

peugeot504.info

MAY 1985
£1 USA \$3.00

THOROUGHbred &

Classic cars

Australia A\$3.50
 Canada C\$4.15
 Denmark DKr.40.00
 France Fr.34.00
 Germany DM.8.50
 Greece Dr.260.00
 Holland Dfl.8.50
 Italy L.4500
 Singapore M\$6.00
 Spain Ptas.280.00
 Sweden SKr.21.60
 Switzerland Sfr.7.80
 U.S.A. \$3.00



£1 OFF
 Entry Voucher
 National Classic
 Motor Show

Lions unleashed

Peugeot 504 Coupé

My final Classic Peugeot choice nearly led me to look for one to run in *T&CC's* 'Our Cars' section following my first visit to Sochaux. Alas I could not find the right one at the price we could afford, which is an indication of how collectable this beauty has become.

Of course, the one in the museum spoilt me, being the last to be produced and with all possible extras and goodies on board. The still lovely Pinin Farina lines are shown off to good effect by the light green metallic paint and magnesium alloy wheels. The latter body colour bumpers suited the car even better than the bright ones which somehow distract from the purity of line.

The plush interior is a good place to be too, with comfortable seats and a nice airy feel thanks to slim pillars and low waist line. The 'new' feeling is remarkable, even allowing for the fact that the mileage is minimal. The rear seats still had the plastic delivery covers over them, and for all I know may never have been sat upon.

There's power steering linked to rack and pinion control, which makes the 504 coupé so delightfully fluid feeling round bends, electrically-assisted window lifts and a good range of nice clear instruments. Suspension by independent coil on each corner with integral telescopic dampers offers the famed all-absorbing Peugeot ride, while anti-roll bars ensure that the car keeps an even keel during the spirited cornering

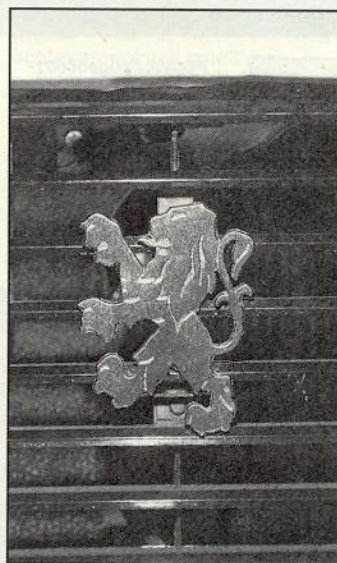


Stylish well equipped interior marks the most glamorous Peugeot in recent times, the Pinin Farina 504 coupé

which the design encourages.

Most of the coupés (and its cabriolet sister) came into the UK with the 2-litre oversquare four-cylinder unit, but some had the 2664cc V6 motor with fuel injection. Naturally this one did, and the V6 unit transforms an otherwise good car into a true luxury sports coupé. The refined purr takes on a more urgent note when pressing on but is never raucous, merely encouraging. The excellent five-speed gearbox has a good spread of gears to make this, above all, a driver's car.

We saw a surprising number of both coupés and cabriolets out on the roads doing what the makers intended them to do. I was left with the hope that one day, in the not too distant future, Peugeot will once again produce a luxury coupé with all the Classic attri-



butes of the 504 Pinin Farina coupé.

We have only really been able to scratch the surface of a fascinating collection of cars, but hopefully your appetite will have been sufficiently whetted to go and see for yourself. Automobiles Peugeot has had a long and illustrious history, though sadly their individuality and worth has not always been properly realised on our side of the Channel. Early post-war Peugeots are relatively unusual, pre-war ones exceedingly rare here — I can just imagine the impact of some of those aerodynes at shows around the country. We will not be leaving the marque entirely following this brief introduction to it, so watch out for a future issue when I shall be behind the wheel of something very exciting.

Below, we could not have known beforehand but the house behind the 504 Coupé is one owned by an old arm of the Peugeot family in Vandancourt in the

foothills behind Sochaux and its factory. Vandancourt lists the Peugeot name back to the 15th Century. By contrast the 504 Coupé feels thoroughly modern

