



## THE WORM REVIEW

February 2007

It was sad news this week that Bruce Tayler had died. One of the best blokes. A PCCV member and a life member for many years and a prolific contributor to Torque and PCCV meetings. His technical articles are in many member's archives and are often referred to. He had an ability to see potential problems and devise simple solutions. He ran a brake repair shop for many years and he told me once that he had a fleet of 403 station wagons delivering and collecting from customers in the 60s. As well as being a dedicated Peugeot person he was very active with a west coast surf club. Bruce wrote one of the best 203 stories that I have read many years ago. It is fitting that you read and enjoy this story again for the memory of Bruce.

### That 3 cylinder 203

*HOW many of us have been enjoying a pleasant Sunday drive, fine day, sunshine roof open, when suddenly our reveries are shattered. A loud pop, something hits the underside of the bonnet and the motor sounds like a steam pump with shattered underpants. Inspection reveals the advent of the 3 cylinder motor having only as many spark plugs. A casual stroll retracing ones Michelines locates the plug, connecting spring and bakelite top on the road; but run over by that nasty FJ Holden that was following close behind. Despair! Wait... rolling round under the spare wheel I recalled an old KLG and spring that I picked up from a wreckers last year. By removing the washer there are 1.2 threads left to engage in the thread but a little matter of spark conductivity remains to be concluded. I have it. Two or three thicknesses of the "Sporting Globe" in tubular formation should suffice as an insulator and with the plug lead into the top of the spring. Off we go again, ..... carefully. With that pioneering feeling of "The mail must get through" we prepare to start off, turn the key and pull the starter very gently. The motor starts and runs thanks to the wrecking yard and the racing fancies. Easy does it into first, sock pressure on the accelerator, into second, sock x 2 pressure and then third. Dare we try fourth? The decision is made, overdrive is attempted and mastered .... until the steep part of the Burke Road hill..... pop, the same process is repeated even to the FJ Holden. But "The mail must get through" so we drive home on three maintaining an air of, "What noise? I don't hear anything! Why are all those people laughing?" Nursing our "pride and joy" 203 back into its garage we transfer the bottles from the boot to the fridge and change our reefer jacket and cravat for bib and brace overalls. Much head scratching, a cup of tea, aha, the motor mower plug might do.... Blast, 18mm! What we need is a long reach, let me see, Standard Vanguard or Austin A40 should do. Bert next door should have one, yes lets try it, no, there is no thread left in the head at all. Who invented these blasted motors with the plug between the valves, hemi combustion chamber, all covered up with a rocker cover and the plug hole in the bowels of the motor. Aha ... again. Wrap a piece of shim brass around the thread and it tightens. Good. A plug tube is found, a little charred on its fibre end but any port in a storm. Dare we try it again? Yes, but don't stand near the open bonnet! Well it worked. Revs up but there is this funny hissing noise with each stroke. Twice round the block, or was it three times. Then to the telephone, but I forgot, Regan's spares don't open on Sunday. Let's open the fridge!*

**Bruce Tayler**



I was sorting through some pictures of GRM404 when I noticed that two pictures, before and after restoration, were taken from the same point in my garage. A little bit of work with Photoshop resulted in this composite photo.

### Oil fumes

PAUL Watson was noticing oil smoke drifting from under the bonnet of his 403 when waiting at traffic lights and its source remained a mystery. Paul has been slowly improving his 403 and one of the improvements was the fitting of a set of exhaust extractors. The fitting is a bit of a juggling act as the steering column has

to be avoided in right hand drive cars. In this juggling one of the pipes got close to the oil bath air cleaner . It was the oil in the air cleaner that was getting too hot and fuming. Adjustments have now been made.



These mock wire wheels are much sought after in France. They were made by Robergel. Note how the spokes were combined with the 203 three stud hub.







**Colin Handley's serendipity**

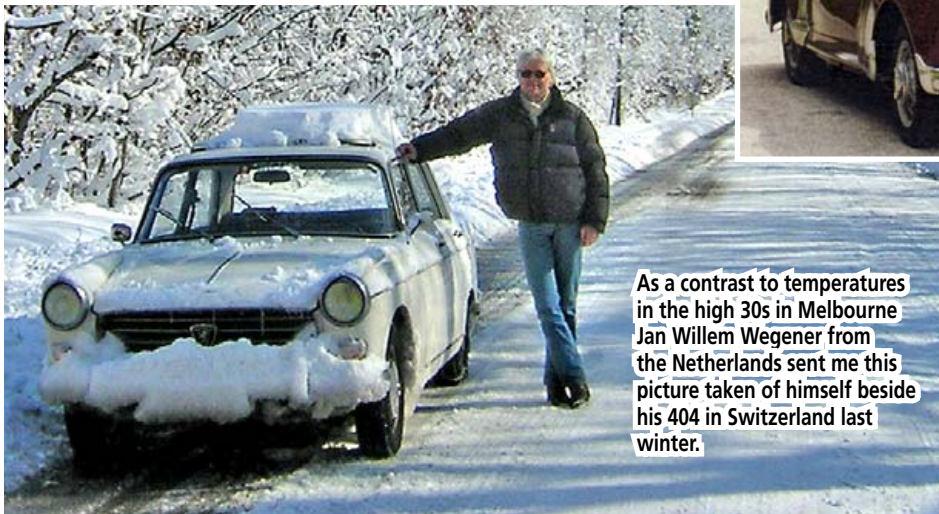
COLIN'S first Peugeot was a 1957 403 wagon. On his first trip they were camped in it at the Delegate caravan park after a couple of days driving on mountain roads. There was a ripper frost that night. At about dawn they were woken by a big bang and the car shook. Colin's first thought was a gun shot but there were no holes or damage evident on the wagon. When they drove off the front tyres were rubbing inside the guards. The front spring leaves had broken in the frost and they had to be back in Melb for work the next day.

Barely 1 km toward Melb a faded Peugeot sign and a 203 ute in the back of Stewart's Garage pulled them up. Inside Jack Stewart produced a front spring for \$10.00, "But don't expect me to put it in for that." Back at the caravan park and after much jacking and straining with only a shifter and a hammer to work with the new spring was fitted and they were on their way.

What luck it was to find a spring one km after breaking one, 500 km from Melbourne!

**203 Cale**

THIS lovely 203 barquette is a one off and is a bit of a mystery. It has a tubular frame and an aluminium body shell. It looks Italian but no one knows for sure. It will be featured on the Amoureux 203 403 club stand at Retromobile in Paris this February. Perhaps someone visiting Retromobile will know more about the car. It is owned by Michel Romeyer who has a collection of Peugeots including a 203 cabriolet.



As a contrast to temperatures in the high 30s in Melbourne Jan Willem Wegener from the Netherlands sent me this picture taken of himself beside his 404 in Switzerland last winter.



A child size 203 on a merry-go-round in a French museum.



All variations of the 203 at 1/43 scale loaded on a transporter.

The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.  
203: Gordon Miller 03 9807 3586 [pwdr06@ultramode.net](mailto:pwdr06@ultramode.net) 403: Paul Watson 03 9889 2721 [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)  
404: Hank Verwoert 03 9783 2718 [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au) Back copies can be downloaded from <http://worm.rkweb.org>