



18th March 2004

THE PCCV 50th birthday celebrations kicked off to a great start with our display at the British & European Motoring Show at the Dandenong Showgrounds in Melbourne. There were 930 cars on display in the show.

Almost 50 invited Peugeots lined up under our special flags. All different models or variations of models. There were a lot of worms, from 202 to 404, sedans, station wagons and utes, and lots of non worms up to a 607 and a 307cc. Even a 1913 Moto with a Peugeot "PF" engine.

A great display that gained the PCCV an "honourable mention" behind the winner of the "Best Marque Display", the Mercedes-Benz mob. Someone pays for all the MB tents and marquees.

Expressing my bias of course, I thought that the PCCV display, with all its flags, was more colourful and more interesting.

Ray Vorhauer got the "Best European car" of the show trophy (wonderful) and my 404 cabriolet got the "City of Dandenong" award (The Mayoress liked the cabriolet!). So the PCCV did well.

Consequent Mutual Destruction

ONE car, JM403, didn't make it to the B & E Motoring Show. At the outskirts of Dandenong some hard acceleration from the traffic lights put the fan into the radiator. JM403 has been restored to much better than Mr Peugeot ever produced. Black with a red interior. A warm engine. John says that his foot slipped off the clutch when accelerating away from the traffic lights. When fan met the radiator there was "consequent mutual destruction".

Why? It has been suggested that too much thrust was pushed onto the rear (gear box) mounting but this mounting was new (from France). Perhaps too much power! JM403 went home on a tilt tray and will soon be up on a hoist for an analysis. I will report any conclusions.

In discussing this incident with a friend he remembered a case where a 403 driver messed up a change from 3rd to 4th during some hard acceleration and went



straight up back to 2nd again. Result? Fan into radiator.

Accessibility

LAST month I wrote about the much better accessibility of worm drive Peugeot engine bays compared to modern Peugeots. Specifically I mentioned changing the starter motor. The owner of a 404 with Thermostable brakes has pointed out that to get to his starter motor you have to remove all the Hydrovac booster and air reservoir equipment that just about fills the space on the left side of the tilted 404 engine. Thermostable brakes are power-assisted drum brakes. The brake drums are larger than for non-assisted brakes and are cast from "high conductivity" cast iron. They seem to have been fitted to 404s from the mid 60s until disc brakes were fitted, but not to all cars. My 1967 404 sedan doesn't have them. My 1966 404 cabriolet was fitted with them when it arrived from USA but the brake system was in such a mess that it was easier to replace them with disc brakes from a later 404. Can someone advise when and to what models the Thermostable brakes were fitted?

203 Trim

Have you noticed that the 203 stainless steel waistline trim often has a kink in it

about 80 mm in front of the front door opening? The trim is mostly fitted with spring clips but there is a bolt fixing at each end; probably to prevent pedestrians being speared. The last fixing of the front trim strip is a spring clip and the second last fixing is a bolt. The bolt is the trap. When removing the trim strip the spring clips snap out nicely as you peel the strip away. If you are not aware of the bolt as you peel you suddenly find you have a kink in the trim at the bolt. Judging by the number of 203s I have seen with a kink at this point many restorers have been trapped. To undo the bolt you need look under the dashboard for a rubber plug in line with the bolt. Remove the plug and with a long tube spanner you should be able to undo the nut.





202 ute

It has taken Ray Vorhauer just 15 months to restore a 202 ute rescued from a Blackberry patch. When he was presented with his trophy at the British and European Motoring Show last weekend Ray said that he had, "Put in a few weekends work on it!"

Ray lives 70 km out of Melbourne and he intended to trailer the 202 to the show but he found out the night before that the ramps to the trailer were too far apart for the 202 so he decided to drive it to the show.

Ray had only driven the ute up and down his driveway, so he headed off early and learnt how

to drive it on the way. Not very fast he says but no troubles at all.

Ray is wondering about the size of the drivers it was designed for. Ray is average height but he says he has to drive bandy.

I had to tell Ray that as I am well above average height I have been driving bandy for the last 50 years and that you get used to it. There is no way that I could drive his ute.



Ray has a 202 sedan as well waiting restoration. As the ute's engine had rusted solid the sedan engine went into the ute. I have been working my overseas contacts looking for a reasonable 202 engine and it looks like one has been found in the Netherlands. We look forward to seeing the 202 sedan on the road next year. Then I will show Ray the pictures I have of a lovely 202 cabriolet!

Electronic Ignition

All the electronic ignition modules I wrote about last month have been sold. If there is still interest Sam will import another batch.

WOWE 2004
ALBURY
Oct 23rd & 24th

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



203 owned by Juanma Herrera in Spain. Restoration nearly finished. Note the 203 wheels for bolt on hubcaps.