



12th February 2002

I HAD an email last month asking how I manage to find interesting bits for the Worm Review each month. It isn't a chore, I read a lot, I have a longish Peugeot library, I get emails and Peugeot magazines from around the world and I keep my antenna tuned. Keeping tuned is the essential bit. For example, there are a lot of stories from car shows. It is amazing how many people come up to a 203, 403 or 404 at a show and say "My father had one of those" or if you are lucky "I had one of those". Those stories, that we all get, should be filtered and put on paper. Ray Vorhauer's story about his runaway 203 is based on a yarn he had with me.

203s at the MCG

GRM203 was invited to join Sharon Rappolt's newly restored 203 for a photo shoot at the Melbourne Cricket Ground. Sharon works for the MCG and the groundsman had suggested the shoot. Certainly a different background for photos of 203s. Paul Watson came along also.

We were driving GRM203 back from the photo shoot and we were stop starting through a strip shopping centre when a nice 505 did a left hand turn from a side street on the other side of the road. The well cut handsome middle aged male driver pinched his fingers together and blew us a kiss with a smile. I am not sure who the affection was directed at; GRM203, GRM or Paul. Probably Paul as he is the youngest of the three!

It went that way

Ray Vorhauer started his motor trimming business many years ago in a shop in Church Street Hawthorn, an inner Melbourne suburb. Church Street runs down hill and meets Burwood Road at a T junction just before a bridge over the



GRM and Sharon Rappolt with their 203s at the Melbourne Cricket Ground.



403 Steering column cowls

The top and bottom plastic steering column cowls can be reproduced in fibreglass. Cost for a run of 10 sets will be close to \$200.00 per set. There will be some changes where the top and bottom halves join otherwise they will be as the original. Expression of interest please. I have three interested owners and I need 7 more before I take the next step and establish a firm price.

404 Windscreen wiper motors

My 1967 404 sedan was originally fitted with a windscreen wiper motor with a perforated aluminium case. It got slower and slower and in spite of a grease change and a commutator service it was still slow. I can remember sheltering under a freeway bridge in a summer storm as the wipers were not keeping up. There are two wires to this motor and the parking switch is under the dash. I replaced it with a late model motor with a black plastic case. Not a quick change over as the parking mechanism is built into the motor and there are 3 wires connected to the motor. The circuit diagram told me that I needed a late wiper switch. A bit of trial and error with connections got the motor running but parking when turned off was erratic. Sometimes it would just keep wiping. I found that if the passenger put a hand out the window and retarded the wipers it would usually park. Not really satisfactory. I had several goes at working how the parking worked but gave up. Recently I had another go and pulled a late wiper motor apart. One wire (31) supplies power when the wipers are turned on. Another wire (61) supplies power when the wipers are turned off and they are not in the parking position.

Yarra River. Both streets have tram tracks. Ray's transport was a 203 which he parked outside the shop. One day the 203 disappeared. Ray was standing at the kerb, scratching his head and looking up and down Church Street when a passing motorist said, "If you are looking for your car it just rolled down the hill." And so it had, missing all the traffic, parked cars, trams, tram poles, through the busy T junction, over the kerbs protecting the tram track points and down a grassy bank and parked itself neatly under a tree. There was not a scratch on the car. If you have ever driven a 203 with cross ply tyres in Melbourne you will know that they do tend to follow the tram tracks so perhaps Ray's 203 was just following the tracks.



The third wire (62) completes a earth to earth circuit when the wiper is turned off and a cam reaches the parked position. With the earth to earth circuit connected the motor tries to act as a generator and the armature is braked strongly. Having worked all this out I checked my 1967 404. The earth circuit through the switch was not connected and the necessary braking force was not being supplied. I have drawn a circuit diagram for all this. Email me if you would like a copy.

1947 203 Report

I found a surprising piece of 203 literature recently. A report on the 203 in the English car magazine, The Motor, dated October 15, 1947. That is 12 months before the 203 was released. These are some extracts from the report. They make interesting reading 54 years on.

The new Peugeot follows the trend of world style with completely horizontal accent on the front end of the car and the merging of the wings into the body form.

This new car will not leave the works in quantity until the end of next year, but examples shown at the Paris Show will represent some 18 months of constant research and development work on a car which is an entire breakaway from previous Peugeot practice.

The four-cylinder engine (which is of 1290 cc.) has a novel system of valve gear giving hemispherical combustion chamber with inclined valves and the latter have been increased in diameter so that the maximum output has been stepped up to 45 bhp, a highly creditable figure for a production model car. It is claimed that this enhanced power, plus a general cleaning up of the aerodynamic form has resulted in a road speed of comfortably over 70 mph., together with a fuel consumption of over 35 mpg.

Wind resistance has been substantially reduced, but the form chosen in no way diminishes the comfort of the driver and passengers. On the other hand, particularly at cruising speeds to the order



Le Club 404 displayed a genuine 404 Chook Coop Coupé at a car show in France

of 60 mph which are now continuously maintained on Continental roads, the influence of reduced wind drag on economy is very marked. In considering this aspect of the design it is relevant to note that the engine has been placed very far forward on the frame and that seating is mounted

virtually within the wheelbase. This effects the best use of limited space, reduces the tendency to fore-and-aft pitching and offers unusually large luggage accommodation.

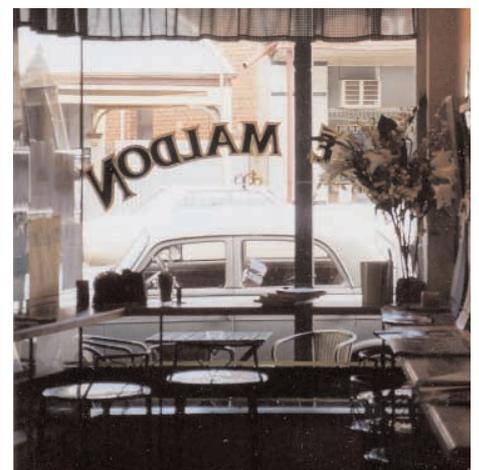
The engine has been designed so as to achieve the highest possible thermal efficiency and this in turn has led to a considerable increase in power output. Although inclined overhead valves are employed the designers have avoided the cost and complexity of two

overhead camshafts by means of a new patented linkage from a single camshaft. Full details of this are not at present available for publication, but it may be mentioned that the cylinder head can be lifted without disturbing the valve timing. The inlet manifold is formed within the head and particular attention has been given to inter-cylinder fuel distribution.

My health

Word has got around that I have a heart problem and I have had a few phone calls etc. The good news is that it is not a plumbing problem, the valves arteries and the essential pumping bits are in very good shape. The problem is in the timing. I was diagnosed with an irregular heart beat in early December. Full pumps followed by fluttering pumps that didn't move much blood. In car terms the distributor was out of wack. Last week I had a jumper lead job where they stopped the heart and when it restarted it was back to the regular preferred beat. Sort of like rebooting the computer when it plays up!

GM



Almost a French Café scene at Maldon

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 contact with older Peugeots overseas. Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am to 9pm) email: peu03reg@netspace.net.au Paul Watson 5 Beatrice Street, Glen Iris, Vic 3146 Ph 03 9889 2721 email: paulandnola@bigpond.com