



THE WORM REVIEW

June 16, 2005

A YEAR or so ago I wrote about a 203 being restored after having been recovered from a farm shed. The restorer opened the inner structural sills to treat them for inner rust and was surprised to find that they were full of mouse nests. In the 203 the top of the A pillar is open and the mice must have found their way in there and down the A pillar to the sills. A nice secure home.

I have just read about a veteran car found after decades of storage in a barn. When the crank handle was turned to see if the big engine was free there was some rotation then a springy stop. Later when the engine was stripped down mouse nests were found in some cylinders. Some of the exhaust valves were missing and the mice had obviously entered by the exhaust pipe.

In May, four intrepid members in two 404s ventured for 10 days into what Mr average motorist regards as 4 wheel drive country, the dry centre of Australia. Colin Handley, Neville Summerill, and Greg and Maggie Summerhayes. The 404s loved the rough tracks. The only problems were 2 punctures and the wide eyed stares from 4 wheel drivers they met. Neville did have another problem one night. A hopping mouse wanted to share his sleeping bag. Nev must have been wafting the right pheromones. In the expedition the 404s started from Cameron's corner, that surveyor's point where 3 state borders meet, and worked their way down to the Flinders Ranges avoiding, where possible, main "highways" like the Birdsville track. The 404's good ground clearance and its long spring travel made for enjoyable driving.



Hopping mouse in Neville's tent.



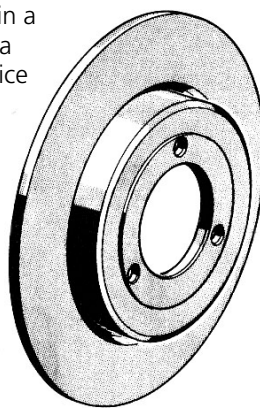
Colin Handley's 404 enjoying the outback.

404 brake disks

THE exercise in sourcing 404 brake discs from Argentina has come to nothing. The discs that were available from my contact proved to be smaller diameter early discs that were only fitted for about 12 months and mostly sold to USA. There well may be later discs available in Argentina. The French 404 club Le Club 404 have had positive leads but no finality so far.

504 discs can be fitted to 404s with some small modifications. The 404 hub needs to be machined and the new 504 disc also. Simple machining in both cases. The 504 disc also needs to be redrilled to suit the 404 three stud wheel.

Colin Hague has collected 404 hubs and is in a position to offer a change over service of machined hubs and discs. You will need to source the 504 calipers and brackets to complete the conversion. Contact Colin on 03 9435 0408 (home).



Cool garage

JOHN MARRIOTT lives on a main road in an inner Melbourne suburb above a florist shop. He has back street access to his 5 car garage. The garage is fully lined and has carpet on the floor, very comfortable. Several times a year, like Mother's day, Valentine's day etc, John stores his cars elsewhere so that the florist can have more room to store buckets and buckets of flowers. Recently

the florist installed air conditioning in the garage to help keep the flowers fresh on those days. So no wonder all of John's cars look so fresh.

203 203A 203C

THERE is still confusion out there with the 203 models. The first version was just called the 203. Small rear window, long roof gutter, speedo in the center of the dash and the C1 gearbox with no syncro on first. This was followed by the 203A which had the same mechanicals but had a larger rear window, the roof gutters stopped at the end of the doors and the instrument cluster was behind the steering wheel. Finally the 203C was produced – the body was the same as the "A" but it had an all syncro C2 gearbox.



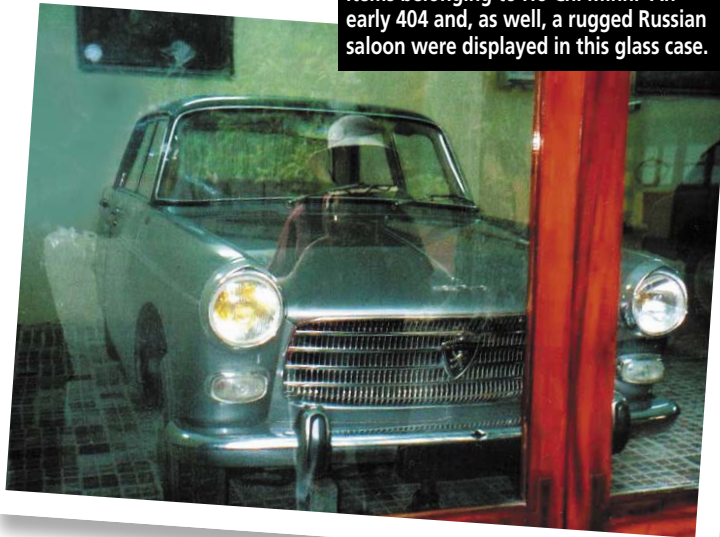
A Dutch advertisement for the 203 from the 1950s. It is perhaps too much to tuck your 203 into bed each night.



Kurt Johansson's 403 1960 in Sweden. It has been gradually restored over a 10 year period, 1994 - 2004.



Jamie Demaag owns a factory so storing a 203 project car is easy. Sling it up in the roof.



A museum in Vietnam features some items belonging to Ho Chi Minh. An early 404 and, as well, a rugged Russian saloon were displayed in this glass case.



When out in our old Peugeots we have been all approached by strangers saying "My grandfather had one of those" etc. Tony Howman has another problem with his 404 ute. "I didn't know Peugeot made utes" or even "How did you cut down the sedan to make a ute". Tony's answer to the problem was to put a sticker on the rear window.

The Australian assembly plant for Renault and Peugeot in Melbourne in the 1960s.



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

Worm Weekend 2005
Narooma NSW
October 29th & 30th

Entry forms for both events are now available from Hank Verwoert, email verwoert@netspace.net.au phone: 03 9783 2718

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