



## THE WORM REVIEW

July 2006

I have been enjoying the convenience of having 3 legs. One of the side effects of having Shingles is that it affected my right eye and also the balance mechanisms in my ear. At its peak a trip to the toilet was a very wobbly adventure. Three months after the Shingles attacked I am still a bit unsteady and I use a walking stick on longer walks. It seems to be needed mostly when turning corners. I was thankful for the stick as it prevented a monumental prang at a corner in one of those endless hospital corridors. A tea trolley stacked high with cups and saucers was coming around the corner. As I met it at the corner I started to lurch towards it but I corrected the lurch with the walking stick. Just think of all those broken cups if it wasn't for the stick!

Much play was made on the 6th of June about the number of sixes in the date (6/6/06) with reference to the devil's number. Perhaps because of a recent best selling book. I have had two cars with a 666 as part of the registration number. A 1971 504 was KZU666 and my present 505 GTI wagon is DLF666. I haven't felt devilish at all. The 504 is still in the family. The first hand-on was to my wife, then my children, then my niece and then my great niece.



Don Tracey's 203 wagon competed in the Rerun. A shed find car that was restored mechanically. The paint job could wait until after the Rerun.

### The Rerun Trial

The 2006 Peugeot Round Australia Trial 50th Anniversary Rerun in May showed that worm-drive Peugeots still have what it takes.

The course was based on the 1958 Ampol Trial, which started in Sydney and headed north as far as Bundaberg before turning west to Roma and south through Armidale to Albury, which was the half-way mark. From there the cars headed to Echuca and Mildura, then on to Port August and Adelaide before making their way to Melbourne. The final days took the field through Lakes Entrance, Orbost, Delegate, Bombala and Canberra, before heading to the finish at Loftus, south of Sydney.

The month-long event covered 11,000 kilometres and involved more than 50 cars, including seven 203s, ten 403s and fifteen 404s.

It commemorated the victory of Wilf Murrill and Allen Taylor's Peugeot 403 in the 1956 Ampol Trial. It was not as demanding as the original event, and the dreadful weather conditions encountered in 1956 were mercifully absent. Allen Taylor completed part of the course in Neville Summerill's 403, which was also crewed by Colin Handley. Wilf Murrill is no longer with us.

The winner, after the dozens of sub-events (hill climbs, motorkhanas, time trials and economy runs) over the course of the Rerun, was the two-litre 404 of Brian and Marilyn Ward.

The Rerun was organised by Graham Wallis, of the Peugeot Car Club of Victoria, who also ran to highly successful Redex Rerun in 2003. Graham is a genius at organising these events. Event winner Brain Ward commented that Graham Wallis was a legend and praised the amount of work he had put into the event.

As a nice touch Bob Williams drove a 403 with the same registration number as Wilf Murrill's winning 403.

Good luck story of the event was the entrant who got a phone call from their partner saying that they had won \$250,000 in a lottery, enough to restore all his old cars.

Chris Kronan competing in the Rob Roy hill climb in Victoria during the Rerun.



Start them young. Bob Edwards showing his son Ben how to tightened the head of his mother's 203.





**V8 403**

Most readers will know of the V8 engine that Jim Hawker built from two 203 engines and fitted into a 403 in the 1960s. The engine was last heard of in the museum in the Philip Island race track. Tony Howman has now found and bought the 403 that once had the V8 fitted. It is now fitted with a standard 403 engine and had been used regularly by a Victorian country lady driver.

**Club Meeting**

There must be thousands of car clubs in the world but lawn mower clubs? I read an announcement in a UK magazine for the annual meeting and rally of a lawn mower club. One must wonder what happens on a lawn mower rally. No groups looking under bonnets like at car gatherings. 50 years ago motor mowers were much rarer and much more complicated machines than the current machines. The average small gardener made do with a hand mower. Only sports grounds and estates used motor mowers. I have a picture of a steam powered mower as big as a small car which would be just the thing for his lordship's estate. Now that would create some interest at a lawn mower rally.

**Windscreens**

I am amazed that anyone still drives a car with a toughened windscreen fitted rather than a laminated screen. I was even more amazed that some cars entered in the Rerun still had toughened screens. It would only be a fluke to find a windscreen for worm drive Peugeot away from a big city. One road stone flicked onto a toughened screen and it shatters into small pieces. 203s, 403s and early 404s came with toughened windscreens. My new 404 broke its windscreen, in my first week of ownership in 1967, at the corner of our street. I replaced it with a laminated one. For the rest of the time I owned the car I was finding crystals of windscreen and I became used to the sound of crystals of glass dropping onto the heater fan.

**Style side utes**

The 203 style side ute has become much sought after. These were created by Australian Peugeot distributors by cutting down 203 panel vans. They created a ute with flush sides. I have had enquires from Switzerland asking for details so that they can convert a damaged 203 station wagon. There is even a 1/43



Garry Peters took this picture of a 403 SW in France earlier this year.

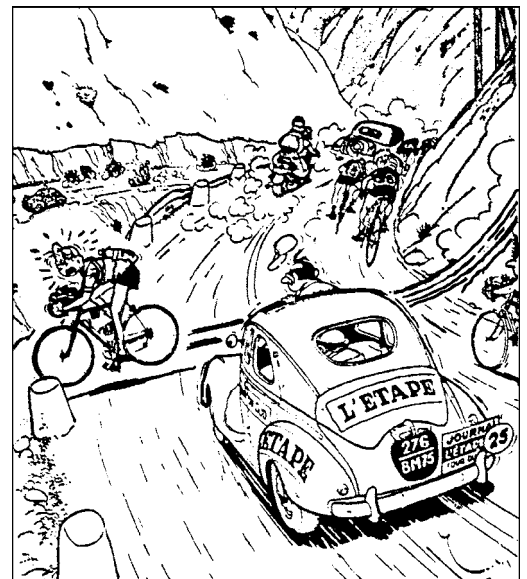


Believe it or not, this styleside ute, rescued from a tip, has now been passed on for restoration.

model available but with the wrong bumper bar and hub caps. Latest news is that a tired 203 van has been bought and arrangements made to have it converted. There are also several very tired style side utes under restoration . Some found in such a bad condition that if it was any other model it would be left for the crusher.

**New email address**

The Worm Register has a new email address: [pwdr06@ultramode.net](mailto:pwdr06@ultramode.net)  
Change your address book now.



The Tour de France will be on SBS TV soon.

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](mailto:pwdr06@ultramode.net) 403: Paul Watson 03 9889 2721 [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)  
404: Hank Verwoert 03 9783 2718 [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au) Back copies can be downloaded from <http://worm.rkweb.org>