



21 May 2003

WELL I suppose it had to happen. I have been dreading it but happen it did, and from two good friends. I was referred to as, "The old bloke". And the two good friends are only plus and minus a few years from sixty years respectively themselves! The occasion was after one friend had removed the engine from my 404 sedan (the Peugeot that converted me to 4 cylinder driving) and we had delivered it to another friend who will rebuild it as he rebuilt the 404 cabriolet engine.

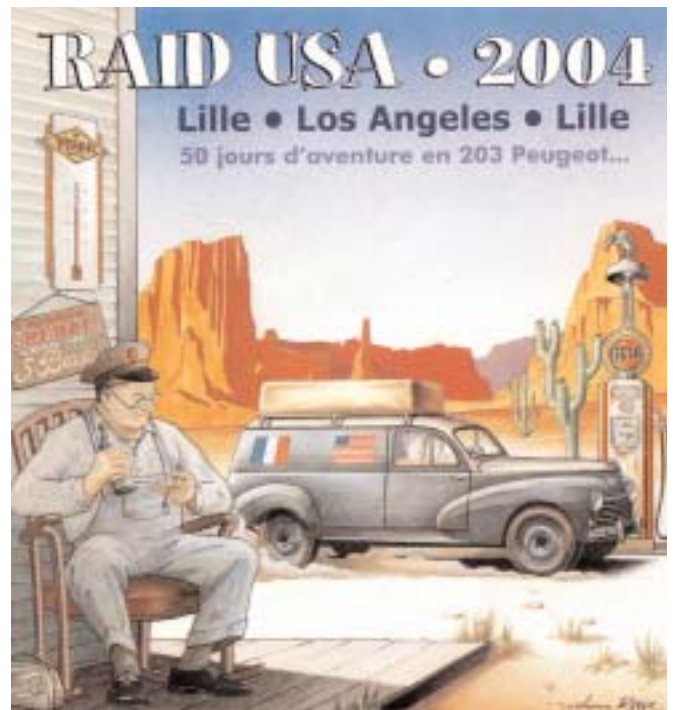
On the way back we called at another friend (that makes three friends that I have!) to look in his shed. Lots of things happen in sheds, and this shed is very busy. There was discussion on one side of the 505 wagon as we were about to

leave and I overheard the comment that "The old bloke's engine is being fixed." Of course I gave them a serve!

The 404's engine had developed a few minor rattles and buzzes after 154,000 miles and 36 years, and I have been spoiled by the sweetness of the 404 cabriolet engine. After strip down it was reported that a piston ring was broken and that the bearings were showing their age.

That 203 cabriolet

Last month The Worm Review printed a picture of a French 203 cabriolet with the comment that I had lost track of who had sent me the photo. An email from Philippe Lefebvre soon put me right. It was his cabriolet and his wife Sophie was driving it. Philippe is with the Peugeot 203 Club in Lille, Northern France, and he is organising a raid (which is what the French call a long distance car



trek) from Lille to Los Angeles and back in 2004. He and his co-driver will be travelling in a 203 panel van. There are 7 or 8 other entries so far so if you want something to do next year after the 2003 Redex Rerun check out www.raid-usa2004.com



A wonderful picture of French parking in the 1950s



Why change it

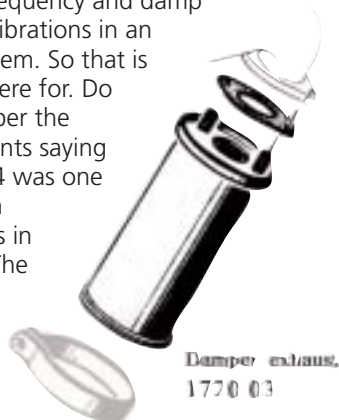
PEUGEOT are noted for not changing parts between models. If it works why change it? The steering flector between the steering column and the steering rack is one part that is current from the 203 to the 504, at least. I have found another part. The split casting that fits over the spherical end of the torque tube, just behind the gearbox. Part number 2608.10. The same part is used in the 203, 403, 404 and the 504 and 505 station wagons. 1948 to about 1995. How about that?



Part Number 2608.10
Pillow, torque tube ball-head.

404 Resonator

SOME 404s had, and some still have, a cylindrical canister fitted to the front end of the engine exhaust manifold, about 2.5 litres in volume. This has mystified people as it only has an inlet, no outlet, and no through flow like a normal muffler. It is there to tune the exhaust, to stop particular exhaust vibrations during the engine rev range. It is a resonator. In scientific terms a Helmholtz resonator, named after, Hermann Helmholtz who developed its theory in the 19th century. Blow across the neck of a bottle and you get a deep sound: same thing. The resonator is designed to vibrate at a particular frequency and damp unwanted vibrations in an exhaust system. So that is what it is there for. Do you remember the advertisements saying that the 404 was one of the seven quietest cars in the world. The resonator probably helped.



Damper exhaust,
1720 03



Les Westren drove in several of the Redex trials. In 1954 his sponsor was Jantzen, the swim suit maker. He featured the company's logo, the diving lady, on the roof of his car.

404 Diesel Record

IN 1966 Peugeot produced a special 404 diesel car. Very slippery with a one person cockpit and windscreen. They then proceeded to break just about all the diesel records. If you look at the car in the pictures you will recognise the shape. Yes, it was based on a 404 cabriolet body shell. If you look through the Peugeot sequential numbers for the 404 cabriolet you will find that there is one number missing. That number was for the cabriolet that was used to make the record car. The diesel record car is displayed in the Peugeot Musée at Sochaux. It sometimes comes out for car shows.



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 www.pcdi.org

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