



## THE WORM REVIEW

September 2006

I am in hospital. Last month's Worm Review nearly didn't make it to Torque. The day before I was admitted to hospital I had finished the text and had selected the pictures and saved them all in a folder ready to email them to the Editor. Fortunately Paul Watson stepped in and sat down at my computer and via the phone I talked him through assembling the email to send off to the Editor. Three weeks later I am still in hospital, coming to grips with an ancient borrowed laptop writing the September Worm Review while a drip in my arm tries to cure a stubborn infection.

Last month I wrote about the 172 being taken to the experts to finish. There has been progress and the mud guards and head and tail lights have now been fitted. It is starting to look like a car. By next month the upholstery and the bonnet should be finished. Then the fun will start. Learning to drive it. I have never driven a non syncro gear box so there might be some crunching noises while learning. The original pedal layout of the 172 had the accelerator between the brake and clutch pedals. Now that might be all right for Frenchmen with dainty feet but my size 13 shoe would span all 3 pedals. So in making the body I created a

bulge behind the spare wheel and moved the accelerator to the right of the brake pedal. One less thing to cope with! 172 pictures by Paul Watson.

### Serendipity

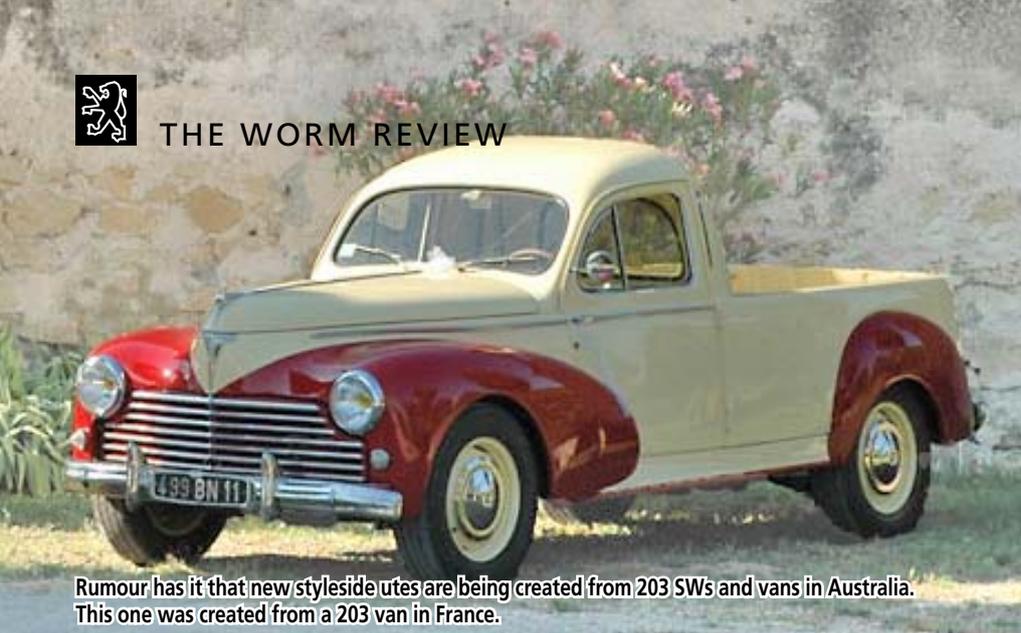
Last month I wrote about the luck of finding parts for the car you are restoring. Do you have any cases of luck in finding parts? If you do let me know as they can make interesting reading. I have had several examples that I can write about.

When I bought GRM203 it needed a worm and wheel. The previous owner had rebuilt the differential but it was noisy. Investigation showed that he had used a worm wheel from an early 203 which is 12 mm smaller in diameter than the wheel for the 203C. I found a 203C wheel in reasonable condition and rebuilt the differential. Later I was in Euchua in the 505 wagon exploring for the second 03 Week End. I filled up with petrol on the outskirts of the town at a service station that still filled up for you. The owner noted the PCCV sticker on the wagon and asked "Do you know anyone in your club who is looking for a 203 worm and wheel?" Naturally I said, "Yes." "Many years ago," he said, "I

bought in a new worm and wheel for a customer's 203 but he died before I could install it." That worm and wheel is now in GRM203.

The 172 is fitted with Michelin steel disk wheels for beaded edge tyres. The four wheels that came with the 172 parts had badly rusted rims, to a sharp tyre cutting edges in spots. So I ran wanted advertisements in car magazines and at the same time I wrote to a list of ten Citroen 5CV owners I had been given asking if they could help as I thought that the 5CV used the same wheels as the 172. All the Citroen owners replied pointing out that the 5 CV wheel studs were more widely spaced than on the 172. The advertisements resulted in one good wheel from Sydney and the offer of two Citroen 5CV wheels from Melbourne I took the two 5CV wheels as if no 172 wheels were found a new centre could always be machined up and welded in. Some months later I got a call from a Citroen owner in Tasmania. He had been offered some "A" model Ford parts and had found two 172 wheels in good condition as well. A swap for the Citroen wheels was arranged.





Rumour has it that new styleside utes are being created from 203 SWs and vans in Australia. This one was created from a 203 van in France.

A next door neighbor at our beach house has driven a 404 wagon in several across Australia charity "Bashes" or "Big boys having fun" events. While passing through a town on one of the bashes he was approached, "I sold a 201 van some years ago and I have lost the new owners address. I have found 2 wheels he might like to have." My neighbor asked me if I knew the owner of the 201 van and I did. Contact was made and the wheels collected. Some months later it was realised that the wheels were not 201 wheels but 172 wheels. The wheels were passed on for the 172 and, even better, one wheel was the special wheel for the spare. The spare has the valve on the inside so as to be outside when the spare is mounted. See photo.

### Shock Absorber oil

The folk remedy for soft lever action shock absorbers is to fill them with engine oil which is much heavier than the recommended oil. Certainly it stiffens them up but is also causes interesting stresses in the internal workings of the

shock absorber. I have been shown the main splined shaft that all the shock absorber's ups and downs pivots about twisted into a gentle spiral. The shock absorber had been filled with engine oil. A suitable oil is available from motor bike shops. Ask for fork oil but be careful with your pronunciation.



Hank Verwoert's 404 near Orbost on the recent Ampol rerun.



403s can run on two wheels as well as 206s

### Survey of PCCV 203s

A few months ago I commented that there were ninety 203s recorded in the PCCV database as being owned by members. I also commented that I had no details of many of these 203s and that I had never seen many of them on club events. So I included a small form in the Worm Review with a request that 203 owners fill in some basic details. To date 12 forms have been returned and as might be expected all of them have been from owners about 203s well known to me. I have learnt over the years that some people never get round to filling in forms even when you put it in front of them with a pen. Is it no wonder that I get less enthusiastic about finding and reproducing parts for 203s.

### Those numbers

The real test of if you are a totally immersed 03 person is when you start seeing 203 and 403 numbers everywhere

like cricket scores or kilometers signs. In last months paragraph about fuses how many noticed that the mm equivalents for the SWG gauges mentioned were .203mm and .403mm?

### Worm Week End 2006

The 2006 Worm Weekend will be held at Shepparton Vic from 27th to 29th October and the Worm Wander will be in the following week ending at Merimbula on November 5th.

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