



THE WORM REVIEW

April 2007

Last month I wrote about the problems registering my 172. I am rereading L.J.K. Setright's book *Drive On, a Social history of the motor car*. A wonderful read. Expensive, but it is a book you can dip into again and again. In the 1890s the horsey bureaucracy were against these horseless carriages. In Prussia an old law prohibiting occupied premises above a boiler was interpreted to outlaw steam cars. Setright died in 2005. He was somewhat of a character with a beard a prophet would have been proud of. He wrote distinctive articles for the UK magazine *Car* for many years. In his unfinished biography he wrote about a vintage Citroen 5cv that he once owned in his youth. Like my Peugeot 172 it had cantilever springs and no shock absorbers. "When negotiating a turn, initial roll would flatten the springs on the outside of the curve and allow those on the inside to curl, the result being to tighten the effective steering radius and thus initiate oversteer. Being undamped, the springs would promptly reflex, the consequence being understeer. It was like riding on one of those caterpillars which get along by alternately flexing and stretching their bodies." It looks like I will be having fun with the 172.

Another 172

I have been talking with the President of the Veteran Car Club, Barry Gomm. Barry had a 172 Quadrillete in the 1950s. This is the model before mine with spoked wheels. He says that he was a member of the PCCV and used to attend Club meetings in Latrobe Street in his 172. Does anyone remember him? When Barry bought the car in Prahran it was towed



Barry Gomm's 172



Queen Mary 2

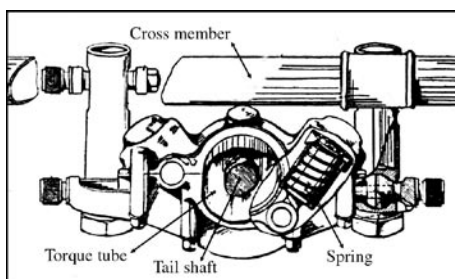
Club Peugeot UK were invited to join in the celebrations for the first visit of the Queen Mary 2 to France after she was commissioned. She was built in France. It was an outing from Southampton for the QM2 to Cherbourg and back used as a running-in trip by Cunard. Cherbourg really went to town. There was a carnival atmosphere as passengers disembarked to be ferried by a range of classic & prewar cars, buses and even early horse-drawn buses for the short trip into town. There was strict security around her and it was impossible to get anywhere near the ship. One of the French Peugeot Club members was a Parisian Police Officer and he persuaded his local colleagues to let us take the Peugeots onto the dockside for some photos. All three cars in the photo belong to CPUK members. The cars are a 1937 302 Berline, Alastair Inglis's 203 "Sacre Bleu" and a 203 cabriolet.

Story and picture from Alastair Inglis

home behind his father's Dodge. With no brakes it rolled forward when stopping until the tyres bumped gently into the back of the Dodge. This was alright on the flat but when descending a steep hill the continuous rubbing was too much. So the 172 was tied to the front of the Dodge and it was lowered down the hill. There were some strange looks at the little car towing the big car.

Torque tubes

We are all familiar with worm Peugeot's torque tubes and the ball joint attachment at the rear of the gear box. In veteran Napier cars there was a refinement to this ball joint. The Napier featured a substantial casting encasing the torque tube, which was free to rotate within it against the pressure of a powerful pair of diagonally arranged coil springs, the objective being to counter roll when cornering. The casting was



Napier torque tube detail.



If the 30 degrees plus weather in southern Australia has been a bit much for you cool down looking at this 403 in Sweden. Christina Alvner picture.

suspended from a tubular cross-member by two links, each ball-jointed at both ends to provide some lateral as well as fore-and-aft compliance.

98 404 brake discs sold

European Auto Imports had 50 pairs of brake discs made for the 404. These discs are no longer available from Peugeot. I have been talking to Stephen and he says that he only has one pair left. It is encouraging to hear that someone's efforts to have parts made for our cars has resulted in sales. Too often there is a disappointing response.



Fire

604s had a reputation for under bonnet fires. There were quite a few 604s with a scorched patch in the bonnet paint. The cause was the small brass tube that connects the petrol hose to the carburettor coming out of the carburettor body and the petrol pump spraying petrol over the hot engine. I had never heard of this problem with worm drive Peugeots until a few weeks ago but in talking around I have been told of cases with worms and also 505s. A beautifully restored 203 had an under bonnet fire on a freeway caused by this brass tube coming out of the Solex carburettor. Fortunately a passing ambulance was able to put the fire out. So it would probably pay to check the brass tube in your car. Roughening of the tube and some Loctite should fix any problems. Suitable Chubb fire extinguishers are available for \$20.00 from Bunnings super stores. A good investment.

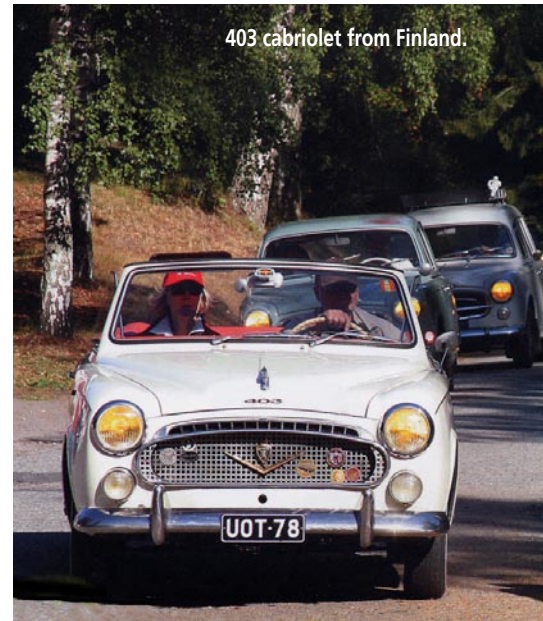
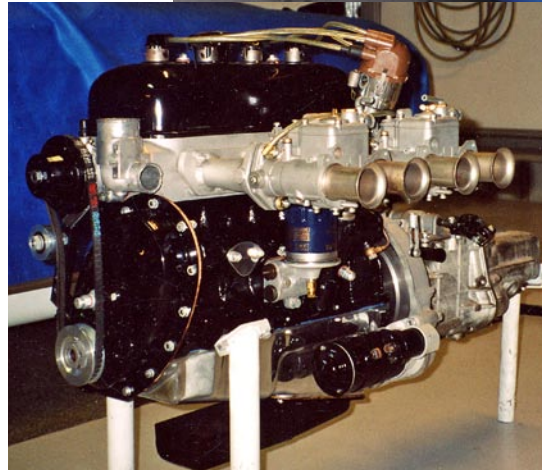
eBay France

I suspect that many worm drivers are eBay watchers. Be careful when bidding on small items like 1/43 model cars. Always get a quote for postage before bidding. I have had several cases recently of sellers wanting to charge €21.00 for

airmail postage to Australia. The La Poste web site is a bit difficult to navigate even for French speakers. There is one section for parcels which has a minimum of €21.00 for Australia but there is another section for small parcels in prepaid boxes up to 2 kg. http://www.laposte.fr/IMG/pdf/DEP_France_Metro_30.08.pdf. Postage to Australia is listed as €8.30 for 500 grams.

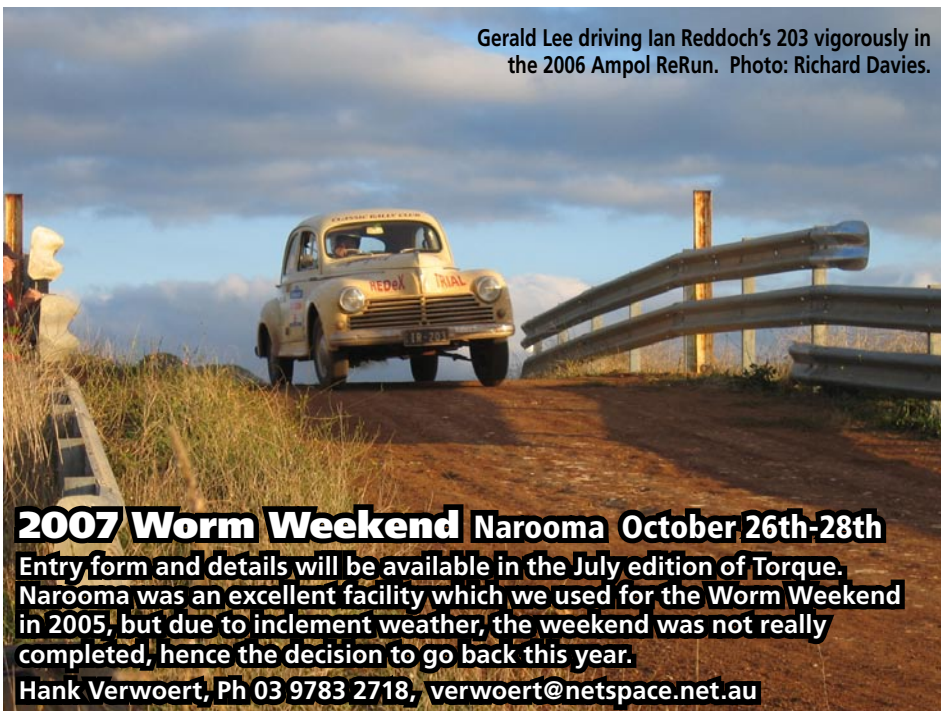


Bob Pinkerton from WA with his 403 special at the Phillip Island Classic in March. Bob built the car. The 403 engine has been rebuilt for performance.



403 cabriolet from Finland.

Gerald Lee driving Ian Reddoch's 203 vigorously in the 2006 Ampol ReRun. Photo: Richard Davies.



2007 Worm Weekend Narooma October 26th-28th
 Entry form and details will be available in the July edition of Torque.
 Narooma was an excellent facility which we used for the Worm Weekend in 2005, but due to inclement weather, the weekend was not really completed, hence the decision to go back this year.
 Hank Verwoert, Ph 03 9783 2718, verwoert@netspace.net.au

403 cabriolet in Finland

Markku Eskela bought his 1958 403 cabriolet it in 1969 as his first car. He used it every day up to 1975. He then stored it in his uncle's barn until 1994 when he got enough energy to start restoring it. Since restoration he has used it in summer and has participated in nearly all the *La Aventure Peugeot* International gatherings in Europe.

Address please

Mark Valentine has sent a cheque for a pair of 203 trafficator lenses. I don't have his mail or email address. If he reads this could he contact Gordon Miller.

The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.

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