



18th July 2002

It has been said that we are only custodians of our classic Peugeots, minding and keeping them in good condition to eventually pass onto the next generation. Such thoughts must have been in Tony Howman's mind when he had a heart attack last week. He is OK. He was flown to Melbourne and has had a stent put in but should be back home by the time you read this. Tony contributed a page to the Worm Review last month with his "My life with Peugeot" story. When I spoke to Tony in hospital he told me that when the pain struck he drove himself to hospital in his 203. "I reckoned I needed a reliable car to drive me the short distance to the hospital."

**Worm Review archives**

Past copies of the Worm Review are now available to download from the Peugeot Classic Club Luxembourg web site at



[www.pccl.org](http://www.pccl.org) Thanks to Roland Kirpach, web master of the PCCL site (and 203 owner), for this service. Roland's 203 web site [www.203world.net](http://www.203world.net) is also a must see for Peugeot 203s.

**A versatile car**

A cutter of firewood on the south coast of New South Wales used his 203 to cart logs. He would remove the doors (easy, by knocking out the hinge pins), the back seat and the front passengers seat. Logs were stacked across the back and half logs were stacked beside the driver. Come the weekend, give the car a brush out, whack on the doors and fit the seats and the car would be ready to take the family on an outing. Now if anyone rescues a 203 from a shed on the south coast and finds a lot of wood chips and longicorn beetles under the back seat then it is probably that car.

**Miss Muffett**

Miss Muffett always wanted to drive in a 203 with a sun roof. Now that her partner has one she won't ride in it, "Because of the spiders that might be up there."



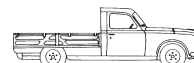
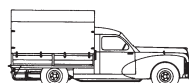
A friendly back seat passenger at Speyer.



At the Peugeot international gathering at Speyer, Germany, June 2002. Pictures from Dirk Müller. Visit 404 Dirk's web site at <http://home.t-online.de/home/CuD.mueller/>



Christina Alvner from Sweden produces a weekly cartoon strip for a Stockholm Newspaper. She owns a 403 and often includes worm Peugeots in her drawings.



## The good oil

I have had some good feedback about oils that are being used in the Peugeot worm and wheel back axles. The worm wheel is bronze and some oils attack bronze. There is also the question of the pressure of contact between the worm and the wheel. So the back axle oil needs to be selected carefully. The only oil I have had experience with is Castrol STP140.

Other oils are mentioned but I have had no experience with any of them. So do your own research and make your own decisions. I got an email from a worm driver recently saying that Castrol STP140 was no longer available. A phone call to Castrol reassured me that it is still available. Earlier this year I got an email from a 203 driver in USA asking about the back axle oil. He was able to obtain STP140 oil in USA. I have heard that there can be problems with STP140 under sustained high speed driving. So if you have a hot worm drive Peugeot watch the back axle if you are high speeding down the freeways. Nic Finch (Melbourne) has been using Penrite Mild EP gear oil for over 12 years with no problems. Phillip Clarke (Formerly from Melbourne but now living in Sweden) drives a 404 familiale. Some years ago he changed the hypoid differential to a sedan worm and wheel. When he went to buy some STP140 he was told that when the temperature was minus five or lower he wouldn't be able to move the car with 140 in the back axle! He is using a Castrol 90 grade. Claus Linnedal from



Denmark is using Valvoline GLS HP x18 MD in his worm drive.

John Baird (Australia) has been using a Mobil synthetic gear oil SHC 75W-90 for 3 years. He used STH140 previously. Graham Lewis (the hot 203 man, Australia) swears by Shell Dentax W for worm drives. He was convinced after seeing how it performed in worm drives for heavy duty conveyors he was responsible for in his working life. Bruce Tayler also says that Shell Dentax W is the best. So there you have it. If you are going to change check about the need to flush all the old oil out of your back axle.

## Distributors

John Waller from UK pulled the distributor from his 403 apart on the kitchen table and found that the centrifugal balance weight had frozen on its pivot. When this was corrected he was amazed at the difference in his car. Even the latest 404s are nearly 30 years old now and it would be expected that as well as pivots freezing the distributor will be showing wear in other parts. The best present you can give your 203/403/404 is

to give it a new 504 distributor. Genuine 504 Ducellier distributors are available. Their calibration is not exactly the same as the originals fitted when the cars were new but it is so close that it doesn't matter and they are definitely better than a worn original one. European Auto Imports in Melbourne (phone 03 9899 6683, email eai@bluep.com, or www.start.at/eai) can sell you one for about AUD\$160. The centrifugal weight adjusts the advance and retard of the spark with engine revs. There is also a vacuum advance and retard depending how hard you are pushing the accelerator pedal.

## Benzina

I pointed out last month the hazard of confusing the English word "Kerosene" with its French equivalent "Petrole". Brian Winks tells me that his father in law was in charge of a petrol store in Italy during WW2. A group of Italians came by and begged for some Petrole. They were given some. They came back later in an excited state exclaiming, "No Petrole, Benzina, whoomph!!".

## Oldest 403 driver?

The oldest 403 driver that I know of in Australia has died. Jean Pratt was 92 years young. She drove her 403, although lately not very far, until a few months ago. I have written about the oldest 203 in Australia (1115763) owned by Russell Hall. Jean Pratt was the second owner of that car and she traded it in on a second hand 403 in 1974. Russell bought the trade in. I have suggested to Russell that he try and buy the 403 to continue the line.

**CANVAS TOP LIGHT LORRY 403 B8**

**PEUGEOT** 1966

A 403 Ute brochure from the Tony Howman collection.

*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 older Peugeots overseas.*  
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