



21 August 2002

WE have just come back from the final exploration for the 2002 Worm Drive Week End. This year it will be held at Tumut in New South Wales. 500 km from Melbourne, 400 km from Sydney and 200 km from Canberra.

The hills and valleys around Tumut are wonderful for Peugeot drives. A lot of interesting things to look at. You will enjoy the WOWE I am sure.

Fill the entry form in and send it off now. The first 15 entries received will be in a draw for a large framed Peugeot print.

This is the first time we have booked a motel for a Week End. I was surprised to find a 42 room motel in a town of 6500 people, we were able to negotiate a reasonable room rate, so we booked it on your behalf.

Last year I announced that I was retiring from organizing worm weekends and yet here I am back in the saddle again, the 14th weekend. There are two reasons I am still at it:

1. no one else put there hand up.
2. My extreme lethargy last year was diagnosed as due to an irregular heart beat. That's been fixed and I now only have normal lethargy like everyone else.

**A Senior's Moment**

I try and make sure that my three worm drive Peugeots each have a turn at being driven, although sometimes the one that is four deep in the garage at the time gets overlooked. It was the turn of the 404 sedan for a drive.

All my worm Peugeots have fuel pumps with a priming lever so I primed the carbie and tried to start. Plenty of cranking but no starting. Checked under the bonnet. Spark and petrol OK. Hmmm and more Hmmm. Then the penny dropped. I hadn't pulled out the choke!! A "Senior's moment" as they say. That's the trouble with driving modern Peugeots too much.

**2002 WORM WEEKEND**  
**TUMUT, NSW – 26th & 27th October**  
**BOOK NOW**



**King Gee.** I got an email from John Baird. John has worked for King Gee Overall's in Sydney for many years. When he was at the *L'aventure Peugeot Museum* last November he was particularly interested in some newsreel footage showing a Redex Trial 203 with *King Gee* emblazoned across the front of the roof. He asked me if I knew anything about the 203. A dip into my files found this photo. The drivers were Jim Harris and Bill Newman. It was in the 1954 Redex trial.

**403 Familiale**

I have only recently noticed that the three rows of seating in the 403 Familiale have a different folding pattern than in later models. The back row is fixed and the second row tips forward and tucks in behind the front seats. Are there any 403 Familiales in Australia? Timo Tenho in Finland has some original 403 station wagon etc rear window rubbers for sale. [timo.tenho@saunalahti.fi](mailto:timo.tenho@saunalahti.fi)



**16 inch tyres**

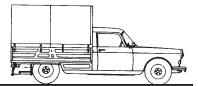
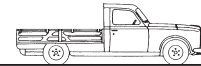
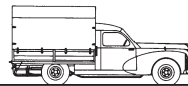
Up until about 1954, 203s delivered in Australia were fitted with locally made 16 inch wheels and tyres, not the 400 mm size that were supplied in France.

Most 203s have now changed to 15 inch 403 wheels and are fitted with radial tyres for improved handling. Surprisingly the circumference of the 15 inch radials is not all that much different to the circumference of a 16 inch cross ply, so talk of reduced speed etc doesn't add up.

You need to be careful with this change over with the very early 203 as the steering arm is longer and it can hit the rim on full lock.

This change over is not so easy for the 203 commercials and station wagons. These vehicles have 5 stud wheels, not 3 stud, and 403 donor station wagons are rare.

Mike Campbell, from the north coast of NSW, is preparing a 203 van as a Cinesound Newsreel replica for next



year's Redex Rerun and he asked me about tyres as anything he found locally that would fit the 16 inch rims was far too big for the wheel arches.

16 x 6.50 inch cross ply tyres are available from Antique Tyres in Melbourne at about \$200 each. Mike has since advised that he has found that a Dunlop 215/70R16 Grand Trek radial fits nicely. This tyre is fitted by Toyota to their RAV 4 4wd. It is narrower and less diameter than most 4wd tyres and fits perfectly onto the commercial 16in wheel, but most importantly fits into the wheel arch. It is not a chunky tread tyre but looks like a good substantial radial, and looks great on a commercial 203.

Tony Howman was in the tyre business in his working life and I mentioned these tyres to him. He checked them out and decided that they would be an excellent compromise. The tyre is wider than the originals and theoretically the low speed steering should be heavier. Also the ride should suffer because of the larger air volume. This can be adjusted by reducing the air pressure which would accentuate the heavy steering. So as Tony says, an excellent compromise.

### Collections

There is something in some of us that makes us collectors. Perhaps a carryover from our ancestors need to stock up for winter. I have been a low key collector most of my life but I have always backed off before it became too much. Six Peugeots is enough. Fifteen Peugeot coffee grinders is also almost enough. I also have small collections in other fads.



Dutch Peugeot enthusiast, Ingmar Ingenegeren, with some of his collection.

This month we joined the Geelong Weekend Rally and toured around with 110 other old cars in the Geelong area.

One stop was a property whose owner is a big collector. The picture shows my 404 sedan with an interesting shed in the background. If the outside looks interesting then you should look inside. I didn't count but over 20 internal combustion farm engines. The low revving ones on wheels that every farm had before electricity arrived. Names like Jelbart, Rolandson and Tippett (both made in Ballarat) and some from USA. Turning around there were 3 large open fronted machinery sheds with, again I didn't count, perhaps 70 old tractors. Some collector!

The best Peugeot collector that I have heard of is Ingmar Ingenegeren from Holland. At one stage he had 60

Peugeots but has now reduced the number to about 20 which is more manageable he says. He is currently restoring a 401 Éclipse (the one with the folding steel roof). He has a 404 semi-trailer to take his cars to car shows. He also collects Peugeot models and documentation. Only 2500 models so far. The picture, taken a few years ago, shows Ingmar with some of his collection.



An interesting stop on the Geelong Weekend Rally housing a large collection of internal combustion farm engines, amongst other things.

Varios magnificos regalos y entre ellos  
ESTE Peugeot 203



...pueden ser suyos!

AFEITANDOSE CON HOJAS  
**Palmera**

This Spanish advertisement from the 50s says "Various magnificent prizes including this Peugeot 203 could be yours if you shave with Palmera razors"

The Worm Drive Register is for all worm drive Peugeots in Australia. It reproduces some parts and knows who has parts, reprints manuals, and keeps in contact with owners of older Peugeots overseas.  
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