



16th April 2002

It was one of those perfect autumn days that Melbourne specialises in. Clear sky, no wind and a temperature in the low 20s. Almost 1000 cars gathered for the annual British and European Car Day organised by the AOMC.

The venue was the members' car park at the Flemington racecourse, the home of the Melbourne Cup. A grassed area with shade. A good representative collection of well presented Peugeots were lined up under the Automobiles Peugeot and the Worm Drive banners. From 203 to 206, 403 to 404 and 505 including 2 cabriolets and two utes. The display got a lot of lookers and comments. People found the variety of models interesting, I believe. More so than lines of 20 red sports cars, all the same, on some British displays.

John Marriott was awarded a handsome trophy for The best recent restoration at the show for his magnificent black 1957 403 sedan. Well done John and the restoration team.

Peugeots have been doing well at this show. 2 years ago GRM404, my 404 cabriolet, got The best European car of the show award.

**The hidden part**

No one I have spoken to has ever seen the centre torque tube bearing in a worm drive Peugeot, part number 2806.02, and with reason. It is hidden in the middle of the torque tube and to remove it you need to go on a fishing expedition with a toggle hook on the end of a long rod.



John Marriott's 403 was awarded The best recent restoration at the British and European Car Day.

They seem to last for ever but great care is needed if you are replacing a tail shaft into the torque tube as it is easy to damage one of the needle rollers in the bearing. The assembly is an aluminium casting with 2 thick rubber rings at each end and a needle roller bearing inside. The rubber rings cushion the assembly against the inside of the torque tube. Have a look at the photo and you will know what one looks like.

**Worm Oil**

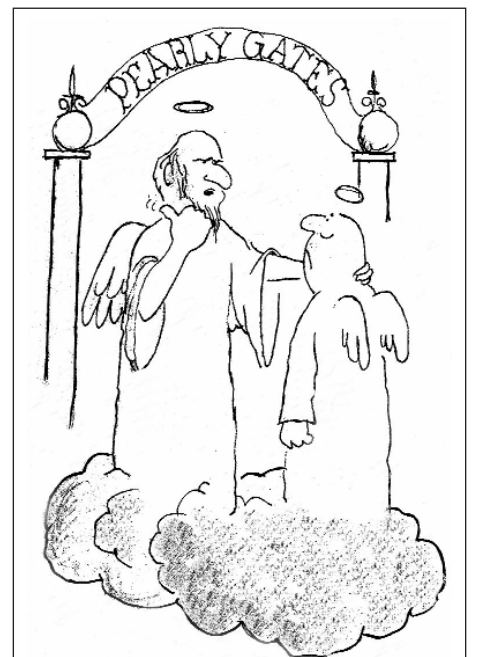
The worm and wheel differential in Peugeots needs special oils. Worm differentials have been ruined by grease and oil change cowboys using any old differential oil. Regan Motors here in Melbourne used to fit a printed metal warning tag under the one of the differential case bolts in the cars that they sold. I think that most Australian worm drivers use Castrol STH140 oil. I would be interested to hear what is used in other countries. John Burchell has drawn my attention to Synthetic Polyglycol oils for use in worm drives. Do a web search on [www.google.com](http://www.google.com) for the words polyglycol and worm and you will find a lot to read. They are apparently much more stable, reduce wear and have less friction (and more speed!). Has anyone tried these oils? Feedback please.

**403 Steering Column Cowl**

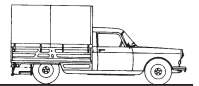
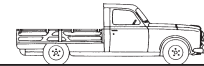
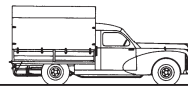
I have had 11 expressions of interest for the reproduction 403 steering column cowl which now means I can go to stage two and produce a firm price and details for your approval. This should be finalised by next month. RHD only.

**Always better**

Have you noticed that each new model car is 10% quieter, 10% stiffer, uses 10% less petrol and so on and so on. I have been reading about new cars for over 50 years. It would be interesting to compound all those percentages over the 50 years. If you believed the answers you would get cars that would be making rather than using petrol, amongst other things. Am I a cynic?



*So you are the bloke who fitted a Holden engine and a boot lid spoiler to a Peugeot 203 and painted it pink with red and yellow flames down each side. I've got bad news for you. Guess who is a 203 fan?*



**Some Beaut Utes**

Overseas readers of the Worm Review might not know the word ute. In Australia a pick up is known as a ute, short for utility. The pictures show some unusual variations and uses of worm utes.



French 202 ute. Ray Vorhauer has one ready for restoration in Melbourne.



203 Gypsy caravan built by an Australian character.



203 hearse from Vietnam



French 404 diesel ute for transporting pigs. A Cochonnière.



A 203 styleside ute. A design study only by Peugeot in France.



403 ute abandoned in outback Queensland.



A 404 semi trailer in Europe. Carries three restored Peugeots



Graham Badcock's well travelled mobile home.