

15th January 2001



LOOKING back over my writings over the last 10 years or so I see a change of emphasis. Early I was working on restoring and then driving the 203 and the emphasis was on finding suppliers of parts and reporting on the fun on the road. Lately my writings have been much more general with not so many hints. The name change to the "Worm Review" has given me more scope and the report on the interesting lubrication of the type 177 engine is within that worm drive scope.

There are also some more hints in this WR. You might have been wondering what the line drawing was in the heading of the Dec 2000 WR. It's a drawing of what my Type 172 will sort of look like when it is finished (this year for sure). I suggested to the Editor that he could replace the small 203 line drawing at the very top of the page with this drawing. He either misunderstood me or made an editorial decision to use it as you saw it.

Parts on line

FISCHER Veteranen-Service, in Frankfurt, Germany, now have their catalogue of 203, 403 and 404 parts available on the web. www.veteranen-fischer.de. The catalogue is available as a pdf file which you will need to download. The English versions are using our translations.

Also Jörg Winter, in Germany, is putting the English version of the 203 Spare parts catalogue onto a CD. This should be available soon. Have a look at his web site www.P203.de

Front shunt

JULIA MURRAY'S lovely 403 suffered front damage and was written off by the Insurance co. The car has been sold as a wreck and is being restored by it's new owner who happens to run a panel shop. The car spent its recent years in St Kilda and some drivers in that suburb are erratic, especially when they are gutter crawling checking out the ladies of the night. One such crawler braked suddenly to check out a prospect and the 403 ran into the back of him. The crawler probably got a bigger bang that he was anticipating!

Metal polishing

Polishing the metal bits on you car can be made a bit easier. Buy a sheet of engineering felt about 6 mm thick and cut a piece to fit an orbital sander. Apply metal polish (the cream types not the watery ones like brasso) and work away for a quick shine. You can finish off with a fresh pad and car polish.

I have also cut triangular pieces of felt to fit a small orbital sander that uses a velcro system to attach the sanding sheets. I have glued the felt to a sanding sheet so as to hook it onto the velcro. Works fine for small pieces and corners. Engineering felt is available in Melbourne from J J Davies & Sons. 03 9544 3255.

203 back axles

I will be wrecking several 203 back axles in the next couple of months including some for 203 commercials. Unless anyone wants other parts, only the worm and wheel will be saved. Yell if you need anything else.

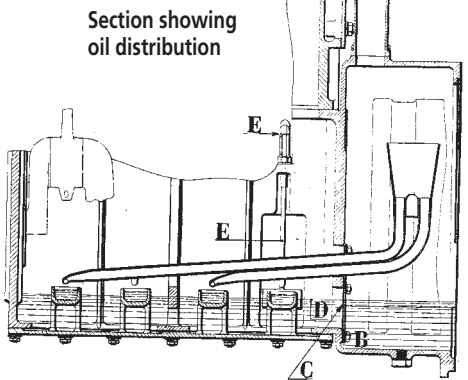
Preventative maintenance

A 203 limped into our beach house in December with a vigorously boiling radiator. A very hot 203. A blown head gasket was feared but investigation revealed a thermostat that didn't want to open. Ivan helped with the rescue the next day and he made the comment, "Replace the thermostat at the same time as you replace your spark plugs". Sounds like good advice.

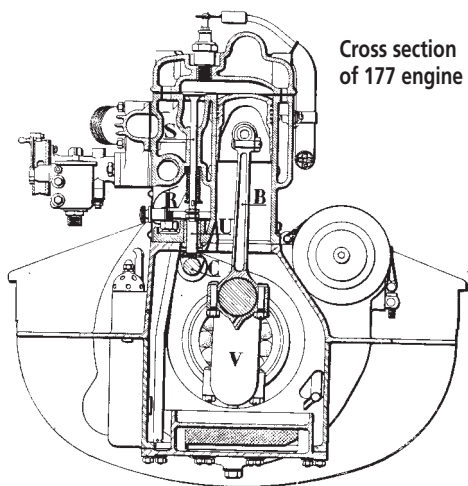
Type 177 engine lubrication.

I have been reading a Peugeot Type 177 owners manual from 1925 and was fascinated by some engine details. The engine has side valves and is 1500ccs capacity. Only 2 main bearings (ball races) so revs would be limited. The clutch is multiplate and runs in oil. It shares oil with the engine. The big end engine bearings scoop up oil from troughs. There is no oil pump. The flywheel picks

up oil as it rotates and it is collected in funnels that feed the oil into tubes leading to the oil pick up troughs. Now that is something different!



Section showing oil distribution



Cross section of 177 engine





Le Cap-Paris re-run, 2000-2001

IN December 1950, Charles de Cortanze and André Mercier drove a 203 station wagon from Cape Town to Paris in 17 days. Arriving in Paris on 12th January 1950.

In December 2000, two 203 station wagons, with a support and TV crew in a 4WD, left Cape Town for Paris on a re-run of the original drive this time taking 43 days for the journey.

The re-run was successfully completed in Paris on 12th January 2001. The re-run was organised by Didier Pijolet who shared the driving of one of the wagons with his father. The other wagon was driven by an English team, Leigh Wooton and R Bishop.

The route included Victoria Falls, Nairobi, Addis Abeba, Cairo and Tunis then ferry across the Mediterranean and across France to Paris. I followed their progress on www.lecapparis-2000.com and these pictures were downloaded from their site.

The English team went through without major troubles but the French team was beset with several, potentially terminal, mechanical problems. The bronze worm wheel in the differential failed in Addis Abeba (see picture). I am not sure where they got a replacement from but the news of the day (in French) on the website had words like a "miracle!!!!!!".

It looks like the bronze wheel in the differential failed because of lack of oil. Graham Wallis says that it is essential to replace the seals between the diff housing and the torque tube when you are overhauling a worm drive Peugeot. Even more so if you intend to do hard long driving in the car. If the oil seal is old oil can get past the seal and into the torque tube. I have found up to a litre of diff oil in torque tubes I have pulled apart.

As well as the diff the restored wagon broke a front spring near Cairo and bent the body where the engine cross member attaches which threw the engine and gearbox out of line. The gearbox failed on the Tunisian border and they finished the African leg on the back of a truck. Embarrassing! But they all caught the ferry and made it to Paris on the scheduled date.



Two 203 station wagons, with a support 4WD on their way from Cape Town to Paris.



The map painted on the door so that they knew which way to go.



The bronze worm wheel in the differential failed in Addis Abeba.



The Worm Drive Register is for all worm drive Peugeots in Australia. It reproduces some parts and knows who has parts. It reprints manuals. It keeps in contacts with older Peugeots overseas.

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