



18 July 2000

WELL, the Worm Review has been launched without a ripple! No adverse comments except from someone who hoped that Paul could write as well as I do. Hmm! I had to tell him that writing is Paul's profession. I had six letters and emails liking the concept and the new logo.

The first Worm project is almost complete; the reprinting of the 404 spare parts catalogue. Over 1100 pages. It will be offered, hard bound, in two volumes. There have been a couple of hiccups, like the printer printing the first two copies with every second page upside down, and charging for twice the number of pages actually printed. Next month we will tell you how much the reprint will cost you. I use Peugeot spare parts manuals all the time. They are full of exploded views. Invaluable when you are putting things back together. If you are restoring a 404 you need this one.

We are working to have the Worm Review available as a download on the internet. Meanwhile, if you want to read the Worm Review (pictures and all) on your screen send us your email address. Have you guessed that one of the reasons for the Worm Register is that it gives me more scope! Just joking, but it does nevertheless. Even the 1925 Type 172 in my shed has a worm drive, so I can talk about that model, now.

Inaugural Worm Drive Weekend

November 11th & 12th 2000

Time Out Resort

**TOCUMWAL on the banks of
the Murray River**

**Cabins and bunkhouse
accommodation**

Spit Roast dinner Saturday

Full details next month

Books on Peugeot

BOOKS on Peugeot are usually not available in Australian book shops. The best ones are in French and ordering from France has its problems. A UK book seller Chaters has a web site listing many Peugeot books and you can order over the net. www.chaters.co.uk will find them. Also you can look at a French site www.alapage.com. Over 60 books on Peugeot listed. Find the button that displays a version of the list in English. Both sites list "Peugeot 203 403" by Pagneux, and "Peugeot 203 de mon Père" and "Peugeot 403 de mon Père". These are among the best books on these models.

203 "Styleside" ute

ANOTHER 203 "styleside" ute has been found. In a farm shed in the Wimmera. These are the Australian specials that were made from panel vans. Basically sound but in need of total restoration including filling some bullet holes. It is on its way to NSW where it will join a working fleet of 404 utes. Classic utes, well sign written, are a popular and effective advertisement for a business, and with Peugeot utes, of course, you can't wear them out.

Round the World in 80 days Rally

LAST month I wrote about this rally and the press interest in the first few days. The rally has now ended back in London. About 40 cars entered for the full 80 days. The 203 Peugeot SW and the 404 sedan finished at Peking as planned (last month I said that the sedan was entered for the full 80 days, sorry). There are 2 groups of cars. Remarkably a 2CV Citroen has run second to a prewar Packard almost all the way in the older group. The Peugeot 404 coupé came in 6th in the younger group.

If you have got the money why not spend it? A 1929 Bentley speed 6 was having engine trouble when crossing America and ended up arriving in New York on a truck and had to be pushed onto the Antonov (the world's largest plane) with the rest of the Rally for the flight to Marrakesh. The owner of the Bentley had been on the phone and had arranged for the Bentley to stay on the Antonov at Marrakesh and to fly onto London where the plane would wait while a new engine was fitted to the Bentley and then fly it back to join in the rally. As they say, "You can't take it with you".



A Twin cab 203. This French special looks good. It no longer exists.



This 203 station wagon was bought for \$20.00 at a farm clearance sale in Southern NSW.

403 Carburettor Hose

THE hose that connects the carburettor to the intake silencer on the 403 is available from Neo Retro. Peugeot part number 1434.06. Neo Retro are strange. They list the hose as "filtre au carburateur" so no wonder we couldn't find it in their catalogue. The Neo Retro part number is 1763 and the price is FF89.00. This hose is for the Solex carburettor only. This hose can be adapted to replace the carbie to oil bath aircleaner hose on the 203. An aluminium sleeve needs to be machined to connect it to a standard 135 degree bend hose. GRM203 has this set up.

Sound Conversions

MODERN radios can look out of place in older cars, but there is a way to keep the originality of a period radio while not being confined to the AM band. Several companies carry out FM conversions to old radios, fitting an auxiliary chip that is hidden behind the dash. There are no outward signs that the radio is not stock standard. But it is not cheap. For example, the Nostalgic Wireless Company at Surrey Hills (Melbourne) will convert a 1960s model AWA Pressmatic for \$320. The toggle between AM and FM is the power switch, so if you want to change bands, you turn off and on again.

The price is high, of course, so it would be worth considering the alternative of buying a quality compact AM-FM/CD player and hiding it in the glove box. In the 203C some owners have mounted a modern radio vertically to the back of the central glove box door. A stop restricts the door opening to about 60mm and the radio controls can be reached through the gap. One clever owner even has an off switch worked by the glove box door. Open the door and the radio comes on.

Fitting an aerial needs carefully thought. If the head lining is out you can fit a central aerial from a modern Peugeot. The 404 workshop manual has instructions for fitting a roof-mounted aerial.

If you are cutting a hole to mount an aerial on the front mudguard explore very carefully where the inner guard is. It is not the best to drill several holes to find out! In the 404 it is very difficult to fit a fully push down aerial into a front guard. It is probably best to fit an aerial that telescopes to about 200mm above the guard. Good quality stainless steel aerials like this are available for under \$20.00. You can also get an aerial with a 60 degree base to fit sloping mudguards.



This tin plate 404 taxi (300 mm long) was sold for US\$445.00 on the internet auctions. Almost AU\$760.00!! Battery operated but the motor didn't work.



403 boot showing the typical rust to check for in the fold in the inner guard. Picture from a series of pictures a 403 "for sale" on the internet auctions. US\$600 asking. Rust free they said!



Global Express faster

THE banks have been getting their deserved share of flack. Mostly about lack of service and fees. How about this? I have sent a Peugeot 172 (c.1925) engine block and crankshaft to Timo Tenho in Finland. We had had discussion over the last few months about the disastrous state of the engine in the 172 he had started to restore. I offered him a block and crankshaft from the collection under the house. I had it measure checked and crack tested and quoted him a delivered price. A deal was done and an email arrived saying that a money transfer to my bank account had been sent from Finland. The engine was dispatched on the same day, a Friday.

With TNT Global Express you can track progress of your consignment on the Internet. On Tuesday morning (early) the TNT site said that the engine was in Helsinki. Three days! I checked my bank balance (again on the internet) and there was no credit. I rang my bank. Oh yeah, we take 48 hours (working week) to credit an international electronic transfer. I got no response when I said that I can ship a 30 kg engine all the way to Finland quicker than they can move an electronic deposit from Finland into my account. I wonder how fast it would have been if it had been a debit transaction?



Pictures from Basil Moran's Casterton collection. Basil is convincing a city buyer that this 203 is an easy restoration project

Loud Bell

I HAVE rigged up an parallel extension to our front door bell into the garage with the idea that if no one is in the house I would hear someone at the front door and rush up to be converted to a faith other than Peugeot, or sign up to have my roof cleaned etc. I bought a bell from the only door bell range displayed at hardware stores and it was feeble. Hard to hear, even when the bench grinder wasn't running. After the PCCV breakfast run I looked through a couple of Warburton second hand shops and for \$10.00 bought a 200 mm diameter electric fire bell. It is loud. Now, when someone rings, all the neighbours answer their front doors as well!



Another farm 203 near Horsham. The floor is completely gone. Someone should rescue the stainless steel trim and perhaps the doors.

The Worm Drive Register is for all worm drive Peugeots in Australia. It reproduces some parts and knows who has parts. It reprints manuals. It keeps in contacts with older Peugeots overseas.

Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149. Ph 03 9807 3586 (9am to 9pm) email peu03reg@netspace.net.au

Paul Watson 5 Beatrice Street, Glen Iris Vic 3125. Ph 03 9889 2721 email PAULANDNOLA@bigpond.com

© Copyright Gordon Miller. The text of The Worm Review is copyright and must not be reproduced in any form without written permission from the author.