



It is also 50 years since 203 Peugeots were used as team cars in the *Tour de France*. Special open 203s were produced with no doors, low sides and racks on the back for spare bikes and wheels. The energetic 203 Club Peugeot in Lomme, Northern France, have produced a poster (below) celebrating this 50 years.

May 17th 2004

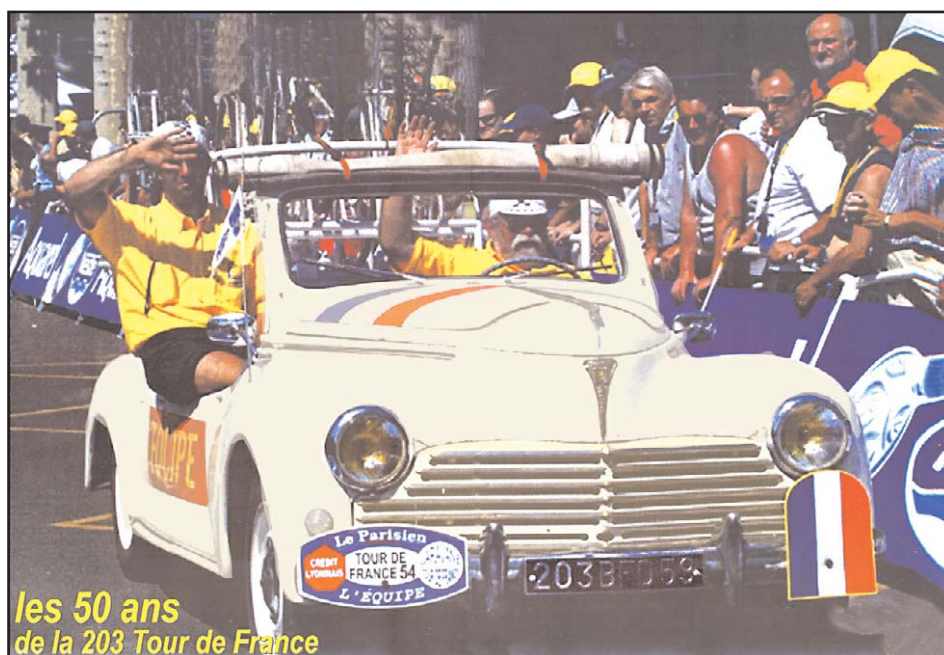
It is happy birthday time. Yes, the Peugeot Car Club of Victoria is 50 years old. We are very confident that we are the oldest Peugeot enthusiast club in the world. We have been asking for 12 months for any older Peugeot Club to put their hand up but no one has. We have had a lot of emails from around the world offering congratulations on our 50th. Many thanks to you all.

The PCCV has produced a magnificent calendar (July 2004 to July 2005) for the 50th. 14 A4 size colour pictures of earlier Peugeots, mostly members' cars. It will certainly become a collectors' item. In checking the first draft of the calendar we noticed that on the cover was "Peugeot Care Club of Victoria". Now that's an idea. Taking care of our elderly cars and perhaps elderly care for older members!

Talking about 50 years ago do you ever stop and think what cars were like 50 years before 1954? Cars had come a long way since 1904 and cars have come a long way since 1954; but I don't think that today's cars will be restorable in 2054.

Bonnet Lions

MOST 203s and early 403s had lion ornaments on the bonnet. This type of bonnet ornament was banned on all cars in France from September 1958. They were considered, and rightly so, to be a hazard for pedestrians. After this date there was no bonnet ornament at all on the 403 and the 203 changed to a small enamel badge on the bonnet and a plain 203 "triangular" badge above the grille. In France I am told many owners of post



les 50 ans de la 203 Tour de France

September 1958 203s and 403s have re-fitted lions "for the look". (for bonnet read hood USA, capot France)

Pinder 404

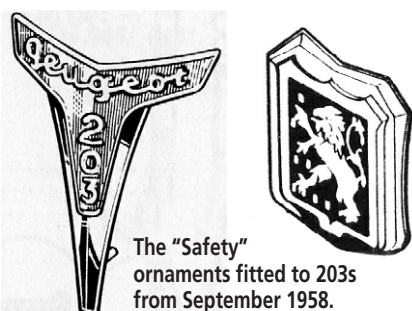
HOW much would you pay for a model car? Some will pay a lot it seems. On Ebay recently a "Pinder Circus" 404 with a roof sign towing a caravan, 1/43 scale, mint and boxed as they say, sold in UK for £1175 (AUD \$2996). This model is rare. It was produced by Dinky France in 1969. Not a model to let children play with in the sand pit!

Roulé Boulé 403

AT the beginning of 2002, Robert decided to re-enter the world of Classic motoring and bought a 403 Familiale from his friend Marten. The car had been used as a daily driver and was in good order. The following year, Robert arranged to take his family on holiday to Devon and what better car for the journey from Northamptonshire than the trusty 403.

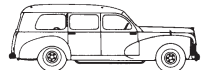
They had spent a happy day on the beach at West Porlock collecting pebbles and

other interesting beach flotsam, and then drove on to Lynton. The approach to this pretty seaside village is down an extremely steep hill. Robert found himself behind a Dutch tourist whose braking ability was greater than the 403's. As the distance between the two cars was diminishing rapidly, Robert had to react quickly and decided



The "Safety" ornaments fitted to 203s from September 1958.





An English 403 familiale after a roll in the grass.



I emailed Richard asking him for more details. Yes the diff oil had 'pumped' into the torque tube. He rebuilt the diff last year and felt that he could improve on the Peugeot face seal and machined and fitted a modern twin lip seal. He is building up a new diff for his 403 and it will have the original Peugeot face seal. I offered not to mention his name if mentioning it would embarrass him. He replied, "There is no need to worry about embarrassing me, that's Kay's job. It's these little mistakes in life that let you know that you never know everything and can always learn more."

All should take note that the diff to torque tube seals in worm drive Peugeots do wear out and that they should be replaced in any rebuild.

to drive off the road onto the verge. Unfortunately, the car clipped the *Welcome to Linton* sign which diverted its direction of travel into a field which dropped away steeply to the cliff top. The result was that the car tipped onto its side and rolled three times coming to rest at the cliff top.

Robert had his arm out of the window holding on to the roof rack, although he doesn't remember why, but it resulted in a cracked bone in his arm. His wife was hit in the face by flying pebbles. His daughter and the dog climbed out unharmed. The fact that there were no seatbelts in the car and these were the only injuries is remarkable. Quel grand design!

As you can see from the photo, the car paid the price.

from Alistair Inglis UK

Balance

IF you are rebuilding a worm drive's engine take the trouble to have the reciprocating and revolving parts balanced. The engines in my 404 cabriolet and my 404 sedan were balanced when they were rebuilt and both these engines are delight to drive. Another engine is being built for my 203 using a 403 block, pistons, sleeves etc to give 1500 cc capacity but using the existing 203 head so that the under bonnet look will be the same. The 203 head was rebuilt a few years ago with hardened seats and modern valves and better gas flow after a burnt valve problem. Everything will be balanced. I am looking forward to the change in performance in the 203, not so much in speed, but revving more freely and climbing hills more easily.

Thermostable Brakes

JOE Wagner has emailed me about his experiences with Thermostable brakes on 404s he has owned in USA. Many of the second hand 404s he bought cheaply because the brakes didn't work. In most cases this was due to general brake fluid being used rather than the one specified by Peugeot. The rubber seals would rot. Boosters were a problem with diaphragms splitting etc. The brakes worked great on the highway but in stop start traffic the yellow vacuum warning light on the dash would often come on and driving became a bit hairy.

403 differential

KAY and Richard Marken's 403 suffered a differential failure on the way home to Queensland from the Easter Pageant in their 403. Photos showed a bronze wheel without many teeth and signs of much heat. A sign of loss of oil.

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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The garage at Yackandandah in 1990.