



19th April 2004

THE 2004 French Car Festival in Melbourne was held yesterday. A dull overcast day but nevertheless almost 300 French cars assembled.

This is the biggest number of cars at French Car Day that I have attended, by far. There was very good advance publicity in the press etc. This makes a big difference. A morning radio presenter (who happens to own a Citroen or two) mentioned it several times.

Cars were parked in decades (that is in production years not decayed!). It was noticeable that there were fewer cars (proportionally) in the 1950 to 1970 decades, the era of the worm drive Peugeots, than in some previous years. Time marches on and with the boom of French car sales, this is perhaps inevitable.

There was a featured group of Simcas, new to the Melbourne French Car Festival, and how about a Panhard Dyna. I have only seen this model in pictures. In the vintage group there were Delages, Amilcars and a S.C.A.T.

This year it was the PCCV's turn to organise the event. Full marks to the organisers. A great beginning to the PCCV's 50th birthday celebrations in May.

Worm Drive email change

DUE to ever increasing SPAM, the Worm Drive Register's email address has been changed again. Change your address book entry to **pwdr04@ultramode.net** The 04 doesn't refer to a worm drive car. It is the year. Next year, if the SPAM keeps up, might be 05!

More Consequent Mutual Destruction

I HAVE had some comment about the fan hitting the radiator in worm drive Peugeots (last month's Worm Review).

John Wilyman tells me of a 404 that put a fan into its radiator while climbing up a steep driveway. Also a rally mechanic told him that to avoid major radiator damage they would make up two different diameter rings out of 3mm wire and fix them to the fan side of the radiator core.



Retromobile

PERHAPS the biggest old car event in Europe is Retromobile, held each February in Paris. Lots of cars are displayed as well as parts sellers models etc etc. There are club stands. The car featured on the Les Amoureux 203 403 stand was the 203 that Didier and Francois drove in the Redex Rerun last year. I chided them that there was no red dust on the car but the French Customs ensured that no nasties entered France from Aus. The French wharfies also ensured that no Aussie wine polluted the French wine pool. The Aussie bottles in the 203 were also missing.

The theory being that the fan coming forward such as in a deep creek crossing the blades would not chew up the radiator core.

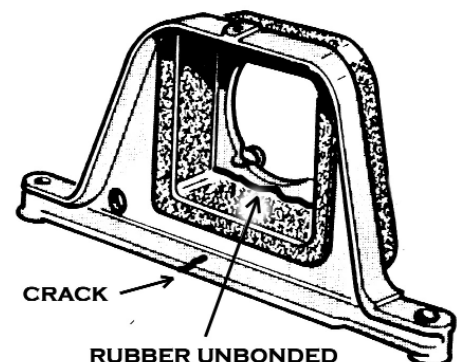
Tony Haycock emailed... "There can be worse consequences than just having the fan nibble the radiator when getting the 3rd to 4th change wrong in an '03. I pulled out to pass a sheep truck and trailer on a dark winter night. My poor little 203 was flat-out in 3rd. Deciding that the task in hand was possibly more than the equipment at my disposal was capable of, I decided to put it in top and give up. That was the plan. What actually happened was I put it into 2nd and let the clutch out. I am not sure what let out the biggest yelp the engine, me, or my passenger.

"The motor was still running, but it was making a few clattering noises which sounded ominous. It was dark, pouring with rain, 10.30 at night and we were 110 miles from home.

"We had a somewhat subdued trip home, and the next morning we surveyed the damage. The compression seemed to be OK so, off with it's head. Eight bent valves, eight bent pushrods and each piston showing evidence of collision with suddenly uncoordinated valves."

John Marriott's 403 fan hitting radiator has now been investigated and repaired. The rear engine assembly mount had failed. The casting is cracked and the rubber is no longer bonded to the metal in many places. The mount was new one bought a couple of years ago from France. We are not sure if the casting is an original Peugeot one re-rubbered or a new casting. The Peugeot castings are tough.

A friend has a rear mount from a car that had been written off after being hit hard from behind. The mount has a big bend but is not broken. So don't throw out any mounts. Spectrum Rubber will re-rubber them here in Australia. The French 403 Club are appealing for 100 old mounts so they can have a batch re-rubbered.





Paul and Nola Watson driving their 403 in a Peugeot convoy during the RACV Rally earlier this year.

The phrase "consequent mutual destruction" came readily to me as a headline for the paragraphs about this incident. My father was an Electrical Engineer. He liked words. 50 plus years ago he told the family around the dinner table about a report that had crossed his desk about the bearing failure in a power station turbine. The fixed blades had hit the rotating blades, with "consequent mutual destruction" the report said. A nice phrase. I have remembered it.

Thermostable Brakes

I have had good feedback on 404 Thermostable brakes also. I now have a listing of all Peugeot 404 numbers for cars fitted with these brakes (ask if you want a copy).

Basically thermostable brakes were only fitted to 404 injection cars and some coupes and convertibles from 1964 on. No 404 injection cars, coupes or cabriolets were officially sold in Australia so the cars that are here with thermostable brakes, must be private imports.

Russell Hall has sent me this report from his collection of Autocar magazines. *"Until one gets used to them the new brakes are rather savage at low speeds and not truly progressive, so that one tends to over brake. In this respect they behave like some power systems found in American cars. However there is nothing American about their endurance, for during our fairly strenuous fade tests involving ten successive stops from 70 mph. No change was recorded in the pedal load required for .5 g stops. Peugeot thus seems to have established a drum brake system which is the equal of most disc ones from this standpoint."*



A 203 découvrable at Yssingaux in 1960. A post card from the Nolleau collection.

Thermostable brakes have twin trailing shoes and are therefore not "self energising". Last year I got a call from the west about a brake problem. A 404 injection with a failed Hydrovac unit. They were puzzled as to why they had very poor brakes without the boost. I pointed out the twin trailing shoes.

It appears that if you assemble front brakes, backing plates etc on the wrong sides, left to right side and right to left side for unassisted brakes, you end up with twin trailing shoes and no brakes!

I am told it has been done so be careful.

Ma mère

My 404 sedan is garaged at our beach house 100 km from Melbourne. I was tinkering with it half out of the garage when I noticed a family group looking over the front gate with much pointing and discussion. I wandered up and said

"G'day" and got "Bonjour" in reply. A French academic was renting a house for a few months nearby. He said that they has spotted the French car and his wife said, yes you guessed it, Ma mère had one of those (all in French of course).

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>
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