

modern

MOTOR

JUNE 1982

*\$2.00 NZ \$2.50

4.2 SL/X

SURPRISE

4.1 ESP

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE

SURPRISE



**PLUS: Sud 4-door, Pug turbo-diesel & wagon
E-type Jag, Quattro Rally, MG Metro
Grands Prix: Brazil and Long Beach**

In France it's the Familiale, to Leyland Australia it's a Family Waggon — with two "g"s and seven seats. Barry Lake, a Peugeot man from wayback found it to be the . . .

Familiar Familiale

REMEMBER THE typical Australian car? It was made by GM-H, Ford and Chrysler and had bench seats front and rear — room for up to six adults. One by one they died. The last to go was the Vallant. Then Ford saw an opening for a few more sales and re-introduced the bench front seat on some Falcons. But the era of the six-passenger Aussie car has passed. Families, generally, are smaller. The rising cost of living keeps most of the surviving big families in the used car market and, while sales of second-hand Valiants proceed unabated, the numbers of new six-seaters have dwindled.

In their place — satisfying many of the larger than average families — are the mini-buses: Mitsubishi's L300 Express and similar Japanese examples, for instance, and now the expensive VW Microbus has made a return.

They all do a great job in their way, yet not everyone wants to drive a commercial-based vehicle. But what other choice is there?

Well, there's the Mercedes-Benz wagon at around \$27,000 or the Volvo 245 at a much more affordable \$17,300. Undercutting the latter (though still well in excess of the mini buses) is Peugeot's 504 Familiale at \$16,500.

Looked at in this light, the Familiale sits in a very competitive position — which is why Leyland Australia is fully-importing it from France and promoting it with the line "Now seven people can travel in the same direction at once". Oh, and it's Australian name is "Family Waggon".

The reference to travelling in the same direction is a tilt at Volvo's and Mercedes-Benz' unconventional seating positions for the last row of passengers.

In the Peugeot the driver and one passenger sit up front in well-padded bucket seats, three more adults can sit in the next row, similarly comfortably accommodated, and two more passengers sit in a narrower bench seat between the wheel arches at the rear. This final seat is best suited to children but can hold two adults if necessary.

Each row of seats is progressively higher than the row before it, so that all passengers have good vision in all directions. Those in the rear can easily see through the windscreen — making it the ultimate family Drive-in movie car!

All of this is built into the old Peugeot 504 waggon. The 504 had a nose-down, tail-up attitude at any time; this waggon, with its heavy rear springs and raised rear roof line, looks even more like an ant-eater at mealtime. It's a big vehicle, too, and looks it.

When you take note that, despite the three rows of seats, there is still a useable luggage area, you begin to see why it looks big.

It was the proven 504 strength and reliability, plus this amazing interior volume, that led to a Peugeot 504 waggon chosen as service back-up vehicle to the Australian Peugeot Team — of which I was a member for the Singapore Airlines London to Sydney Rally in 1977.

That hapless waggon was loaded to the gunwales with Peugeot spares, including complete front struts and differential units. I'd hate to think what it weighed. Rally driver/mechanics Gil Davis and Dave Bradford were entered in the rally as competitors and chased us all over Europe and across to the far reaches of Turkey (including the special stages). They were running not too far behind serious competitors on points, too, until a wayward local driver hit them head-on, writing off both vehicles. The strength of the Peugeot saw Dave uninjured apart from bruising but Gil, who was driving and therefore guilty until proven innocent, thrown into a Turkish jail reminiscent of that in the movie *Midnight Express* with just his underpants, passport secreted in his underpants, and a freshly-plastered broken leg.

The rest of that adventure has little to do with Peugeot 504s, but the fact that the waggon survived both that large part of the rally and its own gigantic load, yet still had enough strength to save its passengers in that crash, has left it forever impressed upon my mind.

The tried and true Peugeot "slant four" engine has an enviable record for reliability. This trusty unit is mated to the equally venerable four-speed gearbox (though our test car often cried out for a fifth gear) and — the only real difference from the 504 sedan, and the 505 for that matter — a live rear axle instead of the 504/505 independent rear suspension by semi-trailing arms.

Well-located and with no less than four coil springs, plus telescopic shock absorbers and anti-roll bar, this live axle seems to do its job well. The waggon's rear suspension eliminates both the feeling of rear-end steer that 504 sedans had, and the floating motion over undulations. It handles very predictably, while also coping with rough surfaces surprisingly well.

Brakes, disc/front and drum/rear, stop the waggon well and the rack and pinion steering, though low-geared by today's standards, has good feel.



"Today's standards" is an expression that often leaps to mind when driving the 504. It does show its age in some areas. The ventilation, which seemed good when this design was new — with its unusual dash-top sliding plastic vents — is no longer up to par. There are no vents on the outer ends of the dash, so what little air is available comes from the centre only. This isn't helped with the addition of the \$880 dealer-fitted air-conditioning either, for this too only has central vents. And there are no quarter windows — the age-old Aussie air-conditioning units. You settle for very little or, with the windows open, too much, air.

The 504 is also old-fashioned in other areas — compared with modern designs including the 505. Like the right-hand side steering column stalk that operates the turn signals. It has that old "falling-off" feel and, while I mourn the gradual passing of audio confirmation in today's silent cars that the traffickers are working the 504's loud clack-clacking goes too far the other way. And the waggon badly needs a modern rear wash/wipe system for the tail-gate window, which quickly becomes coated in a film of dirt or mud.

Access to the last row of seats is by tilting the second row outer seats and these operate in rather an awkward fashion — as well as having a mass of seat belts to deal with. But these sorts of problems are largely unavoidable in such a vehicle.

None of these old-fashioned problems is of a major nature, while the good old-fashioned strength and reliability is well worth the price of this unique vehicle.

Photos by Simon Renilson



Cruising effortlessly in fourth gear (and wishing for a fifth) on its Michelin XZX tyres (what else?) with seven occupants travelling in comfort, and with the potential for 160 km/h — plus performance or 10.0 litres per 100 km economy, the Peugeot 504 Family Waggon clearly demonstrates that a good old design can hold its own with most modern cars. All it lacks is up-to-date gimmickery — and how much of this do we really need?

I think Leyland Australia will have little trouble selling its full quota of these full-imported seven-seaters. ☐



PEUGEOT 504 FAMILIA ROAD TEST DATA (As tested)

ENGINE

Location..... Front
Cylinders..... Four, in-line, tilted 45°
Bore X Stroke..... 88.0 mm X 81.0 mm
Capacity..... 1.971 cm³
Carburetion..... Solex dual-throat down-draught
Compression Ratio..... 8.35 to 1
Fuel Pump..... Mechanical
Valve Gear..... Pushrod OHV
Claimed Power..... 67 kW at 5200 rpm
Claimed Torque..... 160 Nm at 3000 rpm
Maximum Recommended Engine Speed..... 6000 rpm
Specific Power Output..... 34.0 kW/litre

TRANSMISSION

Type..... Four-speed, manual
Driving Wheels..... Rear
Clutch..... Single dry plate

Gearbox Ratios

Gear	Ratio	km/h-1000 rpm	Max Speed
First	3.590	8.0	48
Second	2.105	13.7	82
Third	1.366	21.0	126
Fourth	1.000	28.8 (5650 rpm)	162
Final-Drive Ratio			4.111

SUSPENSION

Front..... Independent by MacPherson Struts with coil springs and anti-roll bar
Rear..... Live axle located by four trailing links, with four coil springs and anti-roll bar
Wheels..... 5.0J X 14
Tyres..... Michelin XZX 185 SR 14

BRAKES

Front..... 273 mm Discs
Rear..... 280 mm Drums

STEERING

Type..... Rack and pinion
Turns, Lock to Lock..... 4.5
Ratio..... 22.2 to 1
Turning Circle..... 11.4 metres

DIMENSIONS AND WEIGHT

Wheelbase..... 2900 mm
Front Track..... 1420 mm
Rear Track..... 1360 mm
Overall Length..... 4803 mm
Overall Width..... 1693 mm
Overall Height..... 1550 mm
Ground Clearance..... 165 mm
Kerb Weight..... 1330 kg
Weight to Power..... 19.85 kg/kW

CAPACITIES AND EQUIPMENT

Fuel Tank..... 60.0 litres
Cooling System..... 7.8 litres
Engine Sump..... 4.0 litres
Battery..... 12v 45 AH
Alternator..... 60A

FUEL CONSUMPTION

Average for Test..... 11.5 litres/100 km

ACCELERATION

0-60 km/h..... 6.07 seconds
0-80 km/h..... 9.67 seconds
0-100 km/h..... 16.16 seconds
0-110 km/h..... 19.68 seconds
0-120 km/h..... 24.49 seconds
0-130 km/h..... 33.84 seconds
Standing 400 metres..... (110.0 km/h) 19.68 seconds
Standing 1000 metres..... (132.8 km/h) 37.14 seconds

OVERTAKING TIMES

50-80 km/h..... 5.28
60-100 km/h..... 10.09

SPEEDO CORRECTIONS

Indicated	Actual
60	54
80	73
100	93
110	103
120	113

PRICE

(as tested)..... \$16,500

Left: Even with three rows of seats, there is still a sizeable luggage area accessible through the rear tail-gate.

Top: The dash panel for the Australian version features fuel, temperature and battery charge gauges, plus large speedo and clock.