



THE WORM REVIEW

May 2008

I have had a lot of fun over the last few weeks selecting 12 photos of 203s to use on the 2008/2009 calendar that the PCCV is producing for the 60th birthday of the 203. It will be in the same format as the 2007/2008 calendar the club produced last year; a card for each month in a plastic case. I was a bit surprised at the thousands (literally) of photos that have collected in my computer. The selections have been made and a CD sent off for the artwork to be done. There are pictures of most of the variations of the 203.

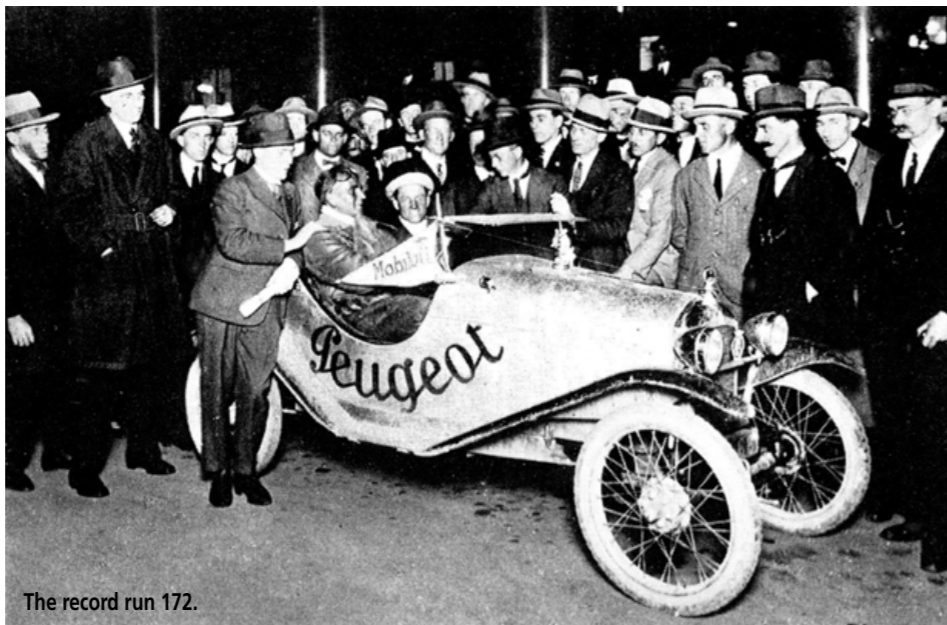
Paul Watson has contributed a story about the engine rebuild in his 403. I am told that when he drove the 403 with the new engine for the first time his smile was so wide that his ears nearly fell off. If you are rebuilding an engine go to the trouble of having the moving parts balanced. It makes a huge difference.

Peugeot 172

I have been sent a copy of an article from "Motor Life" magazine, September 1924 issue. I was aware of this run from a photo in one of the Flood books of motoring. It is nice to get some details. This 172 is the version before my 172. The consumption achieved is better than a modern diesel but with none of the comforts of a modern car.

Small Peugeot's Economy Record

On September 16th, a 6 hp Peugeot car, driven by Mr. A. H. Barnes with Mr. N. G. Mather as his companion, arrived in Sydney, concluding a trip from Melbourne which consumed only 8 gallons of petrol. This works out at an average of 73 miles per gallon. Melbourne was left at 10.05 a.m. on Monday, Sept. 15, being officially timed away by Mr. H. W. Harrison, who certified the amount of petrol that had been placed in the tank. At various towns along the route, different amounts of petrol were added to the tank under the supervision of prominent citizens, and the seals, in every case replaced. The car was officially checked in at Sydney by Messrs. A. W. Fairfax, the well known competition driver, Mr. A. Dawson, of the United States Rubber Company, and Mr. E. C. Crane. These gentlemen drained the tank, certifying that only eight gallons had been used.

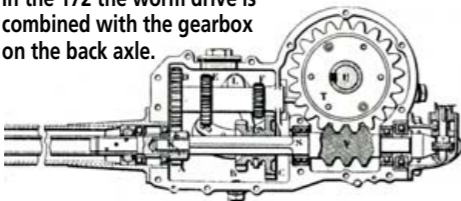


The record run 172.

Small Peugeot's Economy Record

On September 16th, a 6-2 h.p. Peugeot car, driven by Mr. A. H. Barnes with Mr. N. G. Mather as his companion, arrived in Sydney, concluding a trip from Melbourne which consumed only 8 gallons of petrol. This works out at an average of 73 miles per gallon. Melbourne was left at 10.5 a.m. on Monday, Sept. 15, being officially timed away by Mr. H. W. Harrison, who certified that 31 gallons minus 5oz. of petrol had been placed in the tank. At various towns along the route, different amounts of petrol were added to the tank under the supervision of prominent citizens, and the seals, in every case replaced. The car was officially checked in at Sydney by Messrs. A. W. Fairfax, the well known competition driver, Mr. A. Dawson, of the United States Rubber Company, and Mr. E. C. Crane. These gentlemen drained the tank, certifying that only eight gallons had been used.

In the 172 the worm drive is combined with the gearbox on the back axle.



Life in the old Pug yet

My 1962 403 was going like a train heading to Narooma for last November's Worm Weekend. We easily kept up with the convoy. So I was feeling pretty pleased when, at Narooma, people were complementing me on the point-to-point speed of the old bus.

But pride comes before a fall. On the way back from an afternoon run to Tathra, the oil light started to come on as we rounded bends. This should not have happened, as I had carefully topped up the oil before we left home. But the dipstick told the story: oil level very low. At first I thought this was just the result of oil leaks, but on our trip home it soon became apparent that the car was burning oil.

So my near-neighbor, Mike Jolley, suggested taking the car to the Vaggs' workshop at Ballarat and pulling the engine down. This we did, and what we found was not good. The crankshaft had been moving

fore and aft, making the block unusable, and the pistons were in a dreadful state. So another engine was called for. Luckily our local newsagent had one in his garage. It had been reconditioned many years ago, but had not been put into a car. When we pulled it apart the engine's condition was generally good, but the bearings and pistons had all been recycled and showed some wear. I collected new main bearings, big ends, pistons and liners and a complete gasket set. Some from eBay.

John Vagg produced a crankshaft of standard dimensions to suit my new bearings and the whole lot was sent to M&W Engineering at Ballarat. After a delay over the Christmas holidays we picked up the finished crank, lightened and balanced flywheel and balanced pistons. (One piston was 35 grams heavier than the others, so balancing proved vital.) John and Mike put it back together, while I watched, listened and learned. I had never seen an engine being built, so it was quite an education.



Mike and John working on Paul's engine.

To minimise oil leaks, John took particular care with the timing case, using a tool of his own design to ensure that the oil slinger on the crank was dead centre.

The piece de resistance for the completed motor was a polished rocker cover, which was organised by an anonymous bunch of Peugeot friends. The engine is still being run in, but I took the car to the French Car Festival in April and it sang sweetly as we motored up the Geelong Road and back. It took me back to when I first drove the car in Uralla in 1975 or 1976.

Care for an old Pug and they will reward your attention.

Thanks to all those who helped with the rebuild and to the many others who offered advice and encouragement.

The Peugeot fraternity is a wonderful thing.

Paul Watson



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Darl'mat 203

The Darl'mat 302 and 402 roadsters produced by Emile Darl'mat in the late 1930s are well known. Not so well known are the 203 Darl'mat specials. With a lowered roof line and reduced ground clearance, rear

wheel spats and heavy bright work and an embryonic tail fin they are a spectacular car. In the engine bay there is a 1500 cc engine, twin carburetors and extractor exhaust.

French tax

If you are buying parts from France you should know about French taxes. You might see a price quoted as TTC (Toutes Taxes Comprises). This is like the Australian GST. TTC is 19.8% of the cost. TTC is not added if the goods are for export. If a price is listed HT (Hors Taxe) it is without taxes.

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 **403:** Paul Watson 03 5264 8449 paulandnola@inet.net.au **404:** Hank Verwoert 03 9783 2718 verwoert@netspace.net.au **Back copies** can be downloaded from <http://worm.rkweb.org>