



THE WORM REVIEW

November 2007

It is October and as I write only 10 days until the 2007 Worm Weekend (WOWE). These weekends started as 03 Weekends in 1989, for 203s and 403s, and later changed to be for all worm drive Peugeots. I get a bit nostalgic about this time of year as my birthday is in October and I miss joining in with older Peugeots at the weekends. 2004 was my last WOWE and since then my health has prevented me joining in. Next year, 2008, will be an important year. It will be the 60th birthday of the 203. The entries for this years WOWE seem to be well down on previous years. The biggest number of entries to a WOWE was at Young in 2003 with 63 cars. There seemed to be a surge of interest following the Redex Rerun that year (celebrating 50 years since the 1953 Round Australia Trial that was won by a 203). Perhaps other events this year may have diluted interest in the WOWE or perhaps owners of worm drive Peugeots are getting older and less able to drive the often long distances to the weekend and perhaps the worm drive enthusiasm hasn't yet infected younger drivers.

Those numbers

True worm drivers spot the magic numbers (203, 403 and 404) in all sorts of places. Road signs are a favourite spot and also cricket scores. I was looking back in my files for details of the 1989 03 Weekend at Cobram. I noticed that the north point on the how-to-get-there map also had 203 degrees marked.



Guy Nolleau, our Paris correspondent, signs up a new club member at a recent car show.



Glen Vagg negotiating bull-dust near Broken Hill on his way back from the Flinders Ranges

Oil loss

A 403 was driving from Canberra to Wonglepong (yes there is a place called Wonglepong. It is inland from the Queensland Gold Coast) when a loss of oil was noticed. A passing mobile mechanic stopped to help and identified a cracked sump. He provided 2 litres of oil and the 403 proceeded with many stops to top up oil. Back in Wonglepong a closer check showed that the aluminium oil filter case was loose and that is where the oil was leaking from. It appears that there was no damage done to the engine. There is a nice film of oil over the underside of the 403 which will probably slow down any rust that tries to take hold.

So add checking the oil filter to your under bonnet checks.

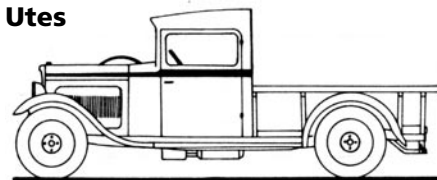
I have a stock of neoprene gaskets for 203, 403 and early 404s. Much better than the paper gaskets that come with the oil filters. AU\$3.00 each. Postage AU\$1.00 for up to 4 gaskets. Email for postage outside Australia.

403 open wheeler

In July I told the sorry tale about Bob Pinkerton's 403 open wheeler race car

being badly damaged in the rear while being transported East From Perth for the Winton historic race event. The car has now been repaired and Bob says it seems to be going even better than before. He observed that perhaps we all sometimes benefit from a boot up the backside! He won its first race after repair at Collie.

Utes



202 Cabine Plateau from 1931

Australians are regarded as being inventive. From the stump jump plough, the black box flight recorder, penicillin and of course the ute or utility. The story told about the ute is that in 1933, a Gippsland farmer's wife wrote a letter to Ford Australia, "Can you build me a vehicle that we can go to church in on Sunday without getting wet, and my husband can use it to take the pigs to market on Monday?" Ford then produced the now familiar vehicle with a single seat cabin in front with an open tray behind.

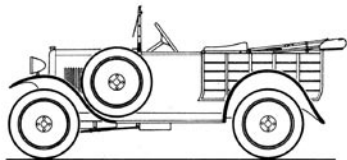
Bob Pinkerton at the front of the grid at the Collie Motorplex after his 403 special had been repaired.



The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.

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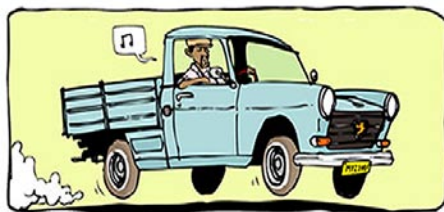
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172 Normandy cart from 1925

10 years before 1933 Peugeot and other French manufactures were producing a body style they called a Charrette Normande or Normandy cart. Seats for 2 in front with a tray behind with a tailgate for easy loading. Peugeot models 163, 172 and 177 are listed as having Normandy cart styles. These were all variations of tourer bodies and perhaps were not a dry as a closed body and certainly those up front would share the aroma from the pigs behind. In 1931 Peugeot produced a 201 Cabine 2 places avec plateau. It had a closed cabin up front with a tray behind. So who did invent the ute?

The name ute seems to have stayed in Australia. Most other countries refer to it as a Pick Up. Even in France it is often referred to as le Pick Up. In South Africa it is known as a Bakkie and a 404 Bakkie is featured in a cartoon strip.



A correction

Last month I wrote about the International Peugeot gathering in Slovenia and how one of our Australian participants, Ros, spoke briefly in French at the trophy presentation and that this was much appreciated by the other participants. She actually said "Thank you very much" in Slovenian. Ros had studied Russian while at school. She realised that Russian and Slovenian had a lot in common and with a bit of coaching was able to say the few words.



Hatari



La cuisine au beurre



Columbo – The Most Crucial Game



Fantômas



La carapate



Le casse



Le permis de conduire



Two for the Road



Nous irons à Deauville



Niente rose per OSS 117



Mannen som slutade röka



The Day of the Jackal



Les grandes gueules



Le vélo de Gbislain Lambert