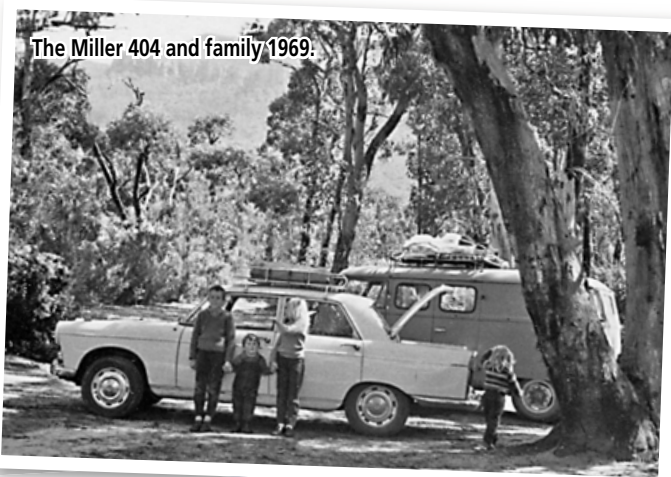




THE WORM REVIEW

July 2007

Memories from the past came flooding back when a shoe box of photos was found at the back of a cupboard. A lot of pictures of a young family and holidays, birthdays, etc and of interest to worms, pictures of my father in law's 403 and my first Peugeot, a 1967 404. The 403 picture was taken in the Snowy Mountains in about 1965. The 404 picture was taken in the Victorian Grampian mountains on a camping holiday in 1969. The Miller children in the foreground. The VW Kombi van in the background was well travelled. Friends had driven it overland from London to Ceylon and then shipped it to Australia. As the memories flowed I remembered the routine when driving the 404 when passing another 404. You flashed your headlights. Very few if any other cars could flash their headlights then and you felt as if you were a member of a secret society. Some more conservative drivers would just raise a finger from the wheel but there was always a signal.



The Miller 404 and family 1969.



The Smith 403 1965.

203s at the 2007 AGM of Les Amoureux des 203 403 in Brittany.



Luminous Horn

Yes, that's right, a luminous horn. I bet you don't know what that one is. No, it is not an aid to finding your way in darkest corners.

I came across the words in a sixties Peugeot service bulletin and it puzzled me. The heading said "Diagrams showing electrical circuit to Luminous Horn". By following the diagram it dawned on me that a Luminous Horn is a what we call a Headlight Flasher. Aha! A flasher with a luminous horn!

403 Special

Last month I wrote about Bob Pinkerton's 403 special racing car. Bob is from Western Australia and the car was shipped over to Victoria on a B double two deck car transporter with a great selection of special cars for the Classic racing weekend at Phillip Island. His car was noticed and he was invited to take part in another classic meeting last month. This time the car was shipped over on a transporter with ordinary cars. Someone didn't tie all the cars down properly and Bob's car arrived in with the back bashed in to the level of the back wheels by the 4WD behind it. The transport company's insurance will pay for the repairs. The body damage is obvious but Bob will need to check at least the transmission and perhaps even further forward for damage from the pounding at the rear.

707

Readers of the PCCV magazine *Torque* will have noted that the Editor shows the date of the issue in Peugeot format. 207, 307, 407, 607 with an appropriate picture on the cover. Will he use a 1007 picture in October? This month I suggested that he use a 707 picture as a cover. Yes a 203 with a 504 engine. A picture from the Round Australia Run, being more topical, has been used. Graham Lewis built the 707 and it is now owned by Ian Brock in Canberra.



203 plus 504 = 707

Peugeot slips home

The 1962 Mobil Economy run brought a second successive outright victory to Melbourne feather-foot experts Geoff Russell and Peter Menere, again driving a Peugeot 403. In 1961 they barely scraped in; in 1962 they made sure of winning by averaging a record 65.1088 ton-miles per gallon, which gave them a margin of nearly 3.5 tmg over the runner-up, a Volvo. In setting the new tmg figure the Peugeot resorted to slipstreaming other vehicles a fuel saving technique that was hardly in the spirit of the contest, though not barred by the regulations. When officials learnt of the slipstreaming they thumbed through the rule book and had



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to admit that there was nothing they could do about it. So naturally enough many other competitors followed suit. The 1506 mile route was from Newcastle to Adelaide over 4 days. An overall average speed of 38 mph was required. Only 65 miles were on dirt roads.

Aussie ute

Alastair Inglis, the peripatetic Englishman, owns the much travelled 203 station wagon "Sacrebleu" that has been to Peking and around Australia on the Redex Rerun. Alastair is at present enjoying Hank's Round Australia Run but in a borrowed car not his 203. Alastair has bought an unfinished project original Aussie ute that was owned by the late Robert East. All rust repaired and in primer. Alastair plans to have the ute finished and leave the ute in Australia and use it for his visits. Hands up everyone who wants to store it for him. Alastair found a 203 SW in a wrecking yard in WA on the Round Aus Run. The photo shows him checking it for parts.



Simple supercharger

An English car magazine reports on a Cortina supercharged with a heater fan blowing into the air box. Hmmm! Maybe that is a way to get 203s to go up hills quicker. Any comments out there?

Bush fire

The bush fires in Eastern Tasmania last summer cost Laurie Rhodes his house and his 403 station wagon. Laurie had owned the 403 for 35 years. Picture by Bill Havens.



Worblaufen

A Swiss body builder, Fritz Ramseier, created modified versions of the 203 cabriolet. Known as 203 Worblaufen after the town they were built in. There were two versions. A two seat version and a four seat version. In the two seat version the doors were hinged at the rear as in the standard 203 but in the four seat version the door was hinged at the front to give better access to the rear seats. A rare survivor Worblaufen was at the AGM of Les Amoureux des 203 403 in Brittany this year.



Winter

The Australian winter is with us. Nowhere near as severe as winters suffered by

some European worm drive owners. Timo Teno in Finland tells me that 99% of the passenger cars in Finland are equipped with an electric engine heater unit and interior electric heater as well. On days with minus temperatures in the high teens a pre-heating time of roughly 1.5 - 2 hours ensures easy starting and cuts down fuel consumption.

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