



THE WORM REVIEW

November 2006

THE excitement this month was the final completion of my 1925 Peugeot type 172. It is 13 years since I started collecting bits with the thought that one day there would be enough bits to make a car. The car is substantially from 2 cars. The chassis, engine and radiator from one and the wheels gearbox axles etc from another. Everything was well worn, all round holes were oval etc and much machining of old parts and making of new parts was needed. Luckily the bronze worm wheel was in good condition. The body is my creation. Construction is of wood with a marine ply skin saturated with epoxy boat kote to give a grain free finish. *Historic and Vintage Restorations* made and fitted the bonnet and mudguards and fitted the lights. These items were beyond my skills and with my problems this year I realised I would need help to finish the car. *H & VR* have done a wonderful job with the car. All solutions are neat and well thought out. The children's inheritance has suffered but the car is finished. A chronological set of photos of the restoration should be up for viewing on the PCCV web site gallery www.pccv.org/ngallery soon.



Colin Handley's two 203 vans

Two 203 vans

Colin Handley has two 203 vans. He finished restoring the first van earlier this year doing all the work himself including the painting. Colin is a sign writer and uses the van as his work vehicle. It is a good advertisement for his work. The van had been stored under a house in Canberra for 10 years and after several offers over the years Colin eventually was able to buy it. Before its Canberra storage it had been on a farm with little use and was eventually sold to



Canberra at a deceased estate clearance sale.

The van appears to have only travelled 35,000 miles. A windscreen sticker says "Next service, 35,000 miles." The gear change mechanism feels like new and the original black paint of the rear timber floor is almost unmarked. The gearbox and the differential are very quiet.

The second van needs restoration. It is very tired. Colin bought it from Tom White a carrier in the Tumut area for many years. It had earned its keep taking beans from Tumut to Sydney. The 203 carried 16 bags of beans on the roof and 16 bags inside, to the Sydney markets.

It shows signs of many years hard work. Tom must have been a good driver as the grill, bumper and front panels show no signs of having hit anything. Tom bought the van very cheaply from Wagga Wagga. It was being sold in a hurry. Two bank clerks had bought the van to go fishing with, or so they told their wives. Their true intention however was to use it to entertain a couple of ladies from the bank. The tackle they had in mind to use didn't come from a fishing tackle shop. Eventually their wives found out and the command was given to get rid of that van NOW and it was quickly snapped up by Tom very cheaply.



The completed 172 with its new bonnet and mudguards.

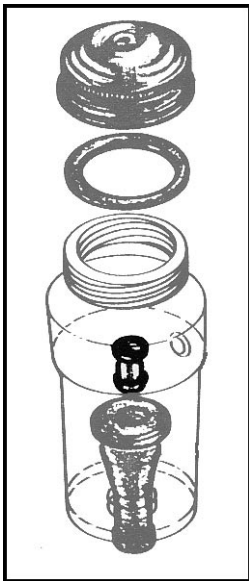


More serendipity

Barry Galitis tells about a 403 that was travelling on a remote track along a reach of the Murray River in South Australia when a back axle broke. Stranded, the driver decided to look for help. He soon saw a farm house but it was on the opposite side of the river. He swam the river and knocked, dripping, on the farmhouse door. His knock was answered by a grumpy "Wadoyawant". He explained that he had a broken back axle and could he ring for assistance. "Watsortofcar?" "Peugeot 403" "No needta ring, helpyaself to one from the shed".

Brake fluid nipples

The 203 has a glass brake fluid reservoir with a rubber nipple in the bottom connecting it to the brake lines. Paul Watson has a stock of these nipples if yours needs replacing. As well as the nipple there should be an aluminium ferrule that fits inside the nipple and pushes it against the glass and improves the seal. Make sure that you don't forget this ferrule.



Arthur Baddeley

Arthur Baddeley died recently. 203 and 403 restorers have a reason to remember Arthur. In the early 1990s ordering 03 parts from Neo Retro France involved a risk. You needed to understand French description in their catalogue of 03 parts. Peugeot part numbers were not used and so the French description was all there was. And the auto technical French is not always obvious. Try looking up the French word for spark plug in a dictionary, bougie = candle. I decided to have the catalogues translated into English. I first approached a couple of retired teachers of French – they both had a go and both gave up beaten by the technical French. I am not sure how I found Arthur, a PCCV member. Arthur owned a 403, was retired and in his working life was an Engineer responsible for buying French



The Chamberlain tractor 'Tail end Charlie' towing 6 cars outside the old Parliament House in Canberra during the 1953 Redex Rerun. Nev Summerill picture

equipment for the then Telecom. Arthur translated the 203 and 403 catalogues and the 03 Register (as it was called then) printed them and made them available to 203 and 403 owners. This I believe was the start of the resurgence in interest in restoring these cars and in no small part responsible for large fleet of beautiful 203s and 403 in Australia.

403 seat runners

Anyone with a 403 will know that the seats do not slide easily, as they lack ball bearings, as were used on the 404's seat runners.

I recently did some work that required removing the seats from my 403, and I decided to see what I could do about getting them to slide better.

The first thing I found was that the slides themselves had a distinct bend in them. It would be an exaggeration to say they were the shape of the Harbour Bridge, but it was easy to see why they didn't want to slide.

As I straightened out the slides (using a rubber mallet to make sure I didn't cause any new problems) I pondered how the bend might have occurred. Then it struck me that in its day one of the sales features of the 403 was its lay-back seats. To get the "double-bed" effect, you push down a release lever and slide the seat as far forward as it will go, which causes an overhang of about 20 centimetres – a sort of camping cantilever. I can only assume that the bent runners were caused by a previous owner using the hyper-extended seat as a trampoline.

While refitting the seats, I realised how important it is to get the runners parallel. There is plenty of room for sideways flexibility in setting up the runners that

attach to the body. It's essential that you get everything parallel and sliding nicely before tightening the bolts that hold the runners to the body.

Paul Watson

203 Aussie utes

It is becoming popular in Europe to convert 203s to Aussie utes. The conversions seem to use the back of a 203 van or station wagon for the back of the cab rather than a newly made section as used in the original Australian utes. This gives a roomier cab.



Above: Sylvain Fabre's new 203 Aussie ute in France. Below: Another new 203 Aussie ute for sale on ebay France.



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>