



20th October 2003

ONLY a few days to the 2003 Worm Weekend at Young and most of the organising is in place. 62 cars have booked for the Week End, the biggest entry ever. The most amazing thing for an organiser is that almost all of you booked early; in August and September. Of the 62 entries only six were in October. Thank you. Early bookings take a lot of the worry out of organising. It has been said that perhaps the Redex Rerun has influenced entries. Maybe the Redex boys were still on a high. I am sure the incentive prize draw for the first 20 entries motivated some. One entry even came in an Express Post envelope!

Now, will all the Redex boys have removed all the stickers from their cars by Young? Probably not! Some I am sure will still be wearing their "We were there" badges. If so it will make a change in the photo line ups. Probably about time for a change anyway.

Guy Nolleau in Paris has asked the French entries in the Redex Rerun not to wash their cars when they arrive back in France. He wants to display them as well travelled at Retromobile in February 2004. If the French Customs are as thorough as the Australian Customs the cars will have to be steam cleaned and fumigated on arrival so perhaps all the



Christina Alvner checking a red 403 cabriolet in Sweden.

dust will be washed off. Perhaps we could send over some parcels of red dust so that the cars could look well travelled again!

One family who have regularly attended our weekends have a 403 that they say is "under restoration" and they have been excused from attending in a non worm Peugeot for many many years. Some years ago I was rash enough to tell them that when their 403 came to a worm weekend "I would bare my bum in Bourke Street" (Melbourne's main shopping street) as the saying goes. I was momentarily concerned when talking to the family a few days ago when I was told that the male of the house was outside working on the 403. Bourke Street was saved from the "not a pretty sight" when I was then told that the work was pruning back the shrubbery that had grown up through the engine bay. I think that Bourke Street is safe for a few more years.

PCCV Web Site

THE Worm Register pages on the PCCV web site have been reworked. Worth a look, perhaps, you might find a picture of your car there. www.pccv.org

Sound advice

MY worms have twin horns and the horn button is progressive; press it gently and one horn sounds; press it hard and both sound. Town and country horns, or ville and route horns as the French say. In the 203 the sound is harsh and distinctive. If you are musically inclined, I am told that the 203 horns have a tone interval of a diminished second. That is F and G flat.

Seeing the light

WHAT part of your Peugeot relates back to the ancient Egyptians? Don't know? Try your headlights. The link may be a bit forced but it is there. The French for headlight is phare and, as is often the case with the names of car parts in French it has a more common meaning, it is also the word for lighthouse. The first lighthouse is said to be the one built by Ptolmey II in about 280BC on an island off the port of Alexandria, the island of Pharos.

Transistorised Ignition Module

WE drove the 404 cabriolet over to Adelaide in October to attend their "French Car Day". 740 km in a day is a long drive but it was worth it. I always enjoy seeing all the veteran and vintage cars that attend as well as the later cars. We travelled with Mike and Lesley Jolley in their 404 sedan. Several days before we were due to head off to Adelaide the cabriolet decided to go very much off tune intermittently. Much checking was done without result until the points were checked. After only 5000 miles they were badly corroded. Years ago I fitted two of my cars with a Valeo transistorised ignition module and overcame short point life. Conventional breaker-triggered coil ignition systems use points to control the timing and switch the high current from the coil to the spark plug. The high current from the coil causes the points to deteriorate over time; contact erosion. An ignition module uses solid state electronics to control the high current. The timing is still determined by the



GRM being friendly with a bronze lion after dinner in Adelaide.



points. So far I have not been able to locate a module in Australia. Does anyone have any leads? A web search has located a module made by Neutronics in California. I have emailed them for details.

Hot starting

MANY pages have been written about hot starting problems with Solex carburettors. I had serious hot starting problems with the 404 cabriolet when it was first on the road again. I am not so sure now if the carburettor was all the of problem. I had fitted a radio noise suppression circuit as set out in the 404 manual with 2 condensers at the coil and the generator. The lead to one of the condensers broke and I changed to a modern suppressor that fits in the power supply to the radio. Some time later I realised that the hot starting problem had gone. So it is possible that the condensers were breaking down as the heat built up under the bonnet when the car stopped after a run. Just a thought and perhaps something to try.

Generator lubrication

WHEN you are servicing your worm don't forget to occasionally put a couple of drops in the oil cup at the back of the generator.



1921 Ballot

I hope I will be forgiven for straying from worm drive Peugeots. A 1921 2 litre Ballot was at the French Car Day in Adelaide. Its engine is a work of art, a sculpture in metal. The engine was designed by Henry (of Peugeot 1912 Grand Prix fame). Twin overhead cam shafts, four valves per cylinder and monoblock i.e. head and block cast as one unit. It is a performance car. Only 50 were made and three survive world wide. One in Adelaide, one in Melbourne and one in England.

203 cabriolet

LAST month I showed how an exaggerated elongated drawing of a 203 cabriolet could be corrected these days using computer programs. I got an astonished email from Timo Teno in Finland. He had just done exactly the same thing to the same drawing for the Peugeot Club Finland magazine. "Great minds think alike" I said!



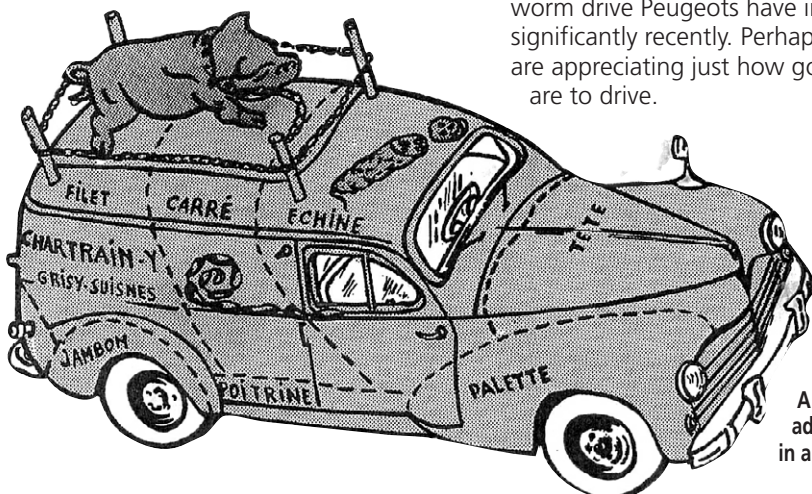
Tony Haycock's 203 working hard on the TeOnepu hill climb in New Zealand recently.

Worm values

HAVE you noticed that prices obtained for good worm drive Peugeots have increased significantly recently. Perhaps people are appreciating just how good they are to drive.

203 Tractor

THE pictures of tractors with 203 engines last month created some interest around the world. Alastair Inglis in UK tells me that Massey Harris used a 203 engine in their Pony tractor. A CPUK member owns one.



A French butcher advertised his joints in a novel way.

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), wormreg@ultramode.net Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, paulandnola@bigpond.com