



15th October 2001

**F**ORTY-ONE cars have booked already for the 2001 Worm Weekend in November. Very encouraging with more than 3 weeks to go.

The bad news, if you haven't booked yet, is that the Saturday night dinner is fully booked and that there is only a little single shared accommodation left at Derby Hill.

16 x 203s, 13 x 403s, 11 x 404 and one other. We will see you all there.

### The worms get through

Getting to an 03 (now worm) weekend has not always been straight forward.

Dennis Edwards was driving his hot 203 with a 2 litre engine to the 40th birthday of the 203 at Bundanoon in 1988 when the differential bolts failed. Dennis pushed the 203 over a drain and rebuilt the diff beside the road.

John Colman's 203 broke a back axle on the way to the first weekend in 1989; in the middle of the entrance to the then Tullamarine Freeway. Earlier that year the 203 had crossed Australia to Broome and back on a Variety Club Bash but the axle chose a Friday night peak hour to break.

John rang his son who brought a spare axle up 100km from Torquay and the axle was replaced in the car park of a nearby undertakers.

On the same weekend Peter Flanagan was driving a borrowed left-hand-drive 403. It was fitted with one of those zone toughened windscreens that craze into small "pebbles" when hit by a stone except for an oval clear zone in front of the driver. A stone hit the 403's windscreen and Peter was driving along peering through the clear zone when a police car travelling in the opposite direction did a smart U turn and pulled Peter over. There was an interesting expression on the officer's face when he realised it was a left hand drive car and that Peter could see!

203 and 403 parts are not all that common in country Australia but there have been some interesting finds in moments of need. Tony Howman broke a windscreen in his 403 on the way to the 1999 weekend at Lake Fyans but he drove on behind a pair of sunnies as some protection from the chilly blast of air. He stopped to fill up with petrol at a small country town when the driver at the next pump said 'You've got a problem. If you follow me round the corner I can fit a new windscreen for you'.

There is another back axle story with a 403 breaking an axle on a remote road beside the Murray River. There was a farm house on the other side of the river so the driver swam the river to see if he could phone for help. When he explained his problem to the farmer, he was advised that there was no need to ring as there were a few 403 back axles in the shed.

When I started restoring GRM203 in 1990 the differential needed replacing. I had bought a second hand one which would have got me by but then I drove into a service station in Echuca in the 505 for petrol, when the owner, seeing I was driving a Peugeot, asked me if I knew anyone who wanted a new 203 worm and wheel set. He had ordered the parts in years before for a 203 but the owner had died before he could fit them. Yes I did, and they are in GRM203.

### Swedish Worms

I presume that the fact that the Worm Review is sent out by email is why it has been mentioned in the magazine of the Svenska Peugeotklubben, "Lejonet".

In the last week I have had 9 emails from Sweden asking to be added to the email list. Welcome to Sara, Lars, Mats, Harriet, Roland, Lars-Göran, Jonas and Bengt. The worm email list is now almost 100 persons in 14 countries.

### UK 403

John Waller drives a 403 in England. They are rare in UK. In recent emails he reported on fitting a magnetic disengaging radiator fan to his car. In September he tested his petrol consumption on a 1700 mile round trip to the south of France.

With steady long distance cruising at from 50 mph to 60 mph he averaged 37 miles per gallon. This is an improvement of 2 to 3 mpg on consumption on similar previous journeys with a fixed fan. John speaks French and he had a lot of fun calling on other collectors of 403s, including one with about forty 403s! And some wives complain about our small collection!



### Drive In

The first "Drive In" picture theatre in Australia was the Skyline in Burwood, Melbourne. It opened in the mid fifties.

This promotional picture shows a famous bonnet profile. There was a TV feature on drive ins recently. A film clip from the past showed a 203 being directed to its ramp by a white coated attendant. The same attendants were checking car boots for mates trying to get in for nothing. I wonder how many mates you could fit into a 203 boot?

## 2001 WORM DRIVE WEEKEND – MALDON

NOVEMBER 9TH, 10TH & 11TH *Ring or email for an entry form*



**Wedding Worms**

We were approached by a family who, for 3 generations have been Peugeot owners, to provide four "old" Peugeots for a family wedding.

After some discussion we offered my 404 sedan and 203 and John Marriott's 203 and his newly restored 403. Paul Watson and Sam Mechkaroff were to be the additional drivers.

John's 403 was only finished on the Friday before the wedding. In fact the wedding was a useful lever to get the car finished at last.

We all met at John Marriott's place, tied on the ribbons and bows, and as parking was difficult at the bride's house, waited for a phone call saying that the bridal party was ready.

The trip to the chapel was less than a kilometre. Two hours later we drove the wedding party to the reception. It was an interesting but long day with a lot of waiting around.

**Batch of 403 windscreens**

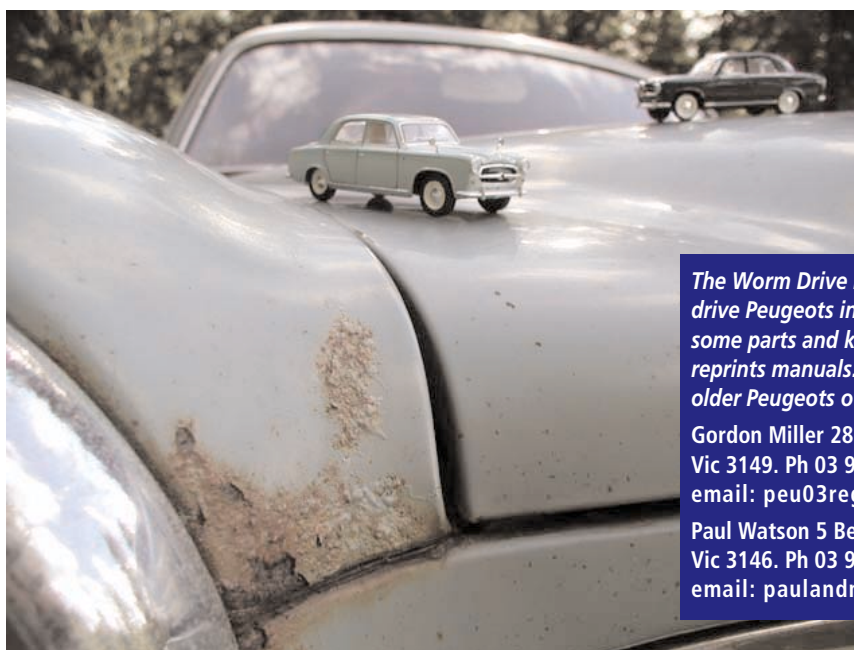
We are getting reports that 403 windscreens are harder to find and that when they are found they are priced at three or more times what we used to pay for them.

We can get a batch of new laminated screens made that would cost (depending on quantity ordered) about \$200.00. If you have a 403 you should have a spare (or two) windscreens in your shed. Expression of interest please to Paul Watson. Don't just assume that you will find one when you need it. We will not be keeping stock. You order and you store.

**It is always difficult to find a background for photographing model cars. This photo from Sweden shows an appropriate landscape complete with erosion.**

My day didn't start too well as when I tried to back the 404 sedan out of the shed it wouldn't move. A back brake cylinder had been leaking slightly and 'glued' the brake shoe to the brake drum.

In a slight panic I removed the wheel and brake drum and cleaned up the 'glue' with CarbiClean. The 404 missed out on the intended wash and had to make do with a quick chamois.



There is a question I must try to get an answer to. How come Sam always gets to drive the bridesmaids?

*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.*  
Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149. Ph 03 9807 3586 (9am to 9pm) email: [peu03reg@netSPACE.net.au](mailto:peu03reg@netSPACE.net.au)  
Paul Watson 5 Beatrice Street, Glen Iris, Vic 3146. Ph 03 9889 2721 email: [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)