



17th November 2002

If you missed the 2002 Worm Drive Weekend at Tumut then you missed the best one yet.

50 cars entered for the weekend. Not all were driving worms but the non worms all had an interest in worm drive Peugeots and most had a worm at home either under restoration or waiting to be restored. Almost 100 people attended.

Tumut was green and this surprised many drivers. Australia has had below average rainfall for several years and this year is real drought through most of the continent. The locals admitted that the country was green but qualified it in true farmer manner by saying that the grass wasn't very long!

The convoy drives were on ideal Peugeot roads. Third gear climbs, sweeping curves and views down the valleys.

Batlow is famous for apples and seeing the bags of apples purchased at our stop at Springfield Orchards would surely ensure that the doctor would be kept away for many a day.

At the hydro power station tour on the Sunday it was hard to get the scale of the pipes and buildings. A picture of a double decker bus inside a pressure pipe got the scale right. And the generators and turbines were on a shaft 10 stories high. One person had to ask our guide how often they had to change the oil!

This is the first time that a weekend has been based at a Motel. In the past we have tried to find school camps with bunkhouses or caravan parks with cabins. Last year only half of those attending chose to stay at the camp. The rest stayed at motels. This split up the cars and the continuous rubbing of shoulders and looking under bonnets that is one of the best parts of these weekends was missing. By everyone accepting motel accommodation this year, you have indicated that this is your preference and future Worm Weekends will be based at Motels.

Fewer words in the Worm Review this month but lots of pictures. Enjoy them.



Climbing up the hill on the way to Batlow during the Worm Weekend. Photo: Annie Brown.

### Wowe 2003

With almost a 100 worm drive Peugeots taking part in the 2003 Redex Rerun around Australia for a month in the middle of the year we are wondering if you will have had enough driving or be ready to drive off again to a worm Weekend at the end of October 2003. It would be a chance to talk about all your experiences again, so maybe you will all be bursting to attend. Feed back please.

### Seat Belts

I was appalled to see that some cars at the weekend were not fitted with seat belts. Older cars are not required by law to be so fitted. 203s etc are not as crashworthy (crumple zones etc) as modern cars and any additional protection that can be obtained by fitting seatbelts is, I believe, essential. And don't forget the suicide doors on 203s. A seat belt will at least keep you and your passenger inside the car!

### Miles per gallon

I drove the 404 cabriolet to Tumut. Mainly because some northern friends hadn't seen the car since its restoration. I promise that I will drive one of the other worms in my shed next year!

As I had been fiddling with carburettors (it now has a Weber carburettor), I was interested in the miles per gallon on the long drive to Tumut and back.

A log was kept of the miles and fills. Back in Melbourne I filled up again to finalize the figures.

Two days later the temperature reached 33 degrees. Late afternoon I noticed a big pool of petrol under the back of the cabriolet in the garage. The petrol had expanded and overflowed in the heat. I

then remembered that this happened with a new 404, my first Peugeot, in 1967. So go for a drive after you fill up a 404 if the weather forecast is hot. Within 3 metres of the back of the cabriolet there is a cupboard for a gas central heating furnace. This was shut down for the summer. What if?... no I don't want to think about it!

I got 33 miles per gallon. This is OK considering the short tripping and 3rd gear climbing we did at Tumut and the 70 mph limit we sat on up and down the Hume Freeway.

### 404 Water Pumps

I got a call from a 404 driver looking for a 404 water pump as his regular supplier would not have stock until Xmas.

Most Australian delivered 404s did not come with a disengaging fan. I suggested that he look at fitting a 504 water pump with a magnetic disengaging clutch. Both my 404s have had a 504 pump and clutch fitted and the fan only comes on in stop start traffic. The front corner of the plastic fan blades needs 20 mm trimmed off at say 45 degrees, as the blades sometimes flex under load and hit the radiator. The threaded piece for the temperature sensor needs to be sourced and soldered into the bottom tank by a radiator man.

*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 [www.pctl.org](http://www.pctl.org)

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