

14 October 2002

THE 2002 Worm Weekend at Tumut is looking good with almost 50 cars entered and 10 days still to go.

The Amaroo Motel is fully booked but there are 5 other motels in Tumut. There are caravan parks with cabins also. There is plenty of room for the Saturday night dinner as the Bowling Club has expanding walls (true!). I am pleased that most entries came in early. Early entries take a lot of the worry out of organising. I hope your entries were not early just because of the incentive prize offered!

The purchase of Peugeot items needs to be fitted into the household budget with its demands on other essential items like shoes. In at least 2 households that I know of there is a budget balancing mechanism in place that equates a new Peugeot model car (say) against a pair (or pairs) of new shoes. Perhaps it is time for a new currency. How about Peuros?

Lily for sale

Ivan Washington's 203 special is for sale. It is now on Club Registration but it was GLY077 hence "Lily". 1500 cc engine, twin carbies, disc brakes etc. A fine machine with a lot more performance than a standard 203. Ivan has been in Peugeots since the year dot and has rebuilt many engines for well-known worm drive Peugeots including my 203 and my 404 cabriolet. He is a thinker and the engine tweaks he has developed make the older cars nicer to drive in modern traffic. The 203 is Ivan's last Peugeot but he is still building cars. The MG GT, the Buchanan are his fun cars and one day a Lotus 11 look-alike might join them. Hopefully there will still be the windvane on Ivan's workshop to remind him of the 203.



Another 203

For the last couple of years I have had phone calls looking for parts for a 203 restoration in Bundaberg, Queensland. West Car Sales the Peugeot dealers in Bundaberg were doing the work for a customer. I knew that the car was finished because when Wests went to register the car the windscreen wiper motor wouldn't work. Easy to overlook I imagine and I got a panic call looking for a replacement. I was able to send them one. I then heard that the car had been driven all the way down to Brisbane for the Queensland French Car Day and took home the best Peugeot prize. The car is owned by Vern and Barb Lane from Woodgate, a beach resort just out of Bundaberg. Picture from Neil Dickie.

404 Brake Boosters

Later 404s were fitted with vacuum boosted brakes. First the Thermostable drum brakes and then disc brakes. The booster, a large item compared to modern boosters, was fitted into that space in the engine bay conveniently left when the engine was tilted over at 45 degrees. It has been reported that a quantity of petrol was found in a booster being serviced. The vacuum for the booster comes from just below the carburettor and so any free petrol from a worn or a flooded carburettor can find its way down the vacuum hose to the booster. The simple fix is to loop the vacuum hose to stop petrol flowing down the hose. A more positive fix is to fit a one way valve in the vacuum line. But make sure you fit it the right way round! In discussing this occurrence with a few people I was told that it has also been known for brake fluid to get into the inlet manifold through the same hose. It makes the exhaust an interesting colour I am told.

A Redex story

Neil Dickie has given me a story, hand written some ten years ago, by Michael Cortis. Michael was prompted to put pen to paper after reading about 203s and 03

Weekends. Michael's neighbour, Clive Gibson, drove in the 1953 Redex. Michael's story follows.....

Clive Gibson teamed up with Frank Kleinig in the 1953 Redex and provided Ken Tubman with some keen competition in a Morris Minor. They took first place in the under 1100ccs class. In the 1954 Redex they drove a 203A. 31 x 203s started and only 13 finished (a much worse percentage than 11 x 203 starters and 10 finishers in the 1953 event). In 1954, 247 cars started and 124 cars finished. Ken Tubman started in the 1954 Redex but he didn't finish.

The 1954 Redex was a truer test of vehicle reliability and driver skill as heavy penalties were introduced for replacement of worn or damaged parts and major components were marked with a special paint.

Clive related how, out in the middle of red "bull dust" land, their 203 started to lose power and eventually stopped. Under the bonnet they found that the oil bath air cleaner was overfull with a mixture of oil and red dust and was restricting the air flow to the carburettor. They had been driving for hours in the dust cloud wakes of other competitors. Later they passed a stranded Holden with no engine compression. Without an oil



bath air cleaner the early Holdens couldn't cope with the dust.

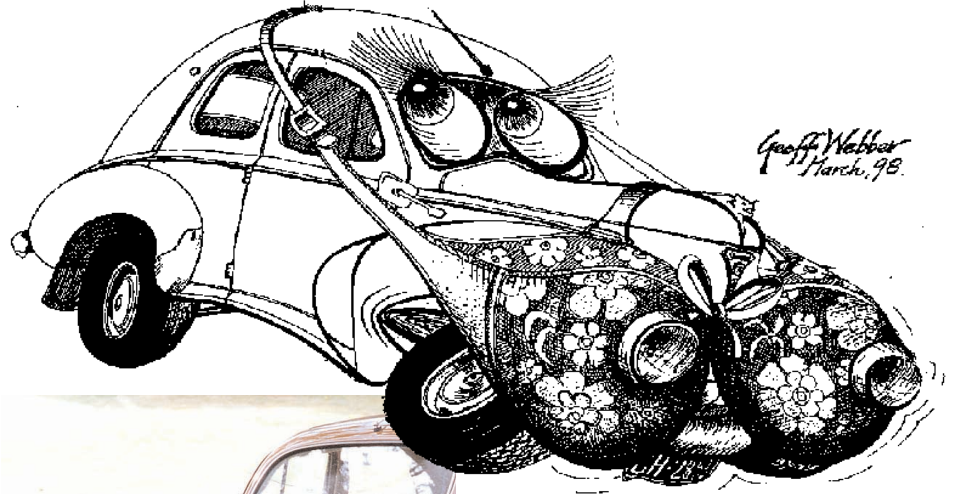
Ken Tubman retired on the Mt Isa to Darwin section with propeller shaft problems in his 203.

Near Marble Bar Clive came across Jack Brabham's Holden with the body almost split in two from metal fatigue. The Holden had just crossed a boulder strewn creek bed and that was the final straw!

The only points that Clive and Frank were to lose in the 1954 Redex were at the secret Mt Isa and Cloncurry check points for being too early. They lost 38 points and finished in 27th place. They were the 3rd placed Peugeot.

Keep your cool

Many of our older cars are on Club Permit registration with a much reduced fee but with a very restricted use of the car, basically for using on Club listed events only. The Police are not always



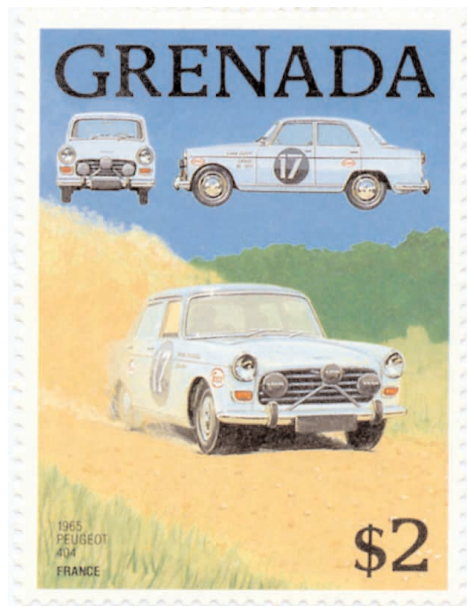
Protection

Some worm drivers fit a "Car Bra" to their restored cars as protection from stone chips during country drives. They are not the most attractive car accessory so Geoff Webber decided to design one with more appeal. His wife was a bit worried about Geoff when she realised that he was borrowing from her undies drawer. All was explained however.

fully familiar with the Club Permit scheme and sometimes ask a lot of questions. At a recent big swap meet Police checked a lot of the Club Permit cars attending. Asked questions, checked paperwork and, with a few, did a roadworthy check. One driver got a bit upset and vocal at the attention that his car was receiving and naturally the car got more attention including an under bonnet check! As the Police left he slammed down the bonnet. A headlight fell out and broke. The Police returned and issued an unroadworthy notice. So keep your cool.

When your car is being driven with a Club Permit you must carry your

registration papers in the car. It also pays to have a copy of your club magazine etc listing the event you are driving to.



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.

Back copies of the Worm Review can be downloaded from www.pcll.org

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403s are still in daily use in the south of France. Christina Alvner took these pictures on a recent holiday.