

20th September 2001

ENTRIES for the 2001 Worm Weekend at Maldon are now at 31 cars.

With 6 weeks to go, this is well ahead of bookings, at this stage, in previous years. So I have a feeling that we will get a big turn out of worms.

Two cars from Queensland and 11 cars from NSW and ACT and the rest from Vic. Peter and Carolyn Flanagan, from Canberra way, who we haven't seen for a few years, will be there in their very rare 403 panel van.

I was concerned, initially, that more people were booking accommodation other than at Derby Hill. Perhaps the words "School Camp" frightened people. There is nothing second rate about Derby Hill. Perhaps I should have referred to it as the Derby Hill "Resort". I have stayed at Resorts inferior to the Derby Hill School Camp.

Fifty one persons have booked for the Saturday night dinner. The absolute maximum for the dinner is 70 so don't wait too long or you will miss out on this highlight of the week end.

Vietnam

I wrote last month about a 403 cabriolet in Vietnam. The advice from the 403 cabriolet guru in Paris was that the engine number indicated a 1960 sedan. Not encouraging, but it could have had an engine swap.

Eventually some pictures arrived and they confirmed that the car was a 403 sedan originally.



One of the 203s that completed the Le Cap Paris re run earlier this year, on its way to the International Peugeot gathering, in Italy, in June this year.

The conversion is very good indeed, and while the purist may look sideways, the new Australian owner is well pleased with his purchase.

If you look at the picture the most obvious giveaway is the windscreen and the framing of the vent window in the doors. The top corners of the cabriolet windscreen are squarer than in the sedan. In the cabriolet the pressed steel door framing finishes at sill level and the vent windows fits in a fabricated metal frame.



This picture came to me from an email contact of Russell Hall. It shows Robert Amos's father standing beside his Peugeot 172 in about 1925. Taken in NSW. This is only the second period photo I have seen of a 172 in Australia. Robert tells how his father had some sayings one of which was, referring to an inferior make of car, "That car is so bad it needs a monkey sitting on the back to pick up all the nuts". My 172 is getting a bit more work done on it again after a break of a few months.



Left: The cab from Vietnam, and (right) an authentic one.



When a car is as rare as a 203 coupé, only 953 were made, no matter what the condition it is in, it is recovered. A sedan in this condition would not be considered for restoration but Stéphane Joly in France is obviously very pleased with his find.

Water pump

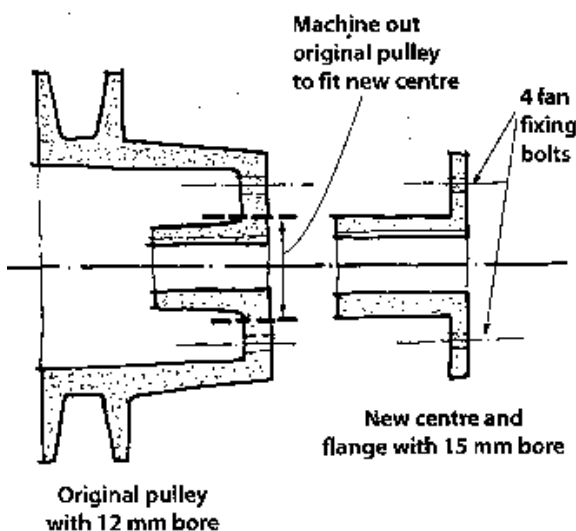
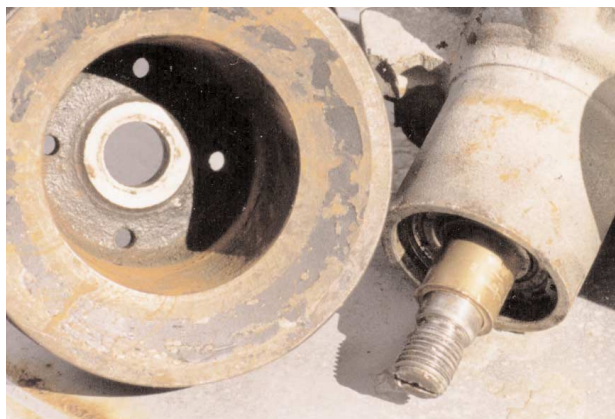
I got a call from a Peugeot workshop looking for a 203 water pump. I put them onto Sam Mechkaroff (03 9848 2764) who has a stock of pumps.

The pumps that are readily available have a 15 mm diameter pulley shaft whereas most 203 fan pulleys have a 12 mm bore. Further discussion disclosed that the 203 was fitted with a pump with a 15mm dia pulley and that someone (not the workshop) had adjusted its 12 mm pulley to fit. For adjusted read "butchered". A replacement pulley was needed.

I had a spare 12 mm pulley which I delivered, as I was passing the workshop.

The butchering consisted of machining off most of the interior boss and keyway from the pulley. A piece of copper tube had been cut with a hacksaw as a spacer with not very square ends, slipped over the shaft, and the hole was drilled out to 5/8 inch (not every one has a 15 mm drill!). The hole was a bit sloppy on the shaft so a piece of wire was wrapped round the shaft as a spacer!

With the nut well tightened this assembly spun away at 3000 rpm without the benefit of a key way. Only a week or two before, I had been told of a car restorer who had been killed when blade had broken off an old fan!



I gave the workshop the sketch of the conversion I did on GRM203 10 years ago. A better solution. (See above)

To be fair on the butcher, it would perhaps be necessary to know where the conversion was done. If it got him home from being stranded in the outback then full marks for ingenuity, but not otherwise.

2001 WORM DRIVE WEEKEND

MALDON, northern Victoria

NOVEMBER

9TH, 10TH & 11TH

Ring or email for an entry form

Batteries

With 5 registered Peugeots in my shed and another one getting close to completion, there is always a problem with batteries. I was always finding a flat or kaput battery so I decided to share 2 batteries between the 3 restored cars.

Now when a car is at the back of a garage with 3 cars in front of it, laziness takes over and the more accessible cars tend to be used.

Even more effort is required if a battery needs to be changed over. I have just been given the use of half of a next door neighbour's double garage. It opens onto the street and is very convenient. So I went looking for a battery. I couldn't believe it. Kmart had a suitable battery for only \$39.50, less than half of what I expected to pay. So I bought one and I will report on how long it lasts!

Message from above!

It was one of those perfect Spring days. No wind and a totally clear sky.

Clear, that is, until a skywriter started writing.

Fro99 we thought
Then *Fro99y*.....hmm?

Then *Fro99y.co*.....

Aha!!! *Froggy.com.au*

So I had to log on, didn't I?

Nothing to do with our French friends.

Just another Internet Service Provider croaking for business.

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

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