



A line up of some of the cars on the recent 10 day Worm Wander through south eastern Australia.

October 16th 2004

WE are just back from Lake Hume after putting the final touches on the 2004 Worm Drive Weekend. 45 cars have entered which is less than last year but still a good number. I am particularly taken with an 8 km drive along a mountain ridge to a mountain look out. Very twisty through lovely white gum trees. There are Lyre Birds just off the summit. The thought has occurred that the Lyre Birds, being great mimics, will be adding a worm drive exhaust cackle to their repertoire.

Finding an oval for the photo line-up involved a lot of driving. There is a big Army supply base in the area and it was frustrating to drive past all the ovals behind the Army barracks. Public use of the ovals has been stopped since 9/11. We eventually found a delightful oval and as luck would have it the Cricket Club committee were preparing the turf wicket for Saturday's game. The President had a restored early Chev so we got on well and a deal was done.

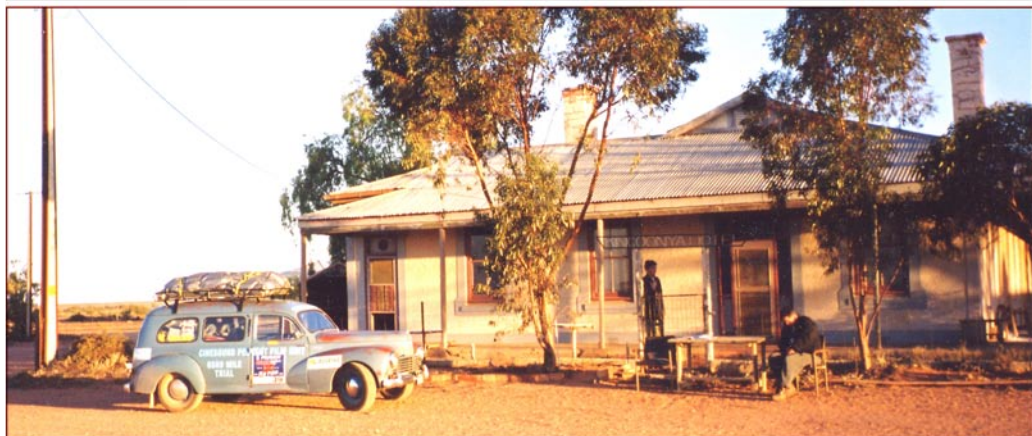
We will be staying at a tourist park for the weekend. The park has boom gates at the entrance with a key pad. Key in a pin number to open. The park thought that it would be a good idea to give each car a pin number the same as the last 3 letters in the registration number. They soon discarded the idea when they realised that 203, 403 and 404 seemed to be repeating in the registration numbers.

The 407

Have you had a look at the 407? Check the huge front overhang. It would be a wipe out on the first creek crossing in the outback. It looks like the box with a wheel in each corner design criteria is no longer with us. The sales types tell me

that the front design is to meet an ECC regulation to make cars more pedestrian friendly. I checked with an automotive design Engineer friend and he said that at this stage it is an ECC directive only, on pedestrian safety. Space between the bonnet and the engine to allow the bonnet to deform. All this reminded me of my courting days many years ago when I used to travel regularly on the Victoria Street tram in Melbourne. The trams then had an open section in the middle without doors. One evening there

was a very cheerful drunk sitting on an outside seat. Victoria Street is narrow and has many corner pubs. Just as the tram started to slowly move off after stopping at one corner with a pub the drunk decided he felt like another glass and stepped off the tram into the path of a slow moving car between the tram and the kerb. Like a well-rehearsed stunt, the car nudged him on the backside and propelled him with legs and arms rotating like a cartoon character straight through the door of the pub.



The classic Westren collection picture from the 1953 Redex Trial shows a dozing official at the Kingoonya control. Skip Verhagen composed a rerun of the picture during last year's Redex Rerun. That's Skip having a doze."



Translations

Last month I wrote about the load plate on the Dutch 203 Limosine Commerciale. I was right saying that CU = 490 kg is the maximum load to be carried. PM = 1190 kg however means 'Poids en ordre de Marche' i.e. the kerb weight. If I had done some simple arithmetic I could have worked that out for myself!

I use the internet translation sites sometimes. They are handy when buying on Ebay for instance. I suspect that the translations are not perfect but usually I can understand the English translated from the French and it seems the French understand the translation from my English.

It is easy to smile though at some results. I was browsing through a website offering details of a walking/cycling tour through the historic Peugeot sites in the Doubs region. I ran it through a translator and one sentence could definitely be rewritten. "In 1850s Jules and Emile Peugeot made fortune in the female lower parts by manufacturing million crimalines". The reference is to the spring steel hoops that Peugeot made to support the crinoline fashion.

Something new in 203s

First there was the Aussie 203 ute and now there is the Aussie 203 ambulance. Not like the French 203 ambulances



Damien Jenkins' 404 ute with rear sleeping quarters, ready for the Worm Wander

that were a box on the back of a 203 pick up. This one has a special wider longer body that blends in with 203 roof line. Skip Verhagen found it in Western Australia, shipped it to Queensland and has restored it. Skip is looking for anyone who knows anything about the history of this type of ambulance.

Rare parts

Alan Robertson in Tasmania has a brand new 203C early 403 worm and wheel

set for sale. For the sedan. Also a set of brand new plastic surrounds for the 403 steering column. Right hand drive. He is about to list them on Ebay but if someone wants to get in first with an offer he can't refuse, ring him on 03 6263 4433.

Montlhéry cést fini

Montlhéry, the concrete Autodrome outside Paris is closed. It's all over. Safety problems, European regulations, insurance costs, etc, etc. All kinds of excuses to close it to public entrance. It belongs to a group of car manufacturers (including Peugeot!). No one wants to pay to repair it. Opened in 1924 it has been used for many car and moto races, club events, Gran Prix races and many record runs like kms in 24 hours etc. I dare say that the developers will move in as soon as possible.



Skip Verhagen's newly restored 203 Aussie ambulance.

Below: French 203 ambulances



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 <http://worm.rkweb.org> Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am-9pm), pwdr04@ultramode.net Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, paulandnola@bigpond.com