



THE WORM REVIEW

March 2007

The whims of bureaucracy are world wide and I think that we have all learnt to bend to their word today and sway back and try again tomorrow. Such was the case when I applied for a club permit for my newly finished Peugeot 172. For the benefit of those outside Australia a club permit allows an older car to be driven on public roads on car club events without the cost of full registration.

I fronted to the counter and presented the appropriate form correctly filled in and signed by the club secretary as required and also a letter from the club safety committee approving of the car.

The lady behind the counter worked her mouse a lot and I noticed her typing Peugeot several times (perhaps she was spelling it incorrectly). Then she gathered up the paper work and disappeared for 10 minutes. She returned with another lady who explained that although the letter of approval from the PCCV safety committee wrote that the car was a Peugeot 172 she said that she needed the engine number to positively identify the car being approved. "You might have several Peugeots." I said that it was the only mobile yellow 172 in Aus and that the engine number was on the application form but that didn't help.

The safety approval letter had been signed by the 3 members of the PCCV safety committee but she said that the Vic Roads data base had no record of the names. So I walked away without a set of red plates.

The club secretary got on the phone and eventually got onto the person in charge of club permits. After a search they found the letter that had been sent in listing the safety committee members. Yes, it would be added to their database.



Worm drive Peugeots at the French car day in Pretoria South Africa



South African 403s. Dawid Botha on the left.

A new letter was typed and signed and I fronted the counter a week later. "Club permit application," said I passing the form and the new letter over the counter. The bloke behind the counter glanced briefly at the form and signed it. The club letter was ignored completely. He turned to a filing cabinet and produced a pair of red plates and directed me to the cashier. The cashier was the same lady who handled my application the week before having her turn at collecting the money. I bent my knees so that she wouldn't recognise me! She didn't. I paid my money and left quickly clutching my plates.

More special wheels

Alastair Inglis in UK responded to the story about Robergel wire wheels for the 203 with pictures of Pilot brand alloy wheels for the 203. The picture was taken at a swap meet in France and the asking price was €1000.00 (say \$1600.00). Alastair has also sent me pictures of a 203 with genuine Jaguar wire wheels. An adaptor plate has been used. Somehow they don't look right on a 203.



THAT NUMBER. Owners of 203s seem to notice when the number 203 appears on road signs (203 km to ...), cricket scores etc. I noticed a new one recently. In 1927 Henry Segrave made a new land speed record of 203 mph.



John Marriott presented with his trophy by the French Consul.

French Car days

Francois Swanepoel from Pretoria South Africa has sent me pictures from a French car day held in that city. The recent Melbourne French car day was made very uncomfortable by gale force wind. For some the day was spent holding down sun shelters and flag poles. John Marriott won the prize for the best worm drive Peugeot (again!) for his superb black 403.

Paul Watson has been given an album full of car cards from the 1960s. The cards came in packets of breakfast cereal.



Garry Peters' early 404 at the Melbourne French car day.

Hot Secret

Another petrol additive to replace lead has been developed in secret in India. It is rumoured that the main ingredient is also used in curry. The use of a secret curry ingredient as a petrol additive makes sense. It is probably the additive that curry addicts use to control their exhaust valve erosion. If it works for humans it should work for cars!

Too many cars

I have reluctantly come to the conclusion that having 6 Peugeots in my garage is too many Peugeots. Now that age is creeping up on me I have been driving my collection less and less. So I am prepared to listen to offers for my 203, my 404 sedan and my 404 cabriolet. All cars are in concours condition with low km fully balanced tweaked engines. Don't expect bargains. If you are thinking of buying a worm drive Peugeot to restore the asking prices will be less than the cost of a full restoration.



5 PEUGEOT 403

One of France's most popular cars, with an impressive Trials record. 4-cylinder "over-square" O.H.V. engine develops 65 b.h.p. Engineering features include alloy cylinder head and detachable wet cylinder liners. Max. speed approx. 84 m.p.h. Averages 31 m.p.g.



Disaster averted

A friend bought a 4 litre can of paint stripper. He left it on the back seat of his modern Peugeot while he did some further shopping. It was a 30 degree day in a Melbourne summer. When he returned he was alarmed to see the tin bulging ominously. He quickly removed it and doused it in water. The "what if" consequences of the tin bursting were very alarming.

Rare 203 Parts

I have been asked to seek buyers for some of those plastic parts around the 203 steering column. All new. An indicator switch with the plastic arm, the plastic part that goes over the gear change lever with the gear positions marked and two covers; the part that fits over the steering column, contains the indicator switch and positions the top of the gear change mechanism. Also an interior light cover. I should have the parts early March. Offer for Australian 203 owners only.



Anything is possible with digital images.

The Worm Drive Register is for all worm drive Peugeots in Australia. **Worm Review editor** is Gordon Miller.
203: Gordon Miller 03 9807 3586 pwdr06@ultramode.net **403:** Paul Watson 03 9889 2721 paulandnola@bigpond.com
404: Hank Verwoert 03 9783 2718 verwoert@netspace.net.au **Back copies** can be downloaded from <http://worm.rkweb.org>