



THE WORM REVIEW

September 2007

THE last two occasions I have driven my 404 sedan it has died. The 404 is garaged at our beach house. The first occasion was when visiting a cemetery to view my cousin's grave. We had driven about 12 km on a hot day and paused in the cemetery to get our bearings. The engine stopped and wouldn't restart. As luck would have it I had forgotten the bag of tools that I move from car to car. A mobile phone call brought a mate out with some tools and would you believe when he tried it started. He followed us back home just in case. The second occasion we were on our way into Geelong to see the start of Hank's Round Australia Run. Paul Watson was following in his 403. At a major intersection with 2 right hand turning lanes the 404 died again. At just before 9.00 am I was popular with drivers on their way to work. We managed to push the 404 onto a side road, locked it, and hitched a ride into Geelong with the Watsons.

When we got back to the 404 in an hour or so it started without a problem. On each occasion the fuel supply and the spark were checked and were OK although the spark looked a bit weak. Things like this spoil ones confidence to go driving in an older car. It was suggested that the coil was the problem and this has now been changed even though the coil was new about 5 years ago. I had the old coil tested and it was



A 172 Quadrillete followed by a 172 BC in Slovenia. A bit of a squeeze in the Quadrillete!

down on performance. I suspect that as the coil heated up under the bonnet its performance dropped off. I am waiting for someone to follow me when I take it for a drive again.

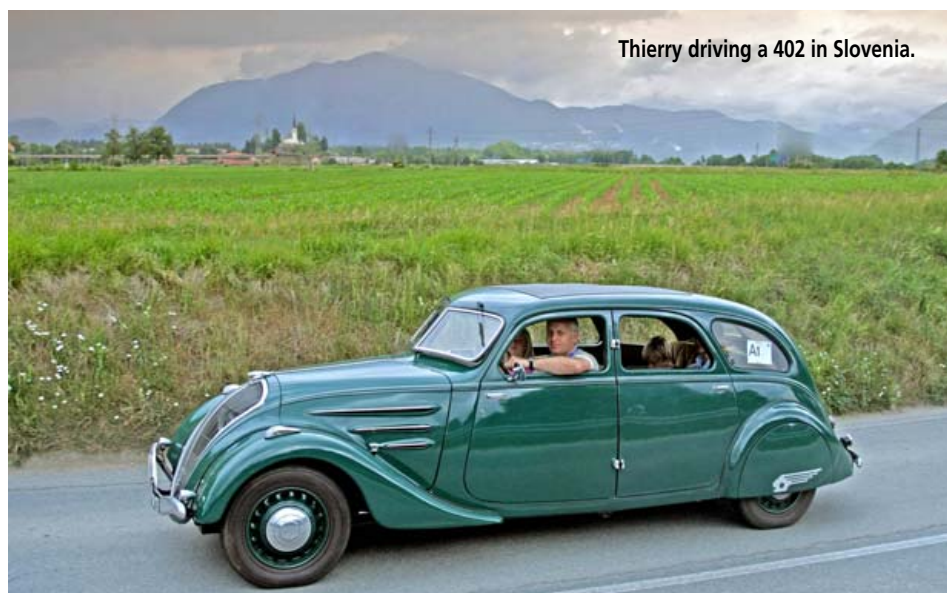
An eventful trip

Peter and Carol Wilson from Queensland had an eventful trip on the recently completed 57 day lap of Australia. They drove a 403 station wagon towing a camper trailer. They arrived in Geelong 2 days before the start of the lap of Australia with Carol nursing a can of petrol feeding a hose to the petrol pump under the bonnet. They had been suffering fuel blockages on the way from Brisbane. A club member sacrificed his Sunday to remove the fuel lines and blow them out. This cured the problem and they started out on the big trip. A few days later, in South Australia, Carol got word that her elderly mother had died so the 403 was parked and they flew back to Brisbane. A week later they returned

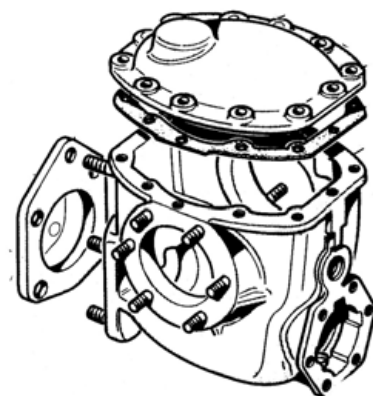
to the 403. The rest of the cars were well ahead at this stage so they took a short cut up the middle of Australia to meet up with the Peugeot travellers in Darwin.

Travelling again with the rest of the Peugeots on the road between Darwin and Mt Isa, the differential started making ominous noises. A check revealed a low oil level, so the oil was topped up. The diff had been damaged, but they limped on. That night members of the Peugeot travellers who had been on the 2003 Redex Trial Rerun remembered that there was an abandoned 403 station wagon on a cattle station at McKinlay out of Cloncurry. In another case of serendipity like I have written about before, the cattle station was contacted and permission given to remove the differential. This was fitted to the Wilson wagon and they drove home to Brisbane with out further problems.

In preparing the 403 station wagon for the lap of Australia the differential torque tube joint had been expertly fitted with a modern twin lip oil seal instead of Peugeot carbon faced seal. This had failed and the differential oil had pumped into the torque tube. A year or so ago



Thierry driving a 402 in Slovenia.



403 station wagons have a different casing



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another club member had made a similar substitution on his 403 sedan. It also failed but only after 15,000 km of travel. So the lesson there is to keep to the Peugeot oil seal.

It has been suggested that it pays to check differential oil levels every couple of days if your worm drive Peugeot is travelling continuously at highway speed. It has also been suggested, I am not sure if with tongue in cheek, to fill the torque tube with oil.

Dangerous teeth

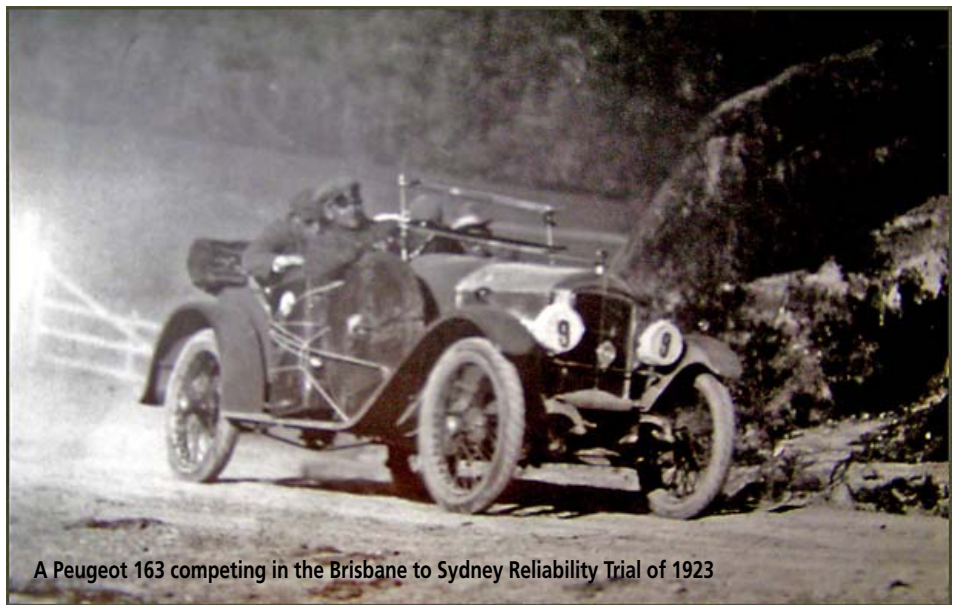
The 203 lion bonnet mascot should have four teeth. I say should because in many lions some or all of the teeth are missing. This has been put down to the use of the lion's mouth to take the top off a beer bottle. Neville Summerill maintains that in the 1950s the NSW Dept of Motor Transport issued an instruction that all 203s lions should have the teeth removed to prevent pedestrians being snagged by the teeth. There was a story about that a year or so ago telling that a finger was so well snagged in a 203 lion's mouth that surgery was required to remove it. The story didn't say if it was hack saw surgery on the lion or scalpel surgery on the finger.



404 bonnet catch

404s have an escape option to allow the bonnet to be released if the release cable breaks. The 404 badge on the front of bonnet can be carefully removed by prising it out gently from the plastic plugs fixing it. You will find that the "0" is backed by a piece of steel in bonnet paint colour. Under the "0" there is a hole. Use a socket spanner to undo the nut and the bonnet is free.

404 coupes and cabriolet bonnets are front hinged and this escape can't be used. Instead there is a secret additional release that can be accessed from outside the car.



A Peugeot 163 competing in the Brisbane to Sydney Reliability Trial of 1923

The boss

Thierry Peugeot is the chairman of the Peugeot board. He is a regular attendee at the L'aventure Peugeot International gatherings, usually driving a nice 1930s Peugeot. Guy Nolleau sent me this picture (right) of Thierry posing in a row of 203s. Guy's 203 coupé is just behind Thierry. Guy was disappointed that Thierry didn't choose to pose behind his car.

With a bit of Photoshop magic we see Thierry posing behind GRM203 (below). Guy wasn't impressed!



Speed hump

In France what we call a speed hump is known as "dos d'âne" which translates as back of a donkey.

Spoiler

I have commented on the vulnerability of spoilers on current Peugeots. The 407 would not get through the first creek crossing on an outback road. Lamborghini have a special control in some of their cars which lifts the front end when there are speed humps ahead.

The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.

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