



THE WORM REVIEW

August 2006

It is 13 years since I purchased the chassis, engine, radiator and clutch of a circa 1925 Peugeot 172. It had been used to drive a saw bench in the Canberra region. The 172 is a small car, a bit bigger than an Austin 7 but more robust. It has a 4 cylinder 750 cc engine, a 3-speed sequential gear box on the back axle, no differential but a bronze wheel and worm drive. To the chassis etc. was added running gear found in Melbourne, wheels, front axle springs and the back axle including the gear box and the worm and wheel. Altogether the makings of a car. The story of making a car from the bits is a long one and will be told later as will the story of building the body, but the good news for now is that the engine is now running. It sounds great. I left it to the experts to work out the limited wiring and to time the magneto. The same experts are making mudguards and a bonnet. Items beyond my abilities and I am too old to learn.

Soon after the 172 was running I got a phone call. Darren introduced himself as the driver of the Chamberlain tractor that followed the Redex Rerun in 2003 over the latter parts of the course. This was the same model tractor that was "Tail end Charlie" on an original Redex trial. The Chamberlain brothers were

very creative engineers and in 1930 they built a front wheel drive racing car that in its later development had a unique two stroke engine. The engine is sometimes spoken of as having opposed pistons, but the top, much smaller pistons, only cover and uncover exhaust and inlet ports. The car, known as The Beetle, still exists.

Darren's next project is to build a replica of The Beetle as it was originally built with a V twin Indian motor cycle engine.



The 1930s Chamberlain race car uses Peugeot 172 axle tubes in the back suspension.

Much documentation and drawings still exists for The Beetle and from these Darren noted that the back axle tubes were from a "baby Peugeot". Hence his phone call. He emailed me pictures of The Beetle's back axle set up but I couldn't identify the tubes as being Peugeot. I got to thinking during the week and found a set of 172 axle tubes stashed away in the back of my garage and Darren identified them as the same as had been modified for The Beetle. It is this sort of trail following, the serendipity of it all, that makes restoring old cars so addictive.

A knocking exhaust

PEUGEOT has long favored torque tubes for the drive to the back axle. Even my 172 has a torque tube. In this set up the torque tube back axle junction is braced each side, triangulated, with 2 tubular braces. When you have a new exhaust system fitted to your torque tube Peugeot, make a point in showing the exhaust man the braces. There have been many cases where the exhaust pipe has been located where the pipe hits these braces when driving over railway crossings or similar bumps. The most

CPUK president Nick O'Hara drove this colourful van to the Le Mans Classic this year. He found that he could drive and park anywhere. It was assumed that he was one of the organisers.



GRM's 172 on its way to the experts



recent case I have heard of is with the 404 cabriolet that is just on the road after a professional restoration.

What a ripper

YOU will all know that 203 front doors open the other way. Some call them suicide doors. Some years ago I found that they have another trick. As I lowered myself in backwards into GRM203 the side pocket of my trousers caught on the window winder. At this stage my 90 kg was fully committed to sitting. The result? A loud ripping sound and a definite draught on the starboard side. Some, whose vertical dimensions are much less than 200 centimetres, said that, in similar circumstances, they would have to be careful with their shirt pockets!



My in laws retired about 1960 and their retirement car was a 403. In 1967 they traded it in on a 404. This is the 404 sedan that I now drive.

Fuses

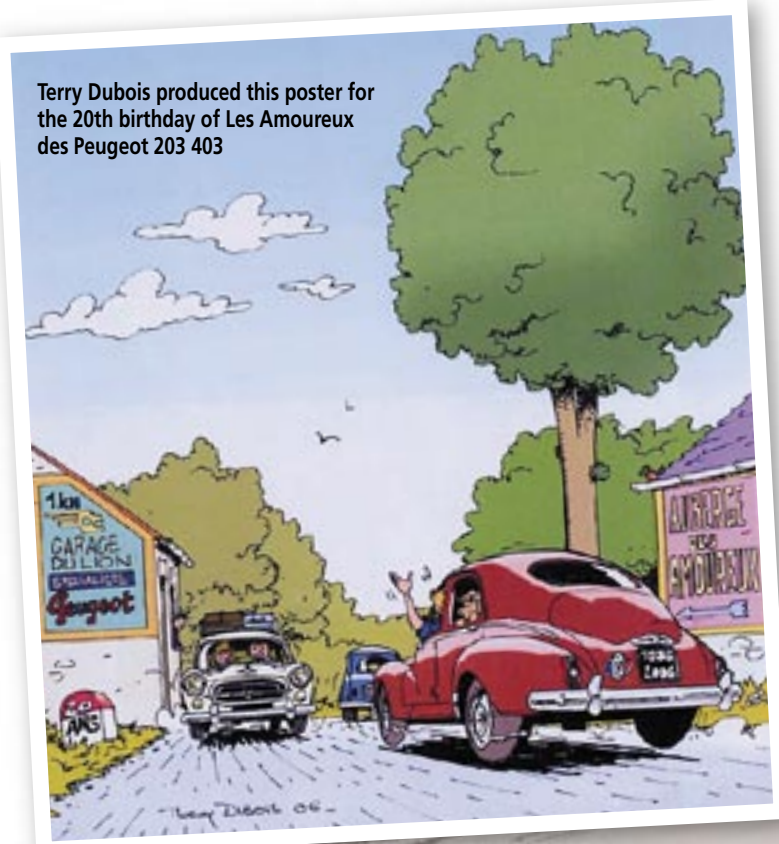
203s, 403s and early 404s use round brass fuses – 10 amp and 18 amp. They have a hole in the middle. I am not aware of a current source for these fuses. The usual fix is to twist a piece of household fuse wire through the centre hole. The amp capacity of this fuse wire is much greater than 10 or 18 amps which means that your electricians don't have the correct protection. An electrical guru has advised that the following size wire should be used. 26 swg (0.404 mm diameter) for 18 amps protection and 32 swg (0.203 mm diameter) for 10 amp protection. This is based on 2 wires in parallel being in the circuit as the wire is looped through the hole. The next question is where to buy fuse wires in these gauges. Please advise if you know.

Happy birthday

THE French club Les Amoureux des Peugeot 203 403 (lovers of the 203 403) is celebrating their 20th birthday this year. We have had a close association with this club for many years and have swapped photos and stories for our magazines. We offer our congratulations and may they continue to thrive in the next 20 years.

Worm Drive Register Email

The Register email address has changed and is now pwdr06@ultramode.net
Please delete the old pwdr04@ultramode.net address.



Terry Dubois produced this poster for the 20th birthday of Les Amoureux des Peugeot 203 403



A delectable line up of Peugeots at the L'Aventure Peugeot gathering in Spain this northern summer.

The Worm Drive Register is for all worm drive Peugeots in Australia. **Worm Review editor** is Gordon Miller.
203: Gordon Miller 03 9807 3586 pwdr06@ultramode.net **403:** Paul Watson 03 9889 2721 paulandnola@bigpond.com
404: Hank Verwoert 03 9783 2718 verwoert@netspace.net.au **Back copies** can be downloaded from <http://worm.rkweb.org>