



## THE WORM REVIEW

October 2006

I am out of hospital. After 30 days in bed I am a bit wobbly on my legs. I had an infected foot. Where the infection came from no one knows. My foot swelled up considerably. It took antibiotics dripped into my arm for 14 days to get rid of the infection but then a big blister developed which required a skin graft and a lot more time in hospital. It is pretty boring in hospital but there were some amusing moments. Like the time I was left sitting on a bed pan forgotten about by the nurse when shifts changed and I couldn't reach the call button without falling out of bed. And the nurse who came into adjust the tubes in my arm while I was on the phone and succeeded in taping the phone cord as well as the tubes to my arm.

Work had been proceeding on the 172 by the experts and they brought it back to be in my garage for the PCCV "Round the garages" run on the last Sunday in August. It was a bit of a surprise for most members and they all listened with interest to the mighty exhaust note from 750 ccs as I started it up. The engine was in somewhat of a contrast to the next garage visited where Bill Hamilton specialises in squeezing V6 engines into 404s.

### More serendipity

The 172 has brass hub caps on the back wheels. These are hub caps in the true meaning of the word. Hexagonal brass that screw on to cover the wheel bearings. These were missing from the heap of parts that I had and I added them to the list of the many parts that I would need to find or make. Then out of the blue a Peugeot visitor from Queensland produced a pair of hub caps. He had bought them at the Toowoomba swap thinking that they would fit the 172 but if they didn't they could be added to the shelf of Peugeot Automobilia. They fitted the 172.

### The Maseillaise

The Renault F1 team display at the Goodwood Festival of Speed this year programmed the engine management system of the F1 to rev out the Maseillaise.



PCCV members inspect the 172 during the round the garages run. GRM in the background with the hat.

I have a musical horn hidden in the 404 cabriolet that plays an approximation of the Maseillaise but it would sound better (with ear plugs) on the F1 engine.

### The 1950 Castrol Trophy

The Castrol 24-hour trial over 700 miles in 1950 was won with a clean sheet by Bill McLachlan in a Ford V8 navigated by sharpshooter Jack Murray. John Crouch who came 3rd in a 203 said that the Peugeot 203 handled and steered better than most racing cars he has driven, and won his liveliest admiration for the way it treated the rough going, did 33 m.p.g.

overall, and finished up without a rattle or creak, running as well as ever.

John Crouch drove a Delahaye to win the first post war Australian GP.

(from Australian Motor Sport July 1950. Thanks Ivan)

### Spanners

A regular at swap meets has a big range of second hand spanners. I noticed a group of young girls sniggering at one box of spanners and then I noticed that the box was labelled "King Dick", a brand of chunky adjustable spanners. On the same table was a box of "Stahlwille"



### Paint

New European regulations are proposed banning the retail sale of most car paints due to nasty side effects to the individual and the environment. Painting will need to be done in approved booths. Things have changed since the 1960s when 403s were being painted by spray operators without any protective gear. I wonder what their state of health is now? I understand that most paints used in car plants these days are water based and applied by robots.



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spanners which they probably hadn't noticed. The name translates from the German as "Steel Willie".

### Mt Panorama circuit, Bathurst

Two contrasting pictures show the development of the Mt Panorama circuit, Bathurst over the years. A post and rail timber fence would be a big no no these days. A fellow engineering student, Ian Mountain, was killed driving his Peugeot open wheel special through a post and rail fence in the 1950s.

### Blinkers

203s and 403s are often fitted with what I call trailer blinkers. Be careful with your selection. Some blinkers allow summer sun to shine through the orange more brightly than the blinking globe confusing the intentions of your signal to other traffic



Above: A 203 lifts a wheel negotiating the dipper descent on the Bathurst Mt Panorama circuit in the 1950s. Note the post and rail fence.

Left: A V8 tackles the dipper descent on the Bathurst Mt Panorama circuit recently. Note the safety barriers.



Hec Fleming from Queensland and his 403

### Worm Week End 2006

The 2006 Worm Weekend, Friday 27th to Sunday 29th October, will be held at Shepparton, Victoria, and the **Worm Wander** will be in the following week ending at Merimbula.

Contact Hank Verwoert for entry forms etc. 03 9783 2718 or email [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au)



### THE POONCARIE UTE

Many have seen pictures of the Pooncarie ute perched on its pole in far west NSW. These pictures were sent to me by John Dunn of Wentworth. He found my address on the internet. John says that the Pooncarie garage has closed so maybe there is a chance for someone with a crane to get themselves a 203 ute.



The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.

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