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CASE HISTORIES

WE CHECK OUT INTERESTING CARS FOR SALE

Peugeot 504 Coupé V6

Year of manufacture: 1974
Recorded mileage: 75,000
Asking price: £4000
Car for sale at: Private sale,
enquiries on 081-943 5831

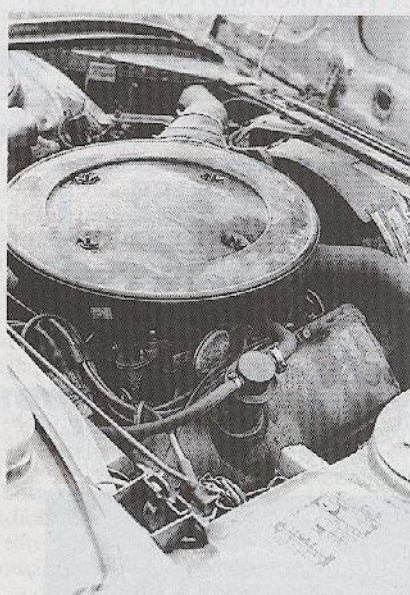
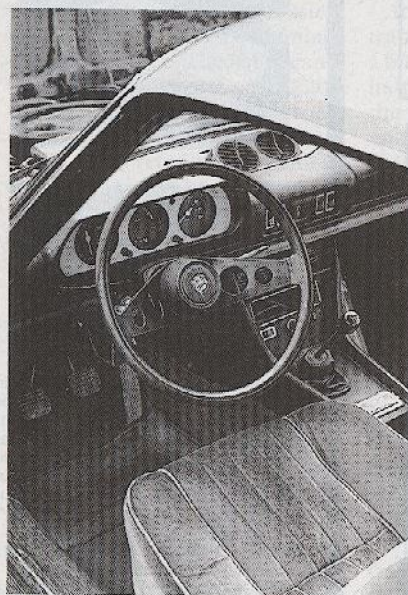
The V6-engined Peugeot 504 Coupé is a rare animal in Britain so we looked at this car with considerable interest. Ivan Scott's dad bought it in central France in 1979 and used it in Britain until 1986. It then did a tour of duty in Cyprus and came back to Britain six months ago. It has seen little use since.

Built in 1974, it's one of the earliest V6-engined cars with a big four-barrel carb rather than the later injection, and a four-speed transmission. Finished in olive green, it wears brown velour seats with matching carpets.

The car is fairly rotten. Door skins have parted from their frames at the bottom and the frames themselves are crumbling along their bottom inner edges. For some reason the driver's side of the body has suffered less than the offside with a near perfect inner and outer rear arch (they corrode badly here) although both front wings have advanced paint bubbles along their top edges, the offside panel was attacked by a truck in Cyprus and there are signs of bulging filler at the bottom near the sills.

The sills themselves have been repaired recently at the front on both sides, robustly but far from prettily: the steel is distorted, the underseal still tacky to the touch. Still, the structure of the car – its strength – is essentially good with sound sills, inner wings and floorpan. Even the boot floor and sections around the rear shock absorber mounting points are healthy with an undisturbed factory finish. We found a rusty hole in one of chassis legs under the passenger's footwell, which could be an indication of future problems.

Under the bonnet there is a general covering of day-to-day



Peugeot's structure is sound, and cosmetically it looks fine; under the skin, however, all may not be well. Interior (far left) is good, and engine (left) is strong

grime but more importantly the strut mounting turrets are solid: a rusty mounting will eventually pull away from the wing and even put a dent in the bonnet. And the bonnet? It needs a new one of those too, although a new edge has already been tacked on. Bubbling is beginning around the rear screen (let this develop and the glass will have to come out) and the passenger side 'C' pillar has a fresh coat of filler, which is a little worrying.

It had a cheap respray some years ago and, where blisters and bubbling have not emerged,

it still looks reasonable: a non-original Halfords coachline jars and one of the wing-mounted Farina crests is missing, but otherwise the Peugeot has all its chrome trim. The bonnet air-intake is painted a non-original matt-black.

The cabin, lavishly trimmed in velour, is in fine condition with good carpets and power windows that, remarkably, still work. It lacks only a radio: it was pinched in Cyprus leaving an ugly hole but no damage.

It runs and drives nicely. The V6 engine is torquy and power-

ful, blows no oil smoke, has only the slightest hint of top-end clatter, to be expected after 120,000 kilometres. The transmission shifts smoothly, though the brakes are spongy and soft, and the power steering is light but acceptably responsive.

Verdict: Not a £4000 car in our view: £2000 would be more like it and the bodywork needs to be tackled now before corrosion spreads to the monocoque structure. It would need doors, a bonnet and two front wings to put the body back to rights.