



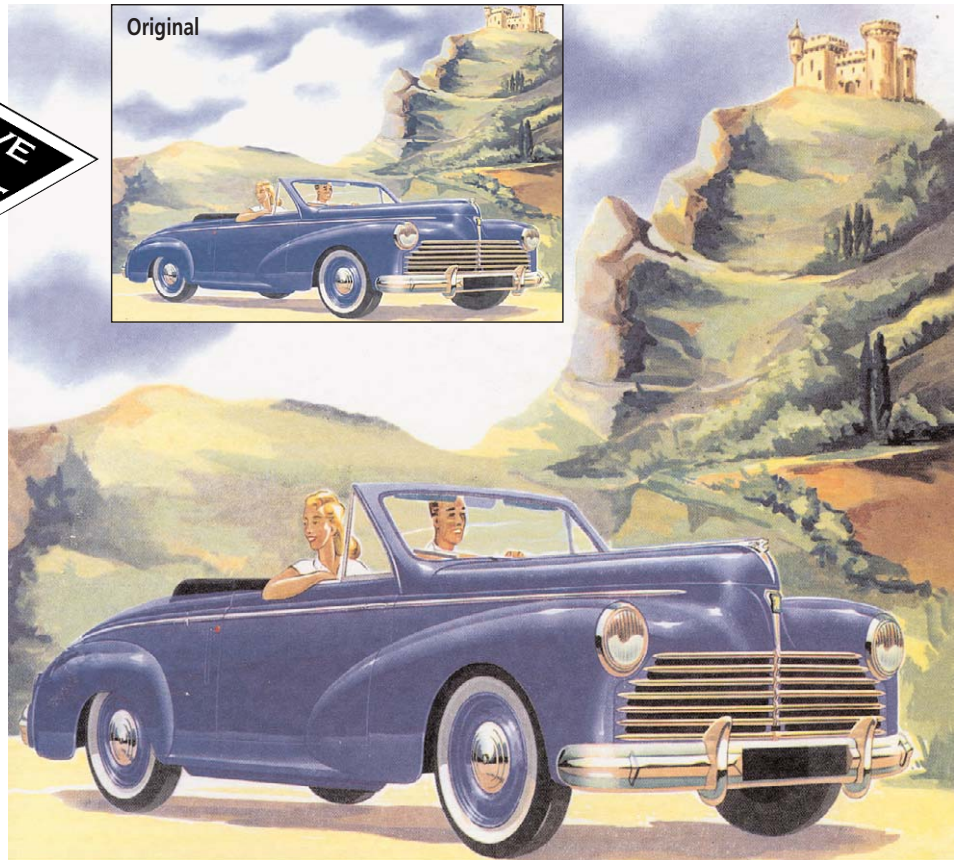
September 18th 2003

THE Worm Drive Weekend at Young looks like being the biggest one ever. With five weeks to go, as I write, 53 cars have already entered. Two motels have been booked for the weekend and the rooms are filling fast. If you are leaving your entry until late please ring me and check if a room is still available. There are other motels in Young apart from the two booked but they are not as convenient and they are more expensive, one very much so.

In computer land a worm is not appreciated. Some of the viruses that can infect computers are known as worms. I have a suspicion that some computer systems are being set up to block emails with attachments containing the word worm. I have had 2 cases reported to me this week where emails from the Worm Drive Register have arrived without the attachment. Perhaps I am falling for the conspiracy theory trap. We could of course rename the register with the French phrase for a worm drive but Vis San Fin Register is a bit of a mouthful and would be even more obscure to the uninitiated than Worm Drive Register. And a literal translation of a Vis San Fin Weekend as an Endless Screw Weekend might raise a few eyebrows.

Locking your worm

BILL MCNAMEE from Canberra has reported that some Neiman ignition/steering column locks are becoming worn with age (like a lot of us). The lock should only engage the steering column when the key is removed but he has found that in some worn locks the lock engages when the ignition is turned off. This could be interesting if, for instance, you turn off the ignition when driving. Say, when the accelerator sticks open. So check your Neiman lock before you find that you can't steer your car! 203s and 403s were very casual about uninvited persons driving your car. Some cars were sold without even a locking ignition switch. Just push the knob in on the dash (for 203s) or turn the big switch



STRETCHED PEUGEOTS – In the 1950s Peugeot 203 advertising artwork featured exaggerated stretched cars. The same exaggerated art style was also used before the war. I don't know who they were trying to fool that their cars were longer and perhaps sleeker! With computers these days we can make the proportions look right. What do you think?

under the steering column (for 403s) and you were powered up ready to start.

Neiman were marketing their "Anitivol Cartouche", but it was an expensive extra and was not offered as standard equipment. Neiman locks for 203s & 403s are rare but, as Neiman locks were standard equipment on 404s, second hand, and even new, 404 locks can be found.

The 404 Neiman lock can be adapted to your 203 or 403.

Parts need to be removed and as these parts are hardened steel (to discourage those with nefarious intent and a hack

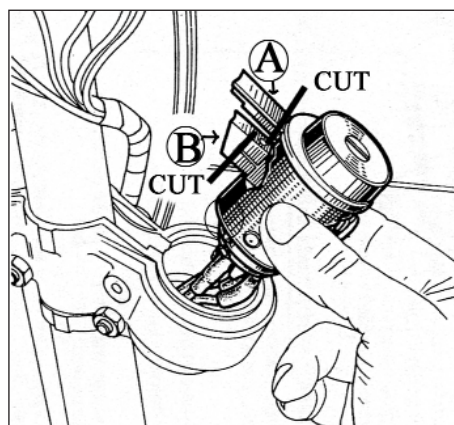
saw) you need more than a hack saw to remove them.

The best tool to use is a Dremel tool with a cutting disk. An angle grinder can be used but, being large, it is much harder to manipulate precisely. Before starting cutting, wrap the 404 lock completely in masking tape, to prevent any cutting particles getting into the works.

1. Cut off the protective upper plate (marked 'A' on the diagram).
2. Check what length of 'tongue' (marked 'B' on the diagram) is required to engage with the steering column when the lock is mounted into its cast housing. Cut off the length not required.
3. Fit and wire the lock.

If your 203 or 403 has a 'non-solenoid' pull starter, ignore the starting terminals on the switch and just wire up the ignition circuit.

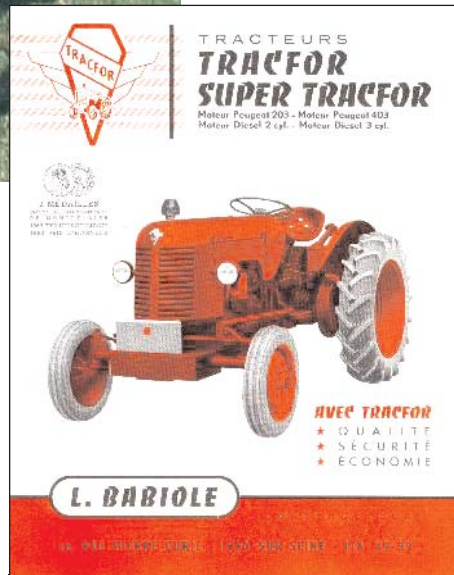
To fit a Neiman lock to a 203 you need to find a cast housing. It replaces the pressed steel clamp that holds the steering column to the underside of the dash. They are rare but about. I have a modified NeimanLock fitted to GRM203.





03 Tracteurs

203 and 403 engines were used in agricultural tractors in France. L. Babiole made this model with either a 203 or a 403 engine.



Hard Seats

203 SEATS are pretty hard. During the Redex Rerun a passenger in a 203 from down near the dotted part of the Vic-NSW border had suffered the hard seats for many hours and eventually commented to the driver that his backside had gone to sleep. Without taking his eyes off the road ahead, the driver observed, "Yes I know.... I have heard it snoring".

Worm Review downloads

ROLAND KIRPACH has past copies of the Worm Review available to download from a web site he runs, <http://worm.rkweb.org> Roland has sent me a hit list of downloads made last month. There were 263 downloads. The most popular one was about the V8 403.



From the family album



A much younger Graham Ray beside his GEM of a 203. Do you like his flying boots? Graham has a very nice 404 these days.



Neville Summerhill's 203 ready and raring to go before the Redex Rerun.

403 Body Numbers

I OFTEN get calls asking "What year is my 403" and until now I have never had a list of year by year 403 body/engine numbers. I mentioned this in an email to John Waller a 403 owner in the UK and he did some research and came up with a very comprehensive list. Many thanks to John. I will only list the Berline (Sedan) numbers but if you want the full list email me or send me a self addressed business sized envelope. I also have a list for the 203 numbers by years.

- 1955 = 2 000 001 to 2 009 700 Berline
- 1956 = 2 009 701 to 2 064 570 Berline
- 1957 = 2 064 571 to 2 149 255 Berline
- 1958 = 2 149 256 to 2 253 000 Berline
- 1959 = 2 253 001 to 2 370 100 Berline
- 1960 = 2 370 101 to 2 479 165 Berline
- 1961 = 2 479 166 to 2 521 794 Berline
- 1962 = 2 521 795 to 2 557 750 Berline
- 1963 = 2 557 751 to 2 586 322 Berline
- 1964 = 2 586 323 to 2 655 036 Berline
- 1965 = 2 655 037 to 2 665 386 Berline
- 1966 = 2 665 387 to 2 670 000 and 4 240 001 to 4 246 240 Berline

Note:- There is a fair bit of conflict from different sources.

Difficulties have arisen from taking the calendar year to be from either September/October (Paris Motor Show month) each year or from January to December. A third of cars could therefore be have been made in the last 4 months of the previous year.

Don O'Regan from Narrabri has a 403 with the number 2,006909, 1955. A very early one with a cable operated starter like the 203. Its restoration should be finished next year.

2003 WORM DRIVE WEEKEND

October 25th & 26th
Young NSW

You can download an entry form from www.pccv.org

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>
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