



## THE WORM REVIEW

April 22, 2005

It was disappointing that there was only one 203 at the recent Melbourne French Car Festival; Phil Ward's well traveled sedan. The PCCV database lists 90 203s owned by members. This includes country and interstate members as well as cars under restoration or waiting for restoration but it would have been nice to have say five or six cars on display to make a good show of this iconic Peugeot. There was a good display of 403s though.

In Paris 128 403s assembled on 17th April for the model's 50th birthday. That is a lot of 403s! Some were international visitors. A group of four 403s including a red cabriolet drove from Norway and I understand that a similar sized group came from UK.. They all angle parked with great precision and made a great display near the Eiffel Tower. Pictures show a sunny day but everyone rugged up in jackets. At 128 cars they exceeded the 100 403s that were lined up on the same location 50 years ago at the launch of the 403.



403s lined up at the Trocadero in Paris in April to celebrate the 50th Anniversary since the launch of the model. Compare this picture with one in last month's Worm Review. G Bazin photo.



Parking was under serious control. G Bazin photo.

I am slowly realizing that a lot of 203 and 403 parts that were available 10 years ago are now no longer listed by the suppliers of 03 parts in Europe. One of concern that is no longer listed are some suspension bushes. An outer and inner steel tube with rubber between. Not an easy item to duplicate. I see polyurethane bushes advertised for other makes of cars. Has anyone had any experience using polyurethane bushes in Peugeots?



128 Peugeot 403s assembled in Paris for the 50th birthday. P Papier photo.



A 7CV 403 at Cobram, 1989. Check the young faces.



MD 203 special won the Bol D'or.

### The 403 7CV

Last month I published a picture of the last 403 produced on the end of the production line. What I didn't say was that this was a 403 7CV or 403 Sept as the French say. This was a stripped down version of the 403 introduced in 1960 to fill the cheaper car gap after the 203 production ceased. It had less trim, was fitted with the 203 motor and used the 203 steering wheel, gear change lever and light switch assembly. This must have been a reasonably popular 403 variation as 185,538 Septs were produced. There is a left hand drive 7CV in Canberra. It came on the first 03 Weekend in 1989 and recently it was seen by a member filling up with petrol in Canberra. At the first 03 weekend the 7CV was fitted with one of those zone toughened windscreens that craze into small "pebbles" when hit by a stone except for an oval clear zone in front of the driver. A stone hit the 403's windscreen and the driver was driving along peering through the clear zone when a police car traveling in the opposite direction did a smart U turn and pulled the driver over. There was an interesting expression on the officers face when he realized it was a left hand drive car and that the driver could see!

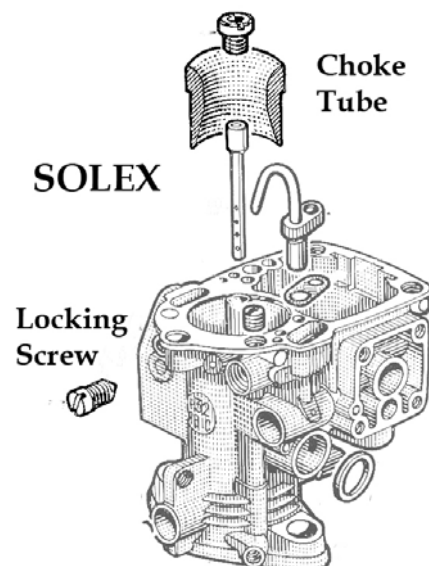
### IPEC

Gordon Barton died almost unnoticed on April 4th. He started the IPEC transport company while he was still a university student. IPEC grew to be an international company. IPEC's first vehicle was a 203 ute that was thrashed overnight between Melbourne and Sydney. Some years ago I saw a 203 ute in the IPEC terminal on Sydney Road and I was told that it was to be restored as a showpiece. I wonder what happened to it? As well as IPEC Gordon Barton established and

supported an alternative political party and an alternative newspaper.

### Stopped 403

John Marriott was driving his black 403 at Easter when he lost power. The engine would idle but wouldn't drive the car. The usual spark and petrol checks were OK so roadside assistance was called. Still no go so the car was trailered to a garage. The garage could not find the problem so the car was trailered to John's home garage. Eventually the problem was traced to the carburettor. In the Solex carburettor the choke tube is a sliding fit in the carburettor body and is locked in place with a sharp ended locking screw. Air enters the carburettor through the choke tube and its waisted shape creates the suction that moves the petrol from the petrol bowl. In John's 403 the locking screw was loose and the choke tube had moved up out of the body slightly. This probably resulted in a lean mixture and no go. Something else to check on your 203, 403 and 404.



### 203 Specials

The 203 motor with its overhead valves and hemispherical combustion chamber was popular with competition drivers as it had great potential to tune for more power. Constantin produced several supercharged 203s with chopped roofs and two doors that ran in Le Mans. And there were several other 203 specials. The MD was one. MD were the initials of Maurice Dubois who was a director of a Peugeot agency in Paris. The MD won the Bol D'or race at Montlhéry in 1954. The MD had 203 running gear and steering and a 203 engine supercharged by Constantin. The body was aluminium on a tubular frame.

I used an internet translation service to translate the French caption to the picture of the MD. I was puzzled when in the English translation MD was translated as Mendeleevium. Google soon found that Mendeleevium is element 101 in the periodic table. Its symbol is Md. Don't underestimate these translation services.

**WOWE 2005**  
**NAROOMA**  
**SOUTH COAST NSW**  
**October 28th - 30th**

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), [pwdr04@ultramode.net](mailto:pwdr04@ultramode.net) Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)