

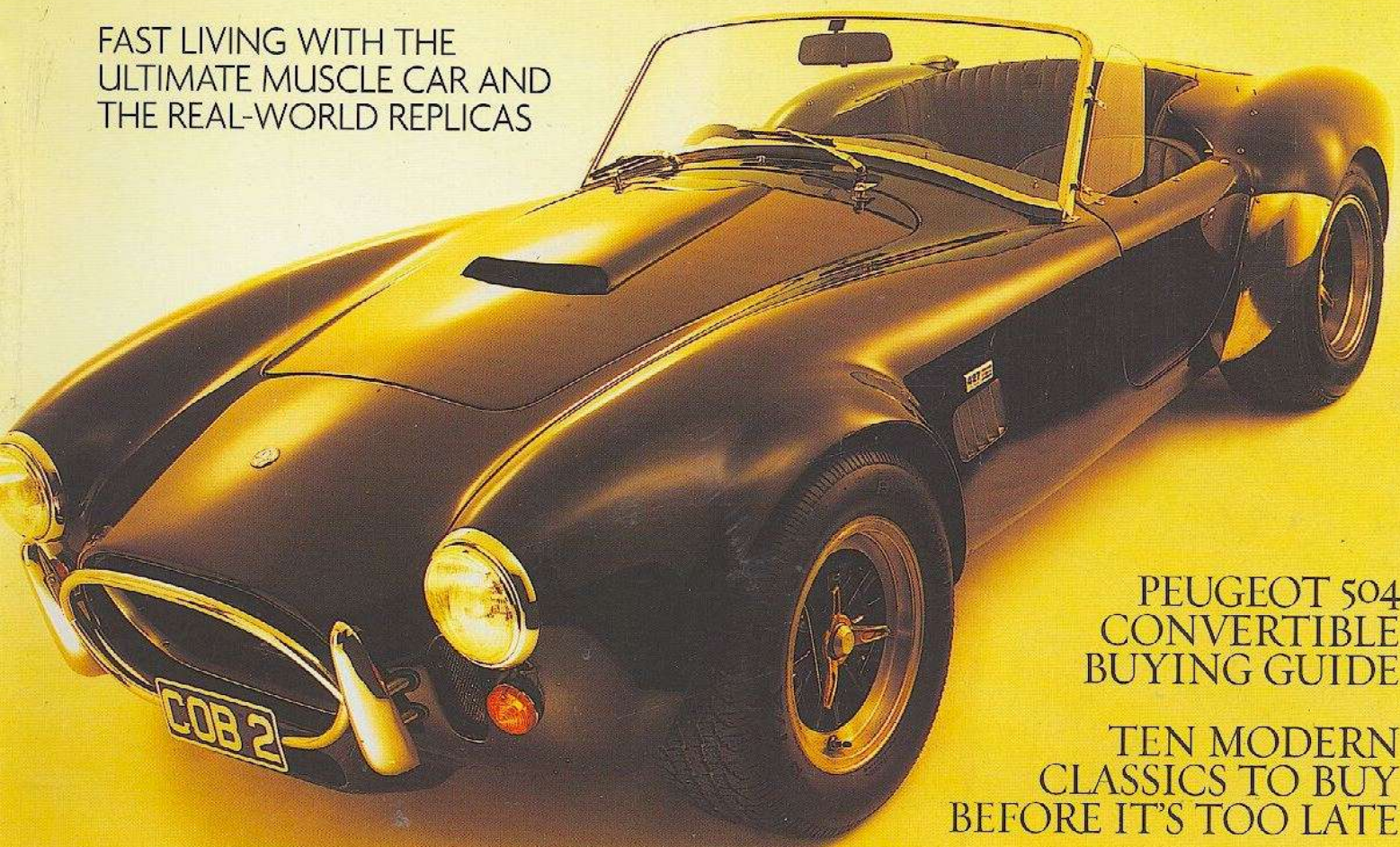
1000s OF CLASSICS FOR SALE INSIDE

# CLASSICcars

AUSTIN-HEALEY ■ MG MAGNETTE ZB ■ EXOTIC TRIUMPH FLOW-FREE ■ SIXTIES TVR GRIFFITH

## STRIKING COBRAS

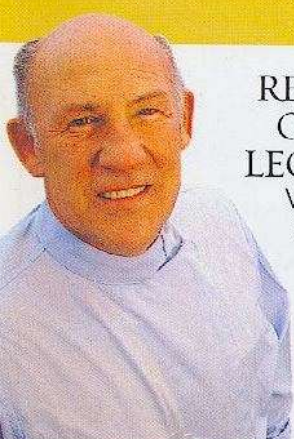
FAST LIVING WITH THE ULTIMATE MUSCLE CAR AND THE REAL-WORLD REPLICAS



PEUGEOT 504 CONVERTIBLE BUYING GUIDE

TEN MODERN CLASSICS TO BUY BEFORE IT'S TOO LATE

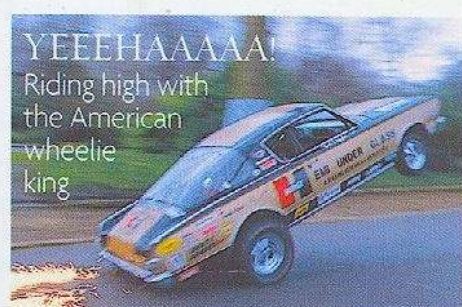
GOODWOOD FESTIVAL



**RETURN OF THE LEGENDS**  
Victory for Moss and Jaguar at Le Mans



**BRANDS OF QUALITY**  
Image counted in the Fifties as now. Which desirable saloon did it best?



**YEEHAAAAA!**  
Riding high with the American wheelie king







# BUYING GUIDE



## Peugeot 504 (1969-1983)

Combining French practicality with Italian flair, the 504 coupé and cabriolet are worth a closer look – that is, if you can find a good one. Words: Richard Dredge Photography: Tom Wood/The National Motor Museum

**M**ention Peugeot's 504 and images of battered estate cars on African dirt tracks will probably be conjured up. But the Pininfarina-designed and built coupés and cabriolets figure rather more highly on the desirability scale. Smooth, relaxed performance with space for four, complete with luggage, make Peugeot's sharp-suited 504 a genuine grand tourer.

Using the mechanicals of the saloon, Pininfarina chopped the wheelbase by 7.5in to give the right proportion for the coupé and cabriolet. Initially the cars were powered by four-cylinder engines, and they didn't have the urge the car deserved.

Luckily for Peugeot, it had been collaborating with Renault and Volvo on a new V6 engine, which was just the ticket for peppering things up a bit. So the first car to receive the new 'PRV'

powerplant in 1975 was the 504 in coupé and cabrio forms. These cars delivered the goods – albeit with a slightly higher fuel consumption.

Unfortunately, as this move was made, there was a fuel crisis just round the corner, causing a rethink chez Peugeot. The result was the re-introduction of the four-cylinder engine...

As far as official imports are concerned it's a bit of a grey area. Only left-hand drive cars were brought in by Peugeot, but the company officially sanctioned an outfit named Hodec to convert cars to right-hand drive. Thanks to the V6 taking up so much of the engine bay, only pre-1975 cars were tackled. The interior was already very downmarket for such an expensive car, and with Hodec just chopping and trimming the dashboard it's unsurprising that there were few

takers for the £400 conversion.

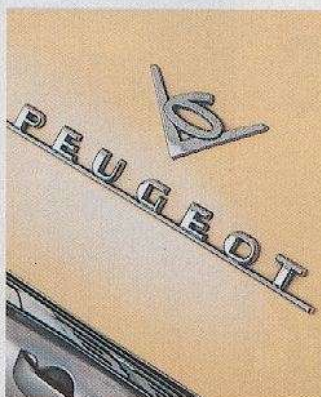
As is so often the case, the car's fate was sealed thanks to a combination of high price and common-or-garden badge on the bonnet. Throw in the left-hand drive only configuration along with a lack of marketing and the car never really stood a chance in the UK.

### Body and chassis

Reach for the thesaurus and you'll find that Italian is a synonym for rust-prone, and thanks to the 504's Pininfarina build the steel used has a tendency to oxidise. This is more of a problem than it might be because the limited production of the coupé and cabriolet means there aren't many panels available from Peugeot, and nobody has found it worth while making reproductions.

Rot is the Achilles heel of these cars, as holes can appear in the middle of panels for no apparent reason. The earliest cars are the most susceptible, but they all suffer. Best of the lot are the post-1978 editions.

Gary Charlton is Club Peugeot's 504 registrar, running a cabrio as his everyday transport. He advises checking for rot behind the front wheel where the scuttle meets the sill and inner wheelarch. He adds: 'If there's evidence of corrosion here it will be just the tip of the iceberg. If rust is evident it will







Check trim carefully as it's difficult to replace. Pre-1978 cars have black trim

be the prelude to rotten sills, floors and A-posts. The leading edge of the bonnet also gets frayed very quickly and on coupés the rear parcel shelf tends to dissolve readily.'

If you're looking at a cabrio, make sure you look out for scuttle shake on the test drive. Although the cars weren't completely free of this, they were fairly rigid. If there seems to be an inordinate amount of flexing in the body, the sills have probably seen better days. Whether it's a coupé or a cabrio, make sure the sill stiffeners are present and in decent order – many people cut them off if they're frilly, and because they're no longer available they don't get replaced. They look like a subframe running the length of each sill, so if they're not there it will be obvious.

Make sure the electric windows are working. The pulleys that operate the windows are mounted on the bottom panel of the door, and as this area tends to rot away the

windows stop working.

Peter Vaughan is chairman of Club Peugeot – he also has a cabrio. He confirms that hoods don't generally leak, but he recommends making sure the floorpans haven't filled with water then rotted through. It's difficult to remove carpeting on cars built before 1978, but if you can, check the condition of the floorpans from the inside before buying. Also check the floorpan under the rear seat, which is easily removed.

Pre-1978 cars had a dip-down scoop on the bonnet, which unfortunately scoops water as well as air. It then routes this through the ventilation panel that it sits flush with at the base of the windscreen. The water ultimately finds its way through to the front inner wings, which should be retained by four spot welds on the sill. This allows the water to drain away, but many cars are restored incorrectly by filling the whole section, giving the

water nowhere to go.

Although the hoods are generally excellent, there are two companies producing glassfibre hard tops for the 504 cabrio. Neither of them are cheap at around £2000 a go, but they offer an increase in security and refinement for the everyday user.

Poor accident repairs are the other major potential trap for the unwary 504 coupé or cabriolet buyer. Just a small impact can put a kink in the front chassis legs, knocking the tracking out of true. Putting this right isn't easy (and not a job for the amateur) so many people get it wrong.

Cars should be lifted by the outside of the rear crossmember. They're frequently not, leading to the rear subframe breaking away from the floorpan – it's attached by rubber insulating blocks.

### Engine

The engines have a reputation for

### 1975 PEUGEOT 504 V6 CABRIO

#### Engine

Overhead cam, 2664cc, two Solex carbis

#### Power

136bhp @ 5750rpm

#### Transmission

Four-speed manual,

rear-wheel drive

#### Brakes

Discs front and rear

#### Suspension

Front: coil spring,

struts, anti-roll bar

Rear: coil spring,

semi-trailing arms, anti-roll bar

#### Weight

3496lb (1590kg)

#### Performance

Top speed: 116mph

0-62mph: 10.2sec

(World Cars)

#### Fuel consumption

26mpg

#### Cost new

FF40,350 (£4452)

#### Value now

£12,000

### WHICH IS WHICH?

The 504 coupé and cabrio were revealed at Geneva in four-cylinder form in 1969 based on the 504 saloon introduced the previous year. The 1796cc engine was taken from the 404. These cars have four headlamps, with three separate light units on each side at the rear.

At the 1971 Paris salon, Pininfarina showed the stillborn Riviera, a two-door 504 estate. That year, a 1971cc engine replaced the 1796cc – a bored out version of the earlier unit. Automatic transmission was available from 1972 on coupés and cabriolets, (discontinued on the drop-top a year later). The MkII 504 was launched in 1975, with wider, single headlamps and simpler taillights. A carburettor-fed 136bhp 2664cc V6 was mated to a four-speed manual 'box, and four-cylinder cars were deleted from the price lists. Power-assisted steering was standardised and ventilated discs replaced the solid discs fitted to the front of four-cylinder cars.

In 1978, the fuel crisis led to the reintroduction of the 1971cc four-cylinder engine and in the same year the V6 coupé received Bosch K-jetronic fuel injection, upping the power to 144bhp. Although the coupé was available with four or six-cylinder power (badged V6 Ti in the case of the latter), the cabrio was available only with the four-cylinder unit from this point. There was also an interior update – a trimmed dash with wood inserts and tan seats instead of the sombre black trim and fascia mouldings previously offered.

1980 saw colour-coded bumpers on cars with metallic paint and a five-speed gearbox – but there was still an auto option on four-cylinder cars. The last cars came off the line in 1983; 26,476 coupés and 8186 cabriolets had been built – all with left-hand drive. Fewer than 1000 cabrios left the factory with a V6.



## BUYING GUIDE



**Cabriolets don't usually leak, but check floor pans for rust. Panels on pre-1978 car are worse than late cars. All glass, bar windscreen, is hard to find**

**OWNING ONE**

Peter and Jo Vaughan have owned their 1975 504 V6 cabrio for five years, 14 Peugeots having passed through their hands along the way. But as they head up Club Peugeot UK you would expect them to be confirmed fans of the French marque, which they can demonstrate with their 304 cabrio and 205 Cti keeping the 504 cabrio company.

Peter had always wanted a 504 V6 cabrio, but with so few around it wasn't going to be easy tracking one down – especially not in the Tulip Yellow that he wanted. But purely by chance one came up just a few miles from his home. Luckily for Peter and Jo, the last owner spent big money restoring the car in the late Eighties, then selling at a fraction of the rebuild cost. Within six months of buying the cabrio Peter could have doubled his money, but maintains he'll never sell the car.

One of the criticisms levelled at these cars is their thirst, but Peter reckons the fuel economy isn't as poor as people make out: 'Without hanging around I can get nearly 27mpg – and that's on regular unleaded with no additives. For a 26-year-old 2.7-litre car that's not bad.'

Although their 504 covers only around 3,500 miles a year (most of them on one big continental trip in the summer), the car has so far travelled 130,000 miles with its three owners.

With just half-a-dozen V6 cabrios in the country, and Peter's probably the best of those, the car is quite simply irreplaceable.

durability, but fuel-injected cars are difficult to set up. As Gary says:

'One of the few special tools needed to maintain the 504 is one to keep the Kugelfischer injection system in fine fettle. If you know what you're doing it's possible to make your own, but some owners don't know what they're doing – leading to rough running.'

A holed diaphragm in the fuel injection metering unit will also lead to poor running. Although the part isn't officially listed any more, there are still some to be found within the Bosch dealer network.

If the engine won't fire at all listen for the buzzing of the electric fuel pump, which is located at the back of the car. The chances are the power isn't getting through because the fuse isn't making proper contact. Check the fusebox in the left-hand footwell – the fuse won't have blown, its contacts just corrode. Also ask when the in-line fuel filter was last replaced, as the fuel pump will starve the engine of fuel if the correct fuel pressure isn't maintained.

You can tell if the car has its original engine by checking that its

number coincides with the VIN. The chassis number is stamped on a plate on the offside front inner wing as well as the top of the strut housing – they should match the number on the nearside of the engine block.

If you're looking at a four-cylinder car, ask what fuel it's been run on. Four-cylinder engines need an additive to avoid valve seat recession, but V6 powerplants will run on unleaded fuel without problems.

Make sure the cooling fan isn't running permanently – if it is there's a good chance that the head gaskets have gone.

The exhaust on the coupé and cabrio is essentially the same as that fitted to the 504 saloon. Sometimes a carburetted 505 manifold is fitted for greater efficiency and a rear box from the 505 GTi looks a bit more purposeful than the original item.

**Transmission**

Gearboxes tend to leak oil, because the casings aren't totally oil-tight, although not in any great quantity. A big slick means trouble ahead, but the casings aren't totally oil-tight.

Expect a bit of play in the

transmission, especially on five-speed gearboxes, which manifests itself as a slight clonking when taking up drive. When new, the cars were fine, but over time the pre-loading on the system loses its grip and a bit of slack develops.

**Steering and suspension**

From the introduction of the V6 in 1975, power steering was fitted, which was then standard throughout production. Unfortunately, the racks leak fluid pretty badly, so check the neck on the rack to see how well it's sealing.

The front springs are located by a saddle which rots away and then collapses. As this could happen while on the move it's best to check these regularly. The solution is to buy a strut from a 505, into which the damper can be inserted.

**Brakes and wheels**

Four-cylinder cars were fitted with solid discs all round whereas V6-engined versions received ventilated discs at the front. Discs wear out quickly on both models, so some owners fit the discs and calipers from





V6s run on unleaded, but check additives have been used for four-cylinder engines

the 604, which last longer even if they don't give better braking. Three types of caliper were used, so if you're thinking of making the swap make sure you opt for cast iron calipers – avoid alloy ones, which tend to seize.

Expect a lot of travel in the handbrake lever – if it's been adjusted to eliminate this the brakes won't self-adjust as they should. If the handbrake won't work at all it's probably because the pistons in the rear calipers have been broken by a ham-fisted mechanic.

All cabrios and coupés were fitted with 14-inch steel wheels, except post-1981 coupés which were fitted with alloy wheels. These were five inches

wide until 1974 – after this they were five-and-a-half inches wide. Some owners will have fitted 15-inch alloy wheels from a 505 GTi by now in an attempt to spruce up the looks.

### Electrics

There was never any attempt made to engineer the headlamps for right-hand drive. Some people use tape to change the focus of the beam, but it is possible to achieve the same effect by cutting the bulb holder and rotating it before refixing it. Until last year, replacement headlamps weren't even available, but L'Aventure Peugeot (the heritage arm) made a batch, which hopefully is a good omen for the future.

### Interior trim

All cabrios were fitted with vinyl trim whereas coupés featured cloth interiors. Finding seats or trim panels for either model is difficult. Peter illustrates how downmarket the 504's interior is: 'The Nardi wood rim steering wheel on my car is a period accessory and very sought after – the normal fitment is a black plastic affair. If you track down a right-hand drive conversion it uses a butchered left-hand drive dash, and it shows – it really isn't very classy.'

If you're buying from the continent, German-owned cars tend to be tarted up with leather re-trims and fancy carpet sets. Gloveboxes tend to crack around the edges then break up and electric clocks stop working very readily, although they are easy enough to get fixed.

### Exterior trim

This is where the car's poor parts availability really shows, as exterior trim of any description is hard to find.

With the exception of the windscreen, it's not currently possible to source any of the glass. Rear light units or lenses are unobtainable as are bumpers. Replacement hoods are available but cost nearly £1000.

### Spares

All the oily bits of the coupé and cabriolet are shared with the 504 saloon, meaning parts are easier to source than they might be. However, trim and panels are only available secondhand – when you find them. The nylon belt that drives the fuel pump on injected cars is unavailable, but at least they are long-lived.

### Conclusion

The best 504 derivative was never made – the fuel-injected V6 cabrio. It is possible to create one using a four-cylinder car and fitting a powerplant from the 505 or 604 V6, but it's hardly a DIY proposition. Stick with the carburettors on the larger engine and you can expect around 24mpg – but make sure a choke conversion kit has been fitted for reliability.

As Gary says: 'Buying one of these cars needs commitment and investment. You have to be prepared to buy a stock of spares and even a second car to cannibalise if you want to keep it on the road. Finding parts will involve endless searching – in short you need to be an enthusiast.'

**Thanks to:** Peter Vaughan and Gary Charlton of Club Peugeot; John Fox, Yorkshire.

### HOW MUCH?

Choice is something you won't enjoy much of if you're in the market for a 504 coupé or cabriolet. While it's possible to give a guide to values, these cars are rare, so difficult to value accurately.

Sourcing in the UK will limit choice, as there are only around 100 cabrios and about 70 coupés (a third of which are roadworthy). A better bet will be to look in France, where the cars are easier to find and prices are a bit more affordable.

Although the car pictured is a V6 cabrio (one of just half a dozen in the UK) it is essentially the same as the later four-cylinder cars. But then if it's a V6 cabrio that you really hanker after, it is possible to buy a four-cylinder car and fit the larger engine.

- £12,000** Best cabrios
- £9000** Excellent cabrio
- £6000** Average cabrio, best coupés
- £4000** Good coupé, tatty cabrio
- £2000** Projects best avoided

### REAL CARS FOR SALE

**1973 four-cylinder cabrio.** Right-hand drive, requires restoration. £1500. 01580 765 928.

**1972 four-cylinder cabrio.** Right-hand drive in very good condition. New hood, requires attention to upholstery. £9950. 020 7352 9529.

**1976 V6 cabrio.** Left hand drive. Average condition, needs tidying. £6900. 07903 933 691.

### PARTS PRICES

- Mechanical parts**
- Engine (four-cyl, exch) **£1540**
- Gearbox rebuild (four-sp exch) **£585**
- Exhaust system (pattern) **£120**
- Clutch **£90**
- Brake discs (front) **£25 each**
- Brake pads (front) **£43**
- Brake pads (rear) **£12**
- Water pump **£82**
- Body parts**
- Front wing (MkIII) **£376**
- Bonnet **£721**
- Sill **£238**
- Headlamp (MkI) **£70**
- Windscreen **£170**

### WHO TO CONTACT

**Clubs**  
Club Peugeot UK Peter Vaughan (chairman) 01778 422 274.  
Gary Charlton (504 registrar) 01329 833 029.

**Specialists**  
**Parts, servicing and restoration**  
John Fox, Yorks. 01729 822 107.  
Dean Hunter, Peugeot dealers. 01977 677 887.  
French Classics. 01474 703125.

### BOOKS

There haven't been any books devoted to the 504 (never mind just the coupé or cabrio) printed in English. Even Brooklands books doesn't have a 504 portfolio, as there was so little coverage of these cars when they were available new. The two books below have French text, but the period illustrations and reference tables make them both a great source of reference.



#### La Peugeot 504 de mon père by Francois Allain

Covering the development and evolution of the 504, Allain's book is the ultimate reference on the car. Packed with colour and mono contemporary shots of the various derivatives, there are also production tables, motorsport coverage and inclusion of all sorts of special derivatives from around the globe.

ISBN 2-7268-8325-7



#### Peugeot - l'aventure automobile by Dominique Pagneux

A chronologically-ordered history of Peugeot, Pagneux's book is quite brilliant. Every model from the company's launch is charted, with period pictures and advertising artwork. There's not that much text, as the charts and illustrations are so prolific – but that just makes the book more accessible.

ISBN 2-7268-8434-2