



## THE WORM REVIEW



Reflections in 203 hubcaps. This is one of those reflections that goes on "forever" one reflecting the other. Photo by Annie Brown.

17 January 2005

2005! Don't the years go by? Probably no need to remind you that this year is the 50th anniversary of the 403. That should probably ensure that there will be a big turn up of 403s at the 2005 Worm Weekend. The 2005 WOVE will be organised by Hank Verwoert. If you can't place Hank you will certainly know his yellow 404 station wagon with an excess of lights across the front. After organising 16 "03" and the later "Worm" weekends it was time for me to retire. Old age is finally catching up with me. Hank is a capable organiser (and a good bloke) and I am confident that the Worm Weekends will continue to be at interesting places and with interesting people and cars attending. Although I have retired I certainly intend to come along to Hank's WOVES.

As a matter of historic interest past 03/ Worm Weekends were as follows:

1989	Corowa
1990	Lake Hume
1991	Echuca
1992	Beechworth
1993	Beechworth
1994	cancelled
1995	Eden
1996	Mudgee
1997	Griffith
1998	Batemans Bay
1999	Lake Fyans
2000	Tocumwal (cancelled - floods)
2001	Maldon
2002	Tumut
2003	Young
2004	Lake Hume

The 2005 WOVE is planned for the south coast of New South Wales on October 29th and 30th. Put it in your diary now.

There is more interest in 403s this year, not just because of the 50th birthday, but because of the 2006 rerun of the 1956 Ampol Trial won by a 403. I recently watched a DVD of the Ampol trials (from [www.screensound.gov.au](http://www.screensound.gov.au)). I was amused at the haircuts from the 1950s, especially the country boys. Extreme short back and sides with well pronounced ears. Entries in the rerun should watch the DVD and have hair cut in the same way to get into the spirit of the original trial.

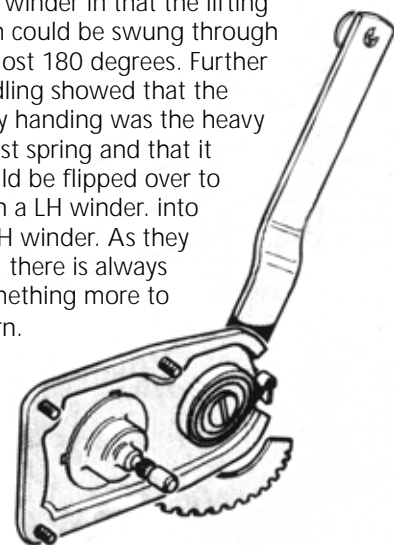
### 203 Ambulances

Following pictures of the special bodied 203 ambulance featured in the Worm Review a couple of months ago, I was told about other 203 ambulances in Australia. There was one based at Captains Flat outside Canberra and another based in Horsham, Victoria. Not special bodied as my informants remember. There is a story that a 203 was driving in a rally in the mountains near Horsham and it was involved in an accident. No obvious serious injuries but an ambulance had been called just in case. On the way back to Horsham with the rally crew the 203 ambulance spluttered a few times and stopped on a lonely road. The rally crew climbed off their stretchers and fixed the electrical problem for the head scratching ambulance driver.

### 403 Window Winders

The teeth on the driver's door window winders in 203s and 403s are often well

worn with age. The driver's door gets all the work and other doors are usually in good condition. The driver's door winder in my daughter's 403 was so worn that there was a 50% chance that turning the handle wouldn't move the window. I thought of trying to find another winder in Australia but they would probably be well worn as well. Then Christina Alvner in Sweden sent me pictures of her 403 garden car that she was wrecking. "Ah! ha!" thought I. As it was a LHD car the RH drivers door winder would have had little use. So a deal was done and the winder arrived in the post. Now the 403 parts catalogue list 2 numbers for front door winders so I assumed that they were handed. I was puzzled in playing with the winder in that the lifting arm could be swung through almost 180 degrees. Further fiddling showed that the only handing was the heavy assist spring and that it could be flipped over to turn a LH winder into a RH winder. As they say, there is always something more to learn.



### Alloy heads

I read an English old car magazine. Not that I am a fan of English cars. I would prefer to read a French old car magazine but with no French just looking at the pictures is not enough. A regular feature of the English magazines is how to separate an alloy head from a cast iron block. The usual UK practice is to fix head to block with studs and nuts. In time corrosion builds up between the steel studs and the alloy head and the head hangs on. One removal technique involves making special lifting bolts that fit into the spark plug holes, apply much penetrating lubricant to the head bolts, then suspend the car by the spark plug holes and wait several days.

Another is to make up a hydraulic connection to fit a spark plug hole then pump in the pressure. I always smile when I read these cures. Our Peugeots also have alloy heads and cast iron blocks but the heads are fixed with bolts not studs. In removing a Peugeot head the torque required to turn the head bolt is usually sufficient to break any corrosion.





### 203 Rocker Cover Gaskets

The 203 cork rocker cover gaskets can be a bit fragile. I was without a spare when GRM203s engine was rebuilt last year and I was a bit worried at final assembly. I talked around and built up a bulk order from other 203 owners. That order has arrived from France. I added a few more gaskets to the order and these are now for sale (Australia only). \$25.00 each. Contact me for pack and post cost.

### My health

After over 70 years of excellent health things started to fall about a bit last year. Most of December was spent with various medicos and in and out of hospital. So far so good. 2005 will be a wait and see year but with more positives than negatives.



## 203 Reflections

Photos by Damien Jenkins, Gordon Miller and Guy Nolleau

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), [pwdr04@ultramode.net](mailto:pwdr04@ultramode.net) Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)