



## THE WORM REVIEW

September 2008

I WAS surprised to read that the NSW club are running a 203/403 weekend in September in the Hunter Valley north of Sydney. The Victorian Club and the Worm Register do not have exclusive rights to run weekends but after running 03 and Worm weekends for 19 years you would think that it would be courteous to discuss another weekend close to the 2008 Worm Weekend. In an explanation for the need for their weekend NSW stated that a 203/403 weekend was needed with easier access for Sydney worms. They also stated that they didn't want to mix it with 404s! In my time of organizing the 203 and Worm Weekends I always tried to locate them with reasonable access for both NSW and Victorian worms. If you count up the locations I think that you will find that more weekends were located in NSW than Victoria. Finding locations is not easy. The need for accommodation for 40 to 60 cars eliminated most places that otherwise looked suitable. I drove many kilometers finding and checking the locations used.

### Jim Hawker

Jim Hawker, the builder of the V8 engine from two 203 engines, died last month. He was well into his eighties. Jim's real name was Harry Hawker but he adopted the first name Jim to separate himself from Harry Hawker the pioneer aviator who he was related to. The V8 is privately owned and is now on display in a museum. The 403 that the V8 was fitted in is now owned by Tony Howman fitted with a conventional 403 engine. I am told that engine bay alterations to the 403 to fit the V8 were done by



A South African 403 Bakkie or ute as we would call it

Mario who has since done all the superb restoration work on John Marriott's fleet of Peugeots. Soon after I had finished restoring my 203 I took it to show it to some friends in suburban Melbourne. When we walked out for the inspection none other than Jim Hawker was also inspecting the car. Jim lived around the corner.

### "Worm Drive" in other languages

I have been collecting words used to describe the *worm drive* in other languages and reporting them from time to time. Some have caused amusement like "Vis sans fin", "Vite senza fine" and "Eindloze schroef" in French and Italian and Dutch which literally translates as

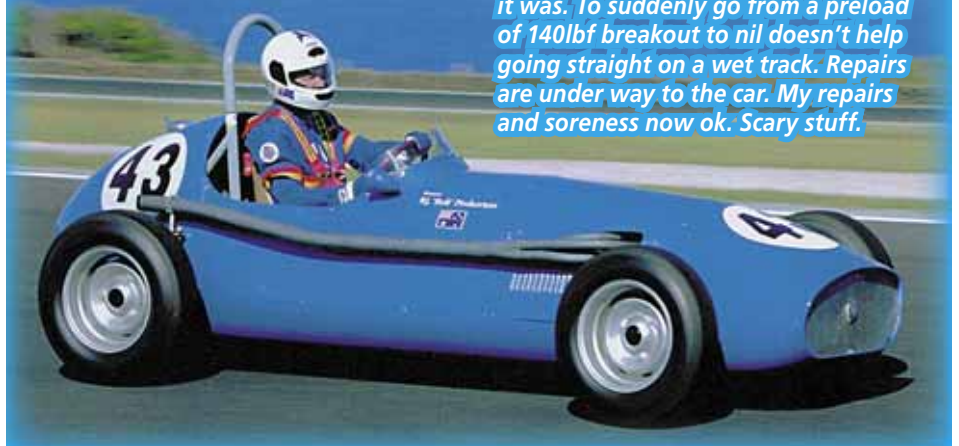
"Endless screw". In German and Swedish it is a "Snail drive". I occasionally send pictures to Le Club 404 in France and they sometimes publish them in their magazine. last year I sent them a picture of my first 404 taken on a camping trip with my young family about 1970. This was published with a quiz question "Who were the people in the photo." I replied, talk about inside running, and I was the only reply received. As I prize I was sent a Polish book listing the names of car parts in six languages on one page with diagrams of the parts on the opposite page. A useful book. Naturally I looked up worm drive in Polish. It is "slimak" and with Hank Verwoert's Polish connections I was told that it simply means "worm".

### Bob Pinkerton's 403 special

Bob has reported on hitting the wall.

*On the second lap of a race at Barbagello circuit I put the car into the concrete wall in the esses. Wet track, full noise (6000 rpm) in third gear through slight left, lining up car in front for an overtake into next corner, then suddenly staring, albeit very briefly, at the wall. Do not recommend hitting hard walls at 90 mph. I was shaken but not injured.*

*The car requires a new chassis, two wheels and tyres, new steering rack, new front upright assemblies, radiator and new nose and under tray. During the dismantling of the mess, very careful examination has been done and I'm very pleased with the design and construction. The car absorbed the majority of the impact leaving me alive. The only defect found is that the LSD was found to have become open. Whether that was the cause of the very fast half spin I'm not sure but I suspect it was. To suddenly go from a preload of 140lbf breakout to nil doesn't help going straight on a wet track. Repairs are under way to the car. My repairs and soreness now ok. Scary stuff.*







# VÉHICULES UTILITAIRES

## Peugeot



POUR LE TRANSPORT RAPIDE ET ÉCONOMIQUE DES CHARGES MOYENNES

**CHARGE UTILE**  
400 et 600 KG

**FOURGONNETTE TOLÉE 203 U**  
Cabine 2 places, 2 portes - Grande porte AR.  
COTES HORS TOUT : Long. 4,53 m - Larg. 1,65 m - Haut. en charge 1,60 m - Roue de secours derrière le siège AV rabattable.  
COTES INTERIEURES : Long. 1,84 m - Larg. 1,30 m - Haut. 1,03 m - Volume utile 2 m<sup>3</sup>.

### LIMOUSINE COMMERCIALE 203 U

4 PLACES, 4 PORTES LATÉRALES, GRANDS PNEUS AIR CHALEURÉ - 3 VITRES

**CHARGE UTILE**  
400 KG




**MODALITÉS D'UTILISATION**

Les diverses dispositions permettent d'adapter le véhicule selon les besoins pour le transport de personnes ou de marchandises. Les options sont disponibles sur demande.

**Conducteur et 3 passagers.** — En option, possibilité d'installer des sièges individuels, derrière la banquette arrière, pour le transport de passagers ou de matériel.

**Conducteur et 4 passagers AV (sans U).** — La cage arrière permet à son client de transporter 1 ou deux sacs (D est autorisé en option) et possibilité de transporter 2 à 4 sacs.

**Conducteur seul (sans U).** — La cage AV offre une surface en 2 places (D, possibilité de transporter 1 ou 2 sacs). L'option supplémentaire disponible permet de transporter des sacs de grande largeur.

**COTES INTERIEURES ET EXTERIEURES**



Long. totale (sans AB et planche AB)	4,53 m	Long. totale (sans AB et planche AB)	4,53 m
Long. totale (avec AB et planche AB)	4,77 m	Long. totale (avec AB et planche AB)	4,77 m
Long. utile (sans AB et planche AB)	1,84 m	Long. utile (sans AB et planche AB)	1,84 m
Long. utile (avec AB et planche AB)	2,08 m	Long. utile (avec AB et planche AB)	2,08 m
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### CAMIONNETTE BACHÉE 203 U



CABINE 2 PLACES, 4 PORTES - SYSTEME DE RABATTEMENT

**CHARGE UTILE**  
850 KG

**COTES INTERIEURES ET EXTERIEURES**

Long. totale (sans AB et planche AB)	4,53 m	Long. totale (sans AB et planche AB)	4,53 m
Long. totale (avec AB et planche AB)	4,77 m	Long. totale (avec AB et planche AB)	4,77 m
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**2008 Worm Weekend Rawson Victoria**  
November 14th to 16th

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