



**THE WORM REVIEW**

April 2008

I have noted that amongst the readers of the Worm Review there is a proportion of readers who are also interested in trains. This month we will cater for both interests with a collection of pictures showing trains and worm drive Peugeots.

**404 utes**

I was taken to task recently for featuring 404 utes (pick ups) in the Worm Review as they don't have a worm in their back axle. I was able to assure the caller that many years ago 404 utes were declared to be honorary worms.



A slice of 203 in a Tunisian café. Photo from Guy Nolleau.

**Lay back**

I have been having regular transfusions in a hospital day ward. Sitting for up to 5 hours can get a bit uncomfortable. Recently seats with a power adjustment have been installed. They are much

more comfortable with a wide range of adjustments. I was reminded of a road test of a 404 when it first came out. The reviewer commented that the front seats were adjustable. Three positions, upright, semi reclined and full adultery.



**THE WORM REVIEW**

**Two Blues**

Once upon a time there was a warmish 203 that was coloured "Midnight Blue". Not five minutes before or after midnight, right on twelve o'clock. Later a warmer 203 appeared that was coloured exactly at "Midnight Blue". In time the two 203s met each other and there was a slight crackling of the sort of electricity that happens when two ladies turn up to the Melbourne Cup each wearing the same exclusive hat. It was subsequently found the "Midnight Blue" was a standard colour available for Australian assembled 203s and that exclusive rights didn't apply.

The two 203s were taking part in a Touring Assembly at a Peugeot Easter Pageant. The second 203 took a wrong turn and ended up in a caravan park. As it was reversing to turn around the owner of the caravan park rushed out and hurled abuse at the driver. An explanation was needed and it appeared that the first "Midnight Blue" 203 had earlier also taken the wrong turning and had left spinning back wheels and throwing a shower of stones. So sometimes it pays to be different.

The Worm Drive Register is for worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.  
**203:** Gordon Miller 03 9807 3586 [pwdr07@ultramode.net](mailto:pwdr07@ultramode.net)  
**403:** Paul Watson 03 5264 8449 [paulandnola@inet.net.au](mailto:paulandnola@inet.net.au)  
**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>

**PEUGEOT 403 Versus LEADING AUSTRALIAN**

Specification and Equipment	403	Leading Australian
Wet Cylinder Liners	YES	NO Not Available
Overdrive transmission	YES	NO Not Available
Oil Filter	YES	NO
Windscreen Washers	YES	NO
Battery 12 Volt 9 Plate	YES	YES
Dual Muted Horns	YES	NO
Heater	YES	NO
Air Climatiser Int	YES	NO Not Available
Armrest Rear Seat	YES	NO Not Available
Armrest Rear Doors	YES	NO Not Available
Camping Body	YES	NO
Adjustable Front Seat Backs	YES	NO Not Available
Speedo Trip Mileage Meter	YES	NO Not Available
Aluminium Valve Cover	YES	NO
Provision for Crank Handle	YES	NO Not Available
Crank Handle	YES	NO
Electric Clock	YES	NO
Temperature Gauge	YES	NO Warning Light
Ammeter	YES	NO Warning Light
Electric Windscreen Wipers	YES	NO Vacuum Type
Synchromesh gears (All Forward Speeds)	YES	NO 2nd & Top Only
Jacking Points	YES (6)	YES (2)
Petrol-tank Capacity	11 gals.	9.5 gals
Turning Circle	30 feet.	36 feet
Brake Lining Area	126sq. ins	961 sq. ins.
Petrol Consumption		
Mobilgas Economy Run 1958	40.07 mpg	31.73 mpg
Mobilgas Economy Run 1956	42.25 mpg	35.75 mpg
Mobilgas Economy Run 1955	42.25 mpg	35.75 mpg
Retail Selling Price, including Sales tax	£1308	£1169

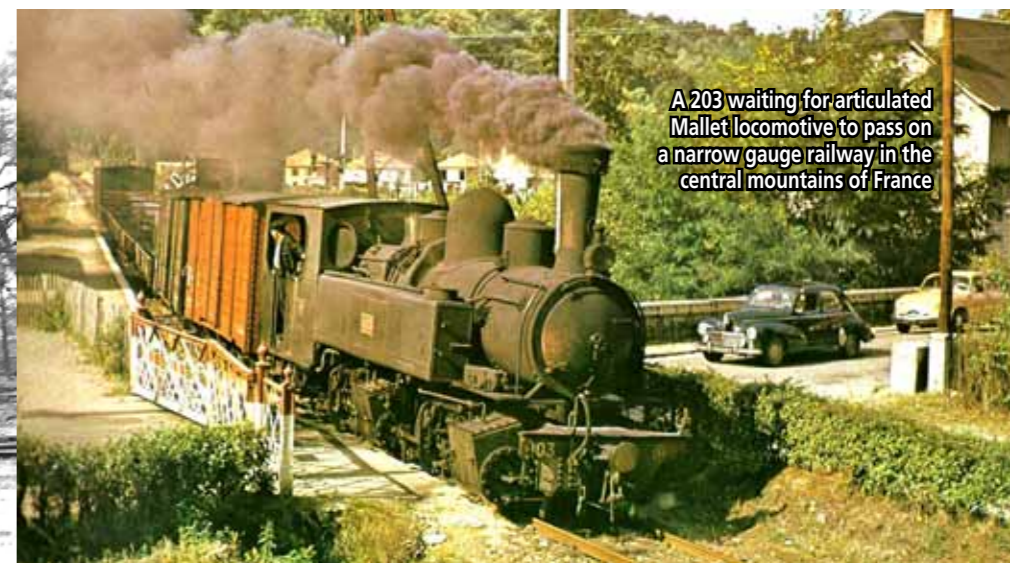
An interesting table from the 1950s comparing the Holden car built by General Motors in Australia with the 403. The Holden was very basic. Not mentioned was the Holden's cart spring sprung back axle.



203s in Gefco drive through wagons. Gefco is the transport arm of Peugeot. Les Groupages Express de Franche Comté



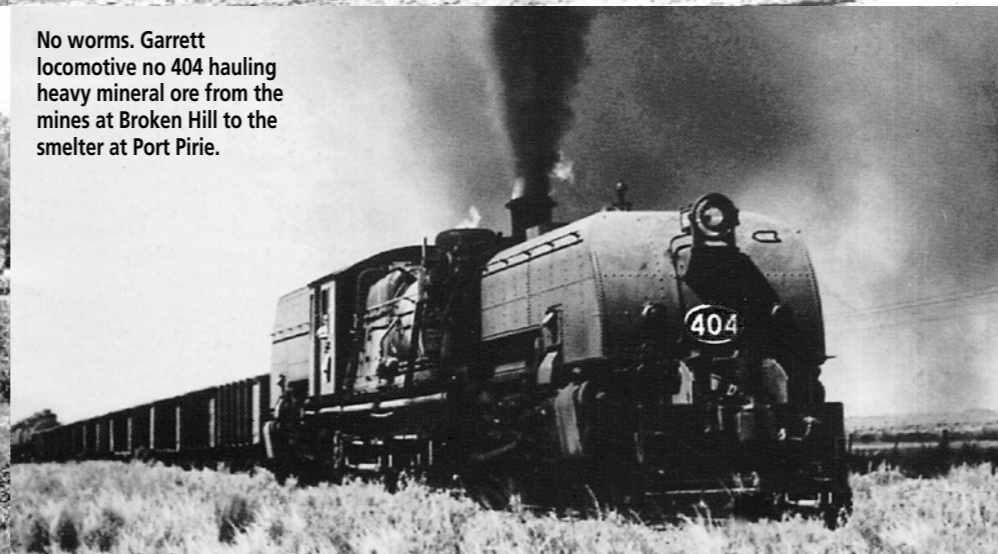
403 body shells loaded ready to be sent on their way to Australia



A 203 waiting for articulated Mallet locomotive to pass on a narrow gauge railway in the central mountains of France



No drive through loading in this picture. Each 203 would have been crane loaded into the truck.



No worms. Garrett locomotive no 404 hauling heavy mineral ore from the mines at Broken Hill to the smelter at Port Pirie.



A 203 waiting for a locomotive to pass. The locomotive is one of a large number of standard locomotives built in USA to help rebuild the French railways after WW2