting that the mixture was too rich with the choke in. The 6000-mile service improved the cold running but the engine still misses and coughs when cold, suggesting the need for further carburettor adjustment.

The disturbing cloud of blue exhaust smoke when firing up in the morning is, say Peugeot, just oil burning off the valve guides and nothing to worry about. Their reassurance is borne out by negligible oil consumption.

A faulty interior light was rectified at the (late) 6000-mile service and both the seat belts, the reels of which had started to jam, were placed under warranty. The replacements have given no trouble apart from an infuriating tendency for the belt to double-up on itself and twist in the tongue buckle as you unreele.

The radio (an extra) was badly stalled. Apart from being wired through the ignition rather than the accessory circuit, operating the gearlever is sometimes enough to locate a loose connection and cut reception — which is invariably better with the handbrake on than when it's off work that out!).

Currently, the only problems concern the interior lights again (the dilgate one doesn't work and the others inside don't always come on when the doors are open), and an excessively high idling speed, underlining the need for carburettor attention. The nearside wiper has also worked loose on its arm.

Outside, there are a few small red stains on the odd shut lines to betray traces of rust, though the paintwork is generally in good shape and the chrome unblemished. The interior could do with a good spring clean after all the mucky removal jobs the car has performed, but it is not looking tatty. The rubber-faced metal slats have done a good job in protecting the plastic luggage deck from scratches, though the Labrador finds them very uncomfortable to lie on: the pampered beast has tailored underfelt strips to twist slats to flatten the floor for her.

## Running costs

THE four-language handbook, which is quite informative but irritating in its use of Continental units (do you know what a tyre pressure of 3.2 bars is?), specifies a

## 12,000 MILE TEST ● PEUGEOT 504GL ESTATE

## PERFORMANCE

## CONDITIONS

Weather Dry, sunny; wind 0-10 mph  
Temperature 42°-50°F  
Barometer 29.9 in Hg  
Surface Dry tarmac/adam

## MAXIMUM SPEEDS

	mph	kph
Banked Circuit	98.3	158.2
Best ¼ mile	101.1	162.7

## Terminal Speeds:

	mph	kph
at ¼ mile	71	114
at kilometre	88	142
at mile	94	151

## Speed in gears

	mph	kph
1st	30	48
2nd	51	82
3rd	71	114

## ACCELERATION FROM REST

mph	sec	kph	sec
0-30	3.8	0-40	2.9
0-40	6.1	0-60	5.4
0-50	9.0	0-80	8.8
0-60	13.1	0-100	14.0
0-70	18.0	0-120	21.1
0-80	25.9	0-140	32.4
0-90	38.0		
Stand'g ¼	18.7	Stand'g km	34.6

## ACCELERATION IN TOP

mph	sec	kph	sec
20-40	9.7	40-60	6.0
30-50	9.7	60-80	6.1
40-60	10.4	80-100	6.9
50-70	11.9	100-120	8.7
60-80	14.9	120-140	12.4
70-90	21.5		

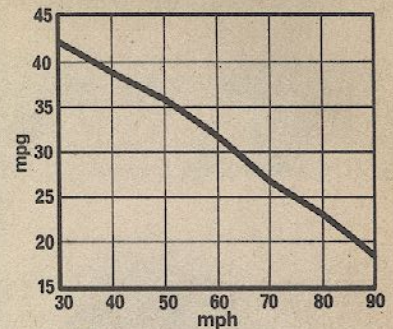
## FUEL CONSUMPTION

Touring*	27.9 mpg	10.1 litres/100 km
Overall	See text	
Fuel grade	93 octane	
	3 star rating	
Tank capacity	13.2 galls	

\*Consumption midway between 30 mph and maximum less 5 per cent for acceleration

## SPEEDOMETER (mph)

Speedo	30	40	50	60	70	80	90
True mph	29	39	48	58	68	77	86



## WEIGHT

	cwt
Unladen weight*	26.2
Weight as tested	29.4
*with fuel for approx 50 miles	

Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Lindley.

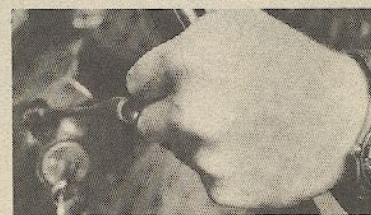
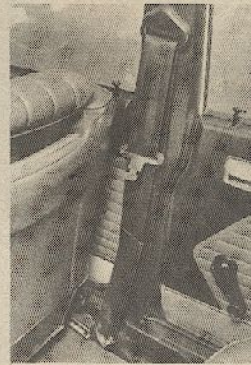
Test Data: World Copyright reserved; no unauthorised reproduction in whole or part.

Estates compared	Capacity cc	Price £	Max mph	0-60 sec	30-50† sec	Overall mpg	Touring mpg	Deck length in	Deck‡ width in	Payload cwt	Weight cwt
Peugeot 504	1971	4230	98.3	13.1	9.6	see text	27.9	80	41	12.6	26.2
Citroen Safari 2000	1985	4249	103.1	15.1	15.4	23.0	26.6	82	37	13.5	27.0
Ford Granada 2000L*	1993	3985	100.1	12.1	10.3	22.1	27.5	78	40	11.1	25.7
Volvo 245 DL	2127	5051	94.7	13.1	9.7	21.3	25.4	74	41	11.8	26.6

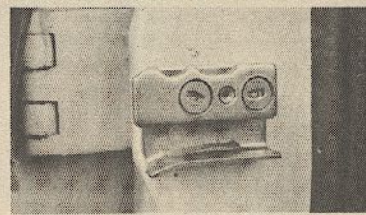
\*Performance figures for lighter saloon. †In top gear. ‡Between wheel arches.



Above: floppy gearchange due to missing linkage bolt. Above right: the original seat belts were replaced under warranty because of sticking reels. Below left: lights stalk too close to steering wheel. Below right: both front door striker plates worked loose



Below: very stiff tailgate release. That for the fascia locker is also difficult



done in keeping to a 6000-mile schedule provided the car was, in the main, used for longish journeys — as ours is. So 6000 miles it has been, which means the car has been to the local agents three times — once for its initial free service at 600 miles and twice subsequently for routine work that the handbook insists should be done every 3000 miles. A policy revision about servicing would not be amiss to avoid confusion and possible lost sales.

Peugeot give a 12-month, unlimited mileage warranty these days so our 504 has not been expensive to run. Far from it: with its modest service bills and good fuel consumption, it has been surprisingly cheap for such a big car, as the accompanying table shows. On an Easter return trip from Sussex to Norfolk, the car returned 31.1 mpg over 600 miles,

though 27-29 mpg is the norm, depending on how and where you drive. But 30 mpg is a realistic figure on long runs without tender-foot driving.

## What it cost\*

	£
Petrol <sup>1</sup>	354
Oil <sup>2</sup>	2
Servicing <sup>3</sup>	56
Tyres <sup>4</sup>	13
Road Fund licence <sup>5</sup>	45
	470

\*Corrected to 12,000 miles, current prices

- 1 427 gallons for 12,000 miles assuming 83p per gallon.
- 2 Top-up oil between services.
- 3 Including labour, materials and VAT at 600, 6,000 and 12,000-mile services.
- 4 Approx "cost" of wear on Michelin 185X 142X tyres retailing at £30.08 each.
- 5 Ten month's worth at current road fund licence cost of £50.

Insurance (Group 5) and depreciation have not been included because the former varies so much according to individual circumstances and inflation gives a misleading picture of the latter.

## Conclusion

AN EXCELLENT car. Large and roomy yet surprisingly brisk, agile and economical. Fairly quiet and comfortable, especially on long runs. Less suited to town work because of heavy and ponderous steering. Has suffered from several minor ailments but has proved dependable and relatively cheap to run and service.

After our first ever long-term test on a Peugeot, I now appreciate why the marque is held in such high esteem by other owners.