



THE WORM REVIEW

June 2008

THERE was a meeting of Presidents in Paris in April. No armoured limos or closed streets involved. The President of the "Peugeot Car Club of Victoria" Paul Watson and the President of "Les Amoureux des 203 403" Guy Nolleau met. Agenda items scheduled included parts for Peugeots and French beers. We are waiting for the release of any resolutions passed. Paul and Nola Watson were in France for the 90th anniversary of the 1918 battle at Villers Bretonneaux.

Barbarossa

When I see pictures of restored pre WW2 European cars I often wonder how they survived the destruction of that war. When I saw a photo of a 402 on eBay "Orig foto 402 Peugeot panzer groupe2 Guderian Russia 1941" I put in a bid and won it. When the photo arrived there was writing, in German, on the back. After much consulting the internet I was able to translate the writing. "Generaloberst Guderian bridge over the Bug 29 June 1941." The Bug is a Russian river, pronounced Boog. More Googling found that Heinz Guderian was the father of the blitzkrieg attack advance that got armies out of trenches. He commanded Panzer Group 2 which was known as the Guderian panzer group. All vehicles in the group were marked with a G. The date 29th June is only 7 days after the day that operation Barbarossa rolled into Russia. The sign board in the photo says "Generaloberst Guderian bridge built by



402 Panzer Russia

An intrepid Englishman

Alastair Inglis shipped his 203 commercial out to Australia for the 1953 Redex Rerun. Before that he drove it in the London to Peking rally. He has sent me this photo and comments.

This was taken at the control just before going over the 3750-metre Torugart Pass into China from Kyrgyzstan on Day 24. We had climbed about 1500 metres that morning from Naryn up the old Silk Road, a gravel road which was the main arterial route from Bishkek to Kashgar. Kashgar is a huge trading post at the crossroads of the Karakoram Highway, the Spice Route from Islamabad in Pakistan, and the point where the Silk Road splits north and south around the infamous Taklamaken Desert. It was a magic spot. Behind us is Lake Catyr-Kol, frozen solid, and we are surrounded by the At-Basi mountains. There wasn't a sound to be heard – no birds – and not a blade of grass. Within 4 days we were in Turfan, 150 metres below sea level, and never had to adjust the carbie once.

Alastair will be back in Australia to join Hank Verwoert's latest outback adventure. Alastair is having a 203 styleside Aussie ute restored at Ballarat but it probably won't be ready for this latest adventure.



BRBB 159 from 22 26 June 1941." The bridge must have been a replacement for one destroyed by the retreating army. Quick work. There was also a photo of a 402 ute with a canvas back listed on eBay by the same seller. It was a very poor photo so I didn't bid. So it seems that a few French cars were borrowed for the eastern front.

Split tube for a gasket

If you are looking for a gasket to mount say a 203 Labinal tail light that is not readily available consider using a split tube. These are available in several small sizes from old auto rubber suppliers. The split can be slipped over the edge of the fitting and when it is bolted to the body it does the job of a full gasket and looks the part as well.

South African 404s

South African 404s were produced with some variations from the French model. Interiors, a floor gear change and even engines. Dawid Botha tells me that change even extended in some 404s to the line of the top of the mud guard just before the head light. The head light surrounds were also changed to suit. This change is giving restorers problems in sourcing replacement headlight surrounds.



South African difference on the right.

Triva

What did Albert Einstein and the 203 have in common? The 203 engine and Einstein's brain both had the same volume, 1290 ccs. Keep that in mind when you are setting the next trivia quiz.



Synchro
now
on first

Latest Peugeot "flatters" poor drivers



Peugeot has introduced in its latest 203 saloon a feature that should soothe those who "clash the cogs" when changing down into first gear with the car rolling.

It is a synchro-mesh first gear that needs no double-declutching procedure or synchronisation of engine revs to road speed.

With synchro now on all forward speeds, the Peugeot flatters the most incompetent gear-changers.

When the improved version of this sturdy and lively French saloon was being road-tested, changes back from top to first were made at speeds up to 15 mph without any attempt at "timing."

There were no teeth-jarring crashes. In fact, the change was as simple as pushing the lever from second to top.

Use of first at such speeds could not be recommended, of course, because of the severe braking strain exerted by the engine, unless revs were built up to match road-speed as the clutch re-engaged.

But in normal use, it would ease the driver's task, particularly in heavy traffic.

Camp-bed seats are another feature. An ingenious slide arrangement on the twin front seats allows them to be dropped down and moved forward with one simple movement to provide ample sleeping space.

On the road, the Peugeot proved a fleet and silent runner, with a surprisingly small thirst for fuel. For those who drive vigorously, it showed plenty of virtues—rocklike stability, direct and precise steering and the ability to handle corners at hair-raising speeds. One unusual feature was the absence of tyre-squeal when cornering fast. Braking and suspension of the 4/5 seater saloon were of high standard, equipment and finish of good quality and vision excellent. These were other

GOOD POINTS

Fingertip control under the steering wheel for lights, dipswitch and horn;

Small turning circle, which makes for easy parking and manoeuvrability in narrow streets;

Back seat squab which can be removed to extend boot space;

Accessible overhead valve engine;

Adequate luggage space.

NOT SO GOOD

Batteries behind front grille not too accessible; Front driving-side window winder awkwardly placed.

PEUGEOT'S latest 203 Saloon (above) is sturdy and a lively performer.



CAMP-BED seats provide ample sleeping space.

Road test details

Engine: 4 cyl., OHV, 1290 cc. Comp. ratio 6.8 to 1.

H.P.: 14, developing 45 at 4200 rpm.

Weight: 19 cwt.

Performance: Over-drive top, 10 to 76.8 mph. Through three forward gears (without overdrive) 0 to 50 mph, 18 sec. Standing ¼ mile, 23.6 sec.

Fuel: 36.1 mpg av.

Brakes: 30 mph to stop, 31 ft.

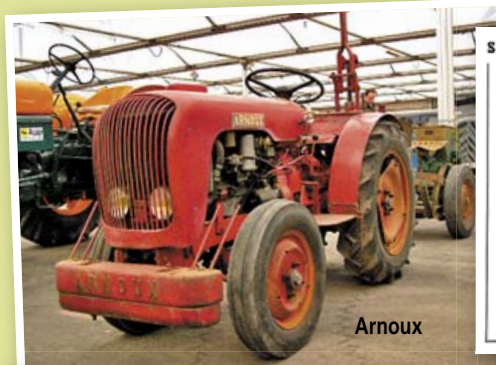
Turning circle: 29 ft.

Price: £1090/10/- inc. tax.



An overloaded 404 in Cambodia, 1993

Tractors: 203 and 403 engines were popular in other machinery. They were used in small tractors, fire pumps and even as an air compressor with two cylinders driving two cylinders compressing. Some makes of tractors that used 203 and 403 engines were Babiole, Arnoux, Energic and Massey Harris.



Arnoux


SÉCURITÉ **TRACFOR** ÉCONOMIE
QUALITÉ

3 Vitesses 6 Vitesses

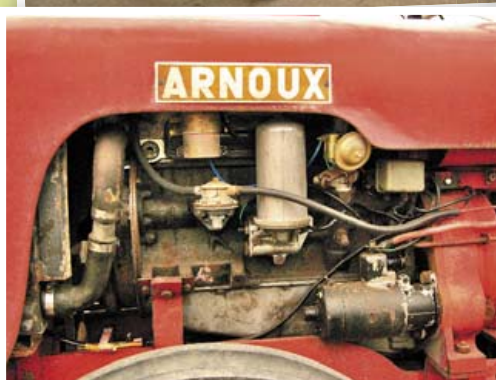
TRACFOR SUPER-TRACFOR

Moteur PEUGEOT 203	20-22 CV
Moteur PEUGEOT 403	22-24 CV
Moteur DIESEL P. 20	22-24 CV
Moteur DIESEL P. 3	24-28 CV

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Energic tractor



Babiole tractor



Massey Harris Pony tractor