



THE WORM REVIEW

May 17th 2005

THERE has been a computer sitting on this desk since 1983. Six different computers have sat here unless I have missed one. The 1983 computer was a compact desktop version of the large mini computer that ran in my work. I could bring work home on a 360 kb floppy. It had the miniscule memory of 640 kb, compared to the 512 mb of memory in my present computer, and no hard drive. I developed my programming and word processing skills on this machine. Then I could not have imagined the computer power that is on my desk now with scanner, colour printer, internet router and a colour screen with wonderful sharpness. And then there is the internet; contact with old Peugeot owners all around the world. The Paris birthday bash for the 403 was held on a Sunday and by the next Tuesday I had a big selection of photos (look for the photos soon on www.pccv.org). Early in May, Peugeot Club Finland held a spring meeting and some great pictures, including the one in this Worm Review, soon came down the internet.

More from the Paris 403 50th

JOHN Waller has reported on the UK 403s that attended the birthday. Three from UK and one from Ireland that



Dawid Botha's 403 in South Africa

travelled through UK on its way to Paris. John described one of the UK 403s as being a 403 Dar'mat saloon. The 403 Dar'mat saloon was news to me. I knew about the 403 Dar'mat coupe that Peugeot disapproved of and only 5 or 6 were produced, but not the saloon. Dar'mat are a Peugeot dealership in Paris and in 1957 they offered optional extras to the 403s they sold, such as the two-tone flash along the side, the roof in a different colour, various Robri or GH exterior trims and altered interiors. And to finish off, their enamel badge depicting a ship, drilled into the boot lid centre.

Letter from Sweden

CLAES Eigert has written ...

Not far from here, in a small hamlet, a young man has created a very special vehicle. A 404 ute transformed into a road tractor. The reason for the transformation is that the young man was only 15 years old when he bought the pick-up but the age for driver's license is 18. He could wait three years or he could transform it to a tractor and get a special license for this kind of machine, which only requires an age of 15 years. He decided to do so and started a huge renovation project of the 404. Several square metres of steel plate has been used together with loads of spare parts from suppliers nearby and far away. The high standard of the work is even more astonishing if you consider that it has been done outdoors by the owner and his younger brother, with some help from their father. Even the paint work is done in their garden, only protected by a tarpaulin. The young owner has done an enormous work of high quality in less than a year under primitive circumstances and gives us older enthusiasts inspiration and hope for the future life of our club.

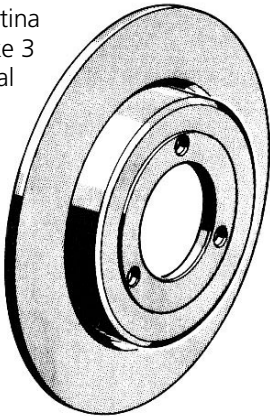
Neo Retro are selling fancy rocker covers for the 203. Reproductions of an after market cover available in the 1950s. It would be nice if the lettering read Peugeot instead of Record. Not cheap at 520 Euros.





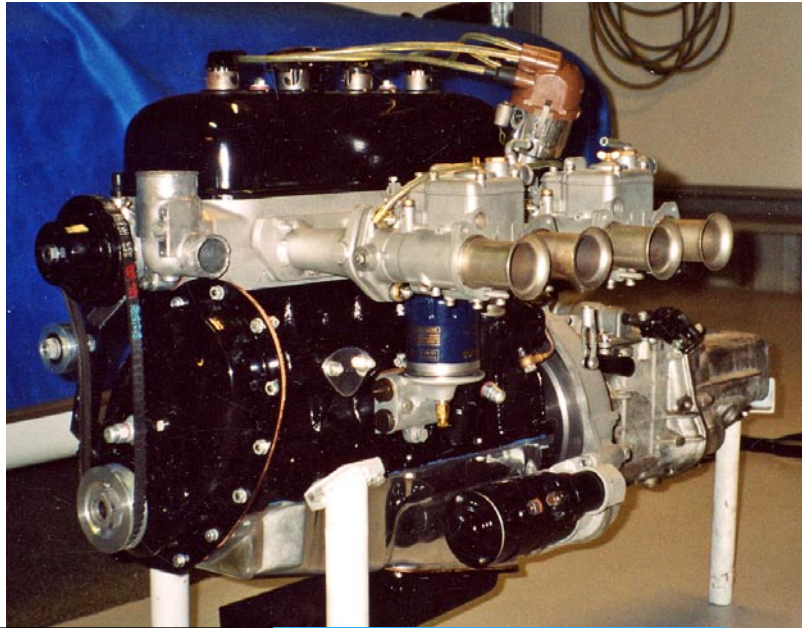
404 brake discs

BRAKE discs for the later 404s have not been available in Australia or Europe for a few years. As the thickness of brake discs is a roadworthy certificate item, it has been of concern that otherwise sound 404s will be put off the road because of worn brake discs. It is possible to adapt 504 discs for the 404 but it requires machine shop work on the discs. Those of you who follow Ebay will have noticed regular listings of 403 and 404 parts, badges and lenses etc, by sellers in Argentina. I emailed one of the sellers I have bought several badges and lenses from (mostly for computer illiterate friends) and asked about discs and he replied that he could supply them. Discs are heavy and Airmail postage would be very expensive. Surface mail from Argentina will probably take 3 months. The total cost including surface postage will be in the order of AU\$250 for a pair of discs. I should have all details next month.



Belchamp Peugeot

BOB Pinkerton from Western Australia is building a front engined open wheel racing special based on 403 components (*photo below*). He is calling it Belchamp after the Peugeot research department of that name. He has finished the engine and he is pleased that it runs up to 7,000 rpm with ease on the test bed. Some engine details are: 1499 cc, compression ratio 10.8, cam 37.77.78.37, all dynamic components fully balanced and two Weber 40DCOE carburettors.



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 Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, paulandnola@bigpond.com

Worm Wander 2005
Melbourne to Narooma
October 22nd to 28th

Worm Weekend 2005
Narooma NSW
October 29th & 30th

Worm Wander entry form are available now. Worm Weekend entry forms will be available on July 1st.
Contact Hank Verwoert
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phone: 03 9783 2718



Three 404s on Peugeot Club Finland's spring run.