



Line up of cars at the 2004 worm drive weekend.

18th November 2004

ANOTHER Worm Drive Weekend has been enjoyed. At Lake Hume this time. Fewer cars than last year at Young, but 47 cars is a good number. With the original entries this time there were no ring-in non worm Peugeots which was probably a first. Torrential rain in NSW however persuaded one or two entries from up north to switch to a more comfortable car to drive in the rain. The drives around Lake Hume were scenic and the more adventurous enjoyed the 8 km diversion up the second gear track to Mt Granya. The Saturday night dinner was one of the best we have had. During the dinner the incentive prize drawn from the first 25 entries received for the weekend was drawn. It was won by Malcolm Pollitt and I don't think that I ever seen a more happy prize winner. The prize was a large mounted 1930s Peugeot poster. Not one of the usual posters. The Sunday morning drive was through Tangambalanga to the Kiewa cricket ground for the traditional line up for a photo shoot. Only half the cars completed the scenic figure of eight drive through Yackandandah after the photo shoot. One car in the middle of the fleet read the sign posts rather than the map and took the rest of the fleet straight to the lunch spot. (We know who you are and next year we will put you on a tow rope to keep you on the correct route). Lunch was at the big Army museum at Bandiana. Mostly army transport – no Peugeots.

There were 2 recently restored 403s at the Weekend. Don O'Regan was in his 1955 403 sedan. This is a very early car, number 2006909. Only 6909 cars into the production run. Detail differences from later cars were noted. Bob Taylor was there in his 403 ute. 403 utes are rare. They usually had a hard working life. Bob's ute looks beaut (a beaut ute?) and the light blue really sets it off.

Tyres for worm drive Peugeots

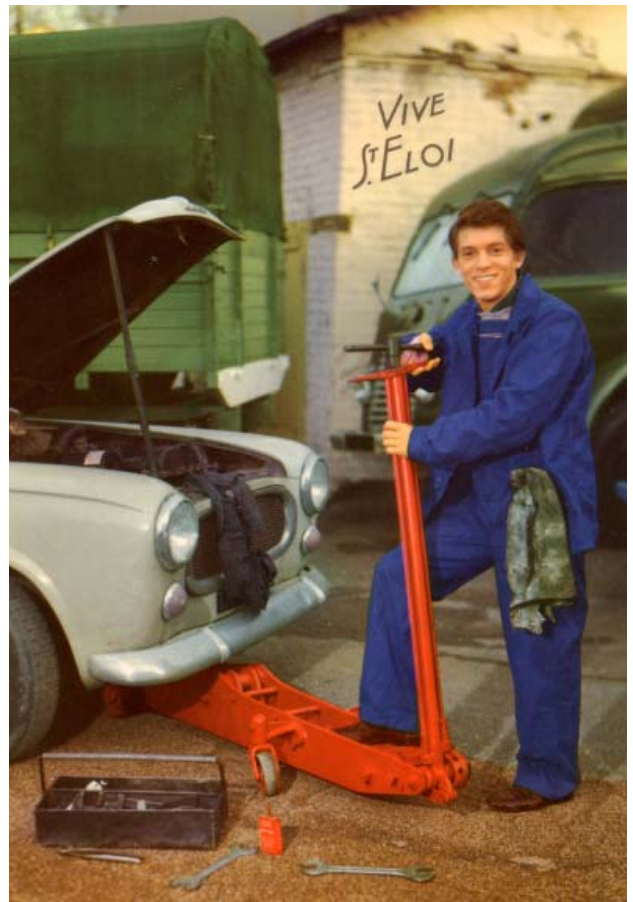
Our trip to the Worm Weekend was going well up the Hume Freeway. I was really enjoying the new 1500 cc engine in GRM203. About 30 km out of Albury a right hand rear tyre destroyed itself. Why? We can only assume that there was a slow air leak and that while running at 110 kph, under inflated, the tyre over heated. The wire construction of a radial tyre was clearly visible. I had checked the tyre pressures the night before. The tyres are Michelin ZXZ tubeless. I run tubes inside the tubeless tyres because I have been told that the 203 rims are not safety rims but I am considering getting rid of the tubes. I had a long chat to Tony Howman at the week end. Tony ran a tyre business for many years and he knows tyres. He also knows worm drive Peugeots as he owns 203s, 403s and 404s. He says that the perceived safety advantage of using tubes is far outweighed by the disadvantages. He made the following points. There is not a big market for tubes these days and most available tubes are poor quality. The inside of radial tyres is not smooth and tubes can be chafed. The extra rubber of the tube means that the ability of the tyre to dissipate heat is reduced. Tony also suggested that the slow leak may have been from the valve, especially as I had checked the tyres the night before. He said to always put some spit on the valve to check for leaks before

putting the valve cap back. He also said to throw away plastic valve caps and replace them with metal ones with a rubber O ring. They give a secondary air seal. I was able to get a replacement tyre in Albury. Not a Michelin but a brand made in Taiwan. It is now the spare so GRM203 is still running on Michelins.

Emma Chisit?

Ray Vorhauer's 202 ute was written up in the Melbourne "Age" newspaper last month. In the weekly Drive section. A well written story as we have come to expect from Kevin Norbury. Ray should be taken to task however for revealing how much he spent on the ute's restoration. Now questions will be asked in other households with restored cars in the garage such as, "Just how much did you spend on restoring that old car?"

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



For those of you who have been relying on a St Christopher medallion on your dash board should note that he is the patron saint of travellers. For things mechanical the patron saint is St Eloi. He was originally a blacksmith but by progression he now keeps an eye on things mechanical. Postcard from the Nolleau collection.



2004 WORM WEEKEND - ALBURY



NSW
JK-203

Photo line up on Sunday morning at the Kiewa cricket ground.

Worm Weekend photos by Annie Brown, Gordon Miller and Paul & Nola Watson.



Early morning at Lake Hume



Don O'Regan's 1955 403.



VIC
RV-203

Bob Taylor's 403 ute.



Bill Hamilton's V6 404 on the way to Mt Grayna.



Typical under bonnet discussion



203s on the Saturday afternoon drive

VIC
FOR-04



VIC
GRM-203

CH-8117

The Verwoert's famous yellow wagon leading out of the Lake Hume Tourist park.