



THE WORM REVIEW

February 2006

WE are fortunate that there are persons and firms in the older Peugeot movement who have organised the remanufacture of parts for our older Peugeots. Some parts are critical such as the 203 Covir and its reproduction, initially in cast aluminium and now in modern plastic, has sold very well. Nevertheless there is a tendency among owners to note that the part is available and to wait until they are desperately in need of it before purchasing. It would greatly encourage parts to be reproduced if parts were purchased as they come available if you see that you will need them in the foreseeable future. 404 front brake discs have recently been remanufactured as they were no longer available through Peugeot. Now these are a critical roadworthy item and worn discs could put your 404 off the road. All disc braked 404s should buy a set and put them aside for the inevitable day when they will be needed. Don't wait until that day. They may not still be available. European Auto Imports have the discs. (03) 9899 6683 www.eai.net.au They also have 404 brake pads.

A prang

IN my first year of owning a Peugeot, a new 1967 404, an inattentive driver ran into the back of the 404 at a pedestrian crossing. There was no one in front of me so only the rear was damaged. The boot sort of tucked under a bit and there was a vertical crease in the panel above the rear wheel arches. The panel shop was able to pull the creases out and straighten the rear. I have seen these creases in other 404s so perhaps it is a failure mode. The strange thing about this incident was that the two headlight trims had sprung off and were lying on the road in front of the car. Lying very precisely on the road, face down, top facing forward and equidistance from the car. Almost if their location had been measured.



Stan Boyle's 203 in the Brisbane Ranges.

404 Ute

RICHARD Marken likes a challenge. Last year he finished the bare shell restoration of a 504 cabriolet. His next challenge is a 404 ute. Utes, especially ones that have been parked under trees suffer often fatal corrosion in the chassis members that extend from the cab to support the tray. There are pictures of overloaded African 404 utes being driven with a big sag in the middle. Richard's ute is a full skirted version that had been imported from South Africa by someone resettling in Australia. Its build year is 1976. The ute's chassis was badly rusted although not to the point of sagging. The body shell is now on a spit. See photo. You will note that the rear is a bit different to a standard ute. The inner guards etc from a 505 are in place and eventually 505 rear suspension will replace the normal cart springs. A change for comfort rather than load capacity. There is talk of extending the cab rearwards 150 mm to give more leg room. The standard cab and seat are fixed and anyone over 1700 mm tall has to drive bandy. We will watch progress with interest.

Batteries

WITH five cars in my garage a dead battery seems to happen regularly. For the last few years I have been replacing the 203's and the two 404's batteries with cheap batteries from K Mart. Over Xmas the 404 sedan battery needed replacing. It was a K Mart cheapie and had lasted three and a half years which seems to be an average life expectancy for any battery, even expensive ones. The new battery cost \$41.00. They tried hard to sell me an \$80.00 battery quoting not enough cold cranking amps but I told them that I had three cars with the cheap batteries and had never had any trouble starting. It might be a different story if your car is fitted with a lot of accessories and you drive at night so bear that in mind. One K Mart battery only cost about \$32.00 when they had one of those bait days with 20% off all automotive.

203 batteries

203s were fitted with a pair 6 volt batteries to give the sensible 12 volt electrics. This was probably recognition that, at the time, when most cars used 6 volts, 6 volt batteries would be more readily purchased. When I restored GRM203 I fitted two 6 volt batteries to keep it authentic but I soon got tired of





maintaining them when one battery at a time failed and you weren't sure which one etc. Now, of course, to get a 6 volt battery you need to go to a specialist in a big city. So I fitted a 12 volt battery. A 12 volt battery tray will need a corner cut off to clear the grill and you will need to make longer tie down hooks. I cover battery clamp angles with electricians shrink tube as a precaution against shorting and corrosion.

Cream cheese



I WAS using Alta Vista (<http://world.altavista.com>) to translate some French text about Peugeots when the words "the home of cream cheese" appeared in the translation. My immediate reaction was that it was one of those strange translations that appear in on line translation services sometimes. But no, the Peugeot factories at Sochaux are in the Franche Comté region. It is the Franche Comté coat of arms that is used in the front badge (and early rear badges) of 203s. This region is also home to a cream cheese called Cancoillote. So the translation service got it right! One brand of the cheese uses a variation of the Franche Comté coat of arms with a lion holding a pot of cream cheese aloft.



Another 404 cabriolet

A 404 cabriolet is nearing completion in a restoration workshop in Melbourne. I was approached two years or so ago to locate a 404 cab for a client of the workshop and one was imported from Seattle USA. It has undergone a bare shell restoration and will soon be on the road. I have been dealing with the French 404 club to source rubber parts for the restoration. At this stage there is a hold up supplying a windscreen rubber and various rubber sections for the soft top. They are available but the supply organiser in Le Club 404 is ill and not able to process orders. When I started restoring my 404 cabriolet I went through the parts book and listed all the parts that I would need to source for the restoration and ordered them well in advance of needing them. The restoration workshop seems to wait until they need parts before looking for them. It looks like there might be a hold up in finishing the restoration.

A 403 ute still earning a living in France.



Next month

Drool over this 203 engine. A work of art you will agree? Next month lots of pictures of the 203 special pushed along by this supercharged 203 engine.

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