PEUGEOT 504
Long Term Test

An account of our first 10,000 miles in a "Saloon carburettor"

By David Thomas

ELDOM is a new long-term car delivered at Motor Show time, but it so happened that the Press Preview. On examining the car the following morning, I was delighted to find a Standard of finish — a condition which was quickly alleviated by use of salt-water corrosion. In any event, they wouldn't be too sparing a cut. As I was no more than five days before Christmas (20 and 21 December). The trouble was traced to seizure of the spring-loaded plunger in the end of the rocker — a condition which was quickly alleviated by use of a suitable drill.

Although the next service was scheduled for 3,000 miles, the car could not be spared until the odometer showed more than 4,000 miles. The work was entrusted to Skindles Service Station, of Maidenhead, Berks. At very short notice, they undertook to attend to the servicing and recite as many of the miscellaneous faults as time allowed — this only a few days before Christmas (20 and 21 December). The list included the following faults:

1. Sliding roof rattles when car is driven over bumpy roads.
2. Very easy to nick reverse when changing into top.
3. Heated rear window switch to be renewed.
4. Heated rear window switch to be renewed.
5. Heated rear window switch to be renewed.
6. Heated rear window switch to be renewed.

The next entry in the record concerns the need to attend for collection. Not only that, it also had been promised that the car would be washed to remove the effects of too sparing a cut. As I was no more than five days before Christmas (20 and 21 December). The trouble was traced to seizure of the spring-loaded plunger in the end of the rocker — a condition which was quickly alleviated by use of a suitable drill.

Although the next service was scheduled for 3,000 miles, the car could not be spared until the odometer showed more than 4,000 miles. The work was entrusted to Skindles Service Station, of Maidenhead, Berks. At very short notice, they undertook to attend to the servicing and recite as many of the miscellaneous faults as time allowed — this only a few days before Christmas (20 and 21 December). The list included the following faults:

1. Sliding roof rattles when car is driven over bumpy roads.
2. Very easy to nick reverse when changing into top.
3. Heated rear window switch to be renewed.
4. Heated rear window switch to be renewed.
5. Heated rear window switch to be renewed.
6. Heated rear window switch to be renewed.

The next entry in the record concerns the need to attend for collection. Not only that, it also had been promised that the car would be washed to remove the effects of too sparing a cut. As I was no more than five days before Christmas (20 and 21 December). The trouble was traced to seizure of the spring-loaded plunger in the end of the rocker — a condition which was quickly alleviated by use of a suitable drill.

Although the next service was scheduled for 3,000 miles, the car could not be spared until the odometer showed more than 4,000 miles. The work was entrusted to Skindles Service Station, of Maidenhead, Berks. At very short notice, they undertook to attend to the servicing and recite as many of the miscellaneous faults as time allowed — this only a few days before Christmas (20 and 21 December). The list included the following faults:

1. Sliding roof rattles when car is driven over bumpy roads.
2. Very easy to nick reverse when changing into top.
3. Heated rear window switch to be renewed.
4. Heated rear window switch to be renewed.
5. Heated rear window switch to be renewed.
6. Heated rear window switch to be renewed.

The next entry in the record concerns the need to attend for collection. Not only that, it also had been promised that the car would be washed to remove the effects of too sparing a cut. As I was no more than five days before Christmas (20 and 21 December). The trouble was traced to seizure of the spring-loaded plunger in the end of the rocker — a condition which was quickly alleviated by use of a suitable drill.

Although the next service was scheduled for 3,000 miles, the car could not be spared until the odometer showed more than 4,000 miles. The work was entrusted to Skindles Service Station, of Maidenhead, Berks. At very short notice, they undertook to attend to the servicing and recite as many of the miscellaneous faults as time allowed — this only a few days before Christmas (20 and 21 December). The list included the following faults:

1. Sliding roof rattles when car is driven over bumpy roads.
2. Very easy to nick reverse when changing into top.
fitting of a new set of front brake pads, but this was not covered by warranty. A pity, for the bill amounted to £8.97. Subsequent measurement showed there to be more than 45,000 miles left in the discarded pair.

It so happened that the blowout-control rheostat had arrived in the meantime. This was installed to give some indication of the braking efficiency, itself (still the original) now seemed less noisy — possibly the result of higher ambient temperatures.

At a speed of 72 mph, the gauge showed 10,400 miles and the 8-month warranty has just expired. Petty grievances are confined to the misplaced carpet, the spasmodically noisy blower, the occasional "bonk" from the front suspension and the squeal and "wire-brushing" generated by the front brakes (a condition which has developed since the pads were renewed).

Road behaviour

As is customary with long-term cars, the 504 was put through its paces at MIRA (mileage just under 10,000 at the time). For what is a relatively large and heavy car, it performed astonishingly well (see accompanying table).

Even so, the 504 is not for those with "boy racer" leanings. This is simply because it doesn’t feel particularly potent in its spaciousness, comfort and ability to cover long distances at deceptively high speeds. This was brought home to me on the occasion of a journey I made to Monza early in February. Unpleasantly foggy conditions on the run to Dover deteriorated rapidly — so much so that the Channel crossing occupied more than three hours.

Fortunately, the pleasant restaurant aboard Townsend-Thoresen’s "Free Enterprise IV" did much to compensate, and I felt happy enough when heading down to Monza. Speedometer markings are very vague. On the credit side, the large clock keeps spot-on time.

One last grouse concerns the difficulty of heel-and-toe pedal operation. This is of little consequence, however, for synchromesh action is truly excellent. The list of good points is much lengthier and far more significant. First, the 504 is a very roomy car and an easy one to get in and out of. The boot, too, is quite enormous (both in area and in depth).

Extremely practical is the system of stowing the spare wheel beneath the boot floor. The arrangement is adequately tight-proof, and the lowering and raising of the carrier simplicity itself. While on the subject of wheels, I cannot fathom the reason for equipping the car with HR-rated tyres (Michelin XAS on this particular example). Not that I have any complaints regarding these; on the contrary, they behave impeccably and show promise of lasting upwards of 24,000 miles. Even more surprising is the longevity of the brake pads, which appear to have a life potential of well over 50,000 miles. Nevertheless, Peugeot have seen fit to provide a tell-tale system to warn of excessive wear. This shares a fascia-mounted lamp with the warning systems for the handbrake and low-fluid level.

Typifying Peugeot’s common-sense approach, the screw-scarved jack and handle-cum-wheelbrace lie under the bonnet. Three substantial jacking points are provided — one mid-way across the front and one at the rear of each sill.

Such is the performance of the Marchal headlamps that one could be forgiven for thinking that they are of quartz-halogen pattern. In fact, they are conventional 45/40 watt units. Good points are the finger-tip adjustment, the preset lowering system to compensate for tail-down attitudes and the simple provision for resetting the bulbs to give right-hand dipping.

Wherever one looks, there is evidence of pains-taking attention to detail. The fan has thermostatically controlled magnetic coupling; Peugeot battery terminals provide a ready means of isolating the electrical system in the event of trouble; all four doors have courtesy switches; extensive use is made of stainless steel for brightware. Without doubt, Peugeot intend their cars to last.

We plan to keep NYL 353L for six more months. At the end of this period, we shall be publishing a second report on how it has fared.

### Performance Check

<table>
<thead>
<tr>
<th>Gear</th>
<th>Maximum speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top (mean)</td>
<td>99 mph</td>
</tr>
<tr>
<td>Top (best)</td>
<td>102 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>81 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>53 mph</td>
</tr>
<tr>
<td>1st</td>
<td>31 mph</td>
</tr>
</tbody>
</table>

### Acceleration

<table>
<thead>
<tr>
<th>Time in seconds</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>True speed mph</td>
<td>30</td>
</tr>
<tr>
<td>Indicated speed MPH</td>
<td>32</td>
</tr>
</tbody>
</table>

### Speed range, Gear Ratios and Time in seconds

<table>
<thead>
<tr>
<th>mph</th>
<th>Top</th>
<th>3rd</th>
<th>2nd</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-30</td>
<td>—</td>
<td>7.1</td>
<td>4.0</td>
</tr>
<tr>
<td>20-40</td>
<td>9.2</td>
<td>6.6</td>
<td>4.0</td>
</tr>
<tr>
<td>30-50</td>
<td>9.2</td>
<td>6.6</td>
<td>4.9</td>
</tr>
<tr>
<td>40-60</td>
<td>9.6</td>
<td>7.9</td>
<td>—</td>
</tr>
<tr>
<td>50-70</td>
<td>11.1</td>
<td>9.1</td>
<td>—</td>
</tr>
<tr>
<td>60-80</td>
<td>13.7</td>
<td>13.1</td>
<td>—</td>
</tr>
<tr>
<td>70-90</td>
<td>21.2</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>

### Fuel Consumption

| Overall mpg | 24.3 |

Note: Comparison R/T figures are not available.