



19 February 2004

ONE of the things that pleases owners of Worm Drive Peugeots is the ease with which engine auxiliaries can be accessed. Ten minutes will have the starter motor out of a 203, 403 or 404. I am disturbed when I hear stories that it takes a day to remove a starter from later model Peugeots.

I am enjoying reading a book "The Antique Automobile" published in 1956. The author, St John Nixon, started driving in 1899. He wrote about a single cylinder Peugeot, the first to be called a Bébé, he was driving.

"I well recall executing an extensive repair to the Bébé Peugeot in a roadside shed during the particularly cold early spring of 1903, due to a fractured crankpin. Before my companion and I could fit a new one, it was necessary of course to remove the engine from the chassis and take it apart completely. This necessitated dismantling the steering column, and having done so, we found that the gearbox would also have to be removed as well as the propeller-shaft. Then only was it possible to lift the engine from the frame, take it apart, and fit a new crankpin."

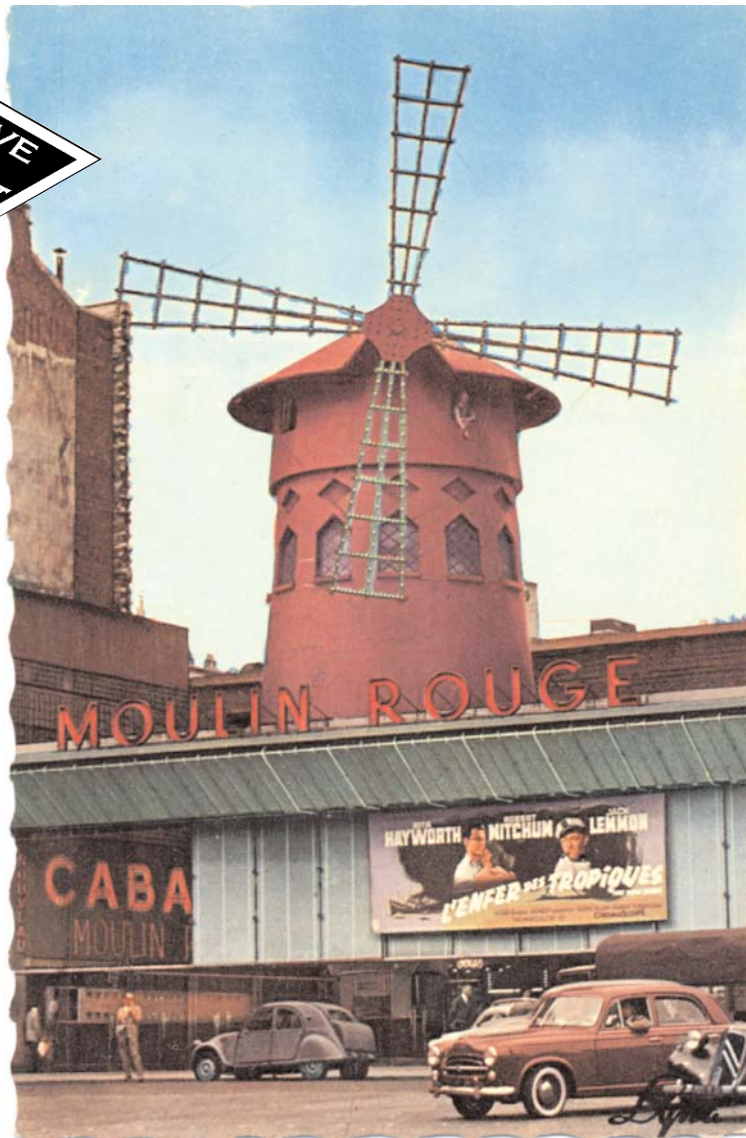
So in the last century we have gone from inaccessibility to accessibility back to inaccessibility!

Electronic ignition

CONVENTIONAL breaker-triggered coil ignition systems use points to control the timing and switch the high current from the coil to the spark plug. The high current from the coil causes the points to deteriorate over time; contact erosion.

An after market ignition module uses solid state electronics to control the high current. The timing is still determined by the points. So the points don't deteriorate.

Two of my cars have been fitted with a Valeo module for many years. Last year I asked if anyone knew of a source of a suitable module to fit to my 404 cabriolet. Thank you to all who responded. All very interesting though some schemes were very expensive.



This picture of Moulin Rouge and a 403 is from a collection of postcards that Guy Nolleau has lent me. Note the billboard advertising L'Enfer des Tropiques, starring Rita Hayworth, Robert Mitchum and Jack Lemmon. The French title translates as *The Hell of the Tropics*. The English version was called *Fire Down Below!* I seem to remember Rita Hayworth causing fire down below problems for young lads when I was growing up!

Ivan Washington has been using a module from an EA Ford Falcon (this is the Australian built car) available from Burston Auto Parts part number BIM032 for AU\$93.10. Special crimp female terminals are needed to wire up. The unit needs to be mounted on a 3-6mm aluminium plate as a heat sink. I can supply the circuit details etc.

The Valeo module has now been sourced again. Sam Mechkaroff has 3 in stock and more can be ordered if there is



demand. Phone 03 9844 0484 or 0413 090 807. AU\$120.00 plus postage. The unit comes complete with heat sink and wires and terminals. Both units need to be fitted well away from the exhaust side of engine bay. The inner left mudguard is suitable. Use a special heat sink grease (available from electronic parts shops) when mounting.

Roller Door

A well known worm driver has a roller door replacing the normal double doors between his living room and dining room that were the pattern in the era when the house was built. I kid you not! I have seen it. His partner says that it stops him getting withdrawal symptoms when he has to come in from the garage.

404 Front Blinker lenses

If you are looking for these lenses keep looking on Ebay, www.ebay.com. A Dutch firm have been listing the lenses regularly. Several Aussie 404s have now been fitted with them.



203 Darl'mat

THE 203 Darl'mat (featured in the last Worm Review) that was to be auctioned at a huge car auction in USA, sold for US\$15,120. This is about half of what the car would have sold for in France. Lucky buyer. I got an email from the buyer. "I was Googling "Darl'Mat" (as has been my wont for the past two weeks) when I came across your publication, *The Worm Review*". Donald Osborne asked a few questions and I advised him about the importance of the oil in the differential. He has promised to keep us posted on his adventures.



Kevin Baker has been driving his 203 van for many years. He was at Bundanoon in 1988. It still has the original 1956 registration, a plate that would be sought after by General Motors fans.



Donald Osborne in the US, with his recently purchased 203 Darl'mat.

Breaking News

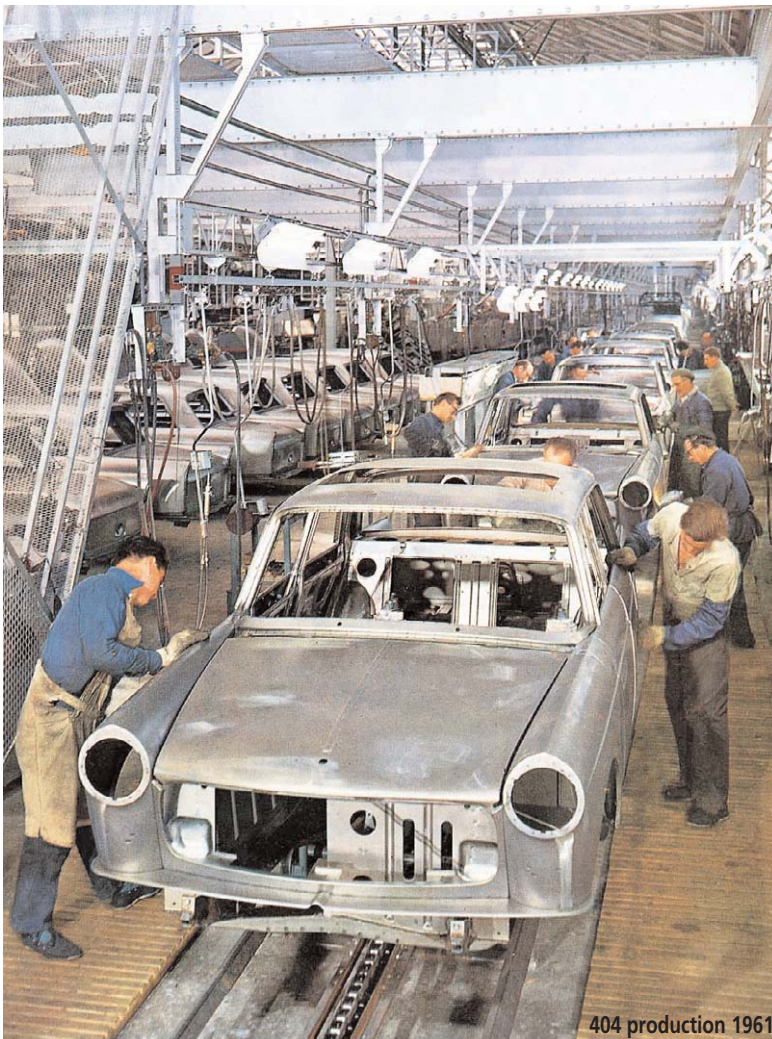
MY 404 cabriolet was spotted on the road in Adelaide last year when we drove over for their French car day. The spotter had a case of love at first sight, found me on the internet, and then found a 404 cab in USA, bought it and had it shipped to Brisbane. I got a phone call. The container the 404 cab was in was DROPPED during unloading in Brisbane. Result? Not a straight panel, windscreen shattered, windscreen pillars flattened, roof hood framing a tangled mess. A write off. The insurance will pay his outgoings so he won't be out of pocket but not for the time and effort to find another car. I have suggested that he save all the trims, badges, mechanicals etc. Memo. If you are importing a car from OS insist that they fill the container with those styrene foam peanuts. It would bounce if dropped and float if it fell overboard!

WOWE 2004

THE 2004 Worm Drive Weekend will be held in Albury on October 23rd and 24th 2004. The Lake Hume Tourist park has been booked and the Saturday night dinner has been booked at the Lake Hume Resort next door.

Wandering Worms

HANK VERWOERT, Ph 03 9783 2718 or hankver@hotmail.com , is organising a "A Worm Wander in South East Oz" from Sept 20th to Sept 30th 2004. Open to 203s 403s and 404s only. This wander is through the well watered corner of Australia in contrast to much of the area covered by last year's Redex Rerun. Including a drive over the Alpine way, probably through some snow. Absolutely nothing competitive. Just a fun drive in good company. There has been interest from overseas already.



404 production 1961

The Worm Drive Register is for all worm drive Peugeots in Australia. It reproduces some parts and knows who has parts, reprints manuals, and keeps in contact with owners of older Peugeots overseas. Back copies of the Worm Review can be downloaded from <http://worm.rkweb.org> Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am-9pm), wormreg@ultramode.net Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, paulandnola@bigpond.com