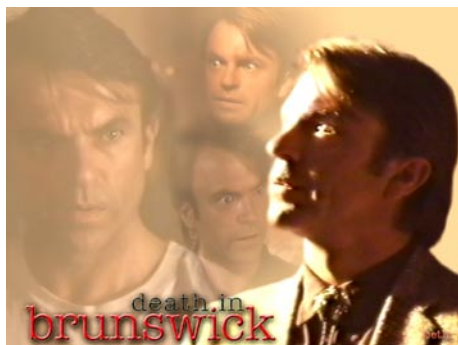




21 July 2004

I GOT a call some months ago from a film company looking to buy some old Peugeots for a 407 TV advertisement. I gave them a few names and other leads. Later I heard that they had bought a very nice 203. The car was at the 2003 Worm Weekend so I knew the car. I was shattered when I heard that they were going to cut it up to make a 203 breakdown truck, with a crane. I was totally shattered when I saw the end result. A busy, energetic video designed to catch the eye of a viewer saturated with 6 or 7 advertisements while the mute button was pressed. I am not impressed. If you look carefully at the 407 advert, you can just see a 203 in the yellow breakdown truck in the background. A foam and cardboard job on a rusty 120Y would have done just as well. That a perfectly good 203 has been sacrificed in this manner I regard as pure vandalism.

Over the years I have had several requests for the use of Peugeots for props in movies and I have usually tried to help. Kevin Baker's 203 van (Fourgon de Boulanger?) was in a film whose name I can't remember. My daughter Helen's 403 had a starring role in "Death in Brunswick". 403 owners viewing the film smiled when Sam Neil bumped his head on the open boot lid when he was stowing the body. Been there done that they thought.



My 404 was nearly in a film once. I was rung several weeks before the shoot asking if I was interested and when I asked for more details I was told that they would get back to me. They got

back to me on the day before the car was needed. "Can I be at a town on the other side of Melbourne at 5 am tomorrow?" "A bit early but tell me more." "We want to put the car on a trailer and tow it behind a camera truck to get some actor driving shots." "And we will need to take a door off to get some side shots." I declined their request.

50th Birthday

GRM203 will be 50 years old on 7th September. The Peugeot factory has provided the following:

203C N° 1710664, Symbole 3 NP, Sortie d'usine le 7 septembre 1954, Couleur sous appret intérieur simili gris 460, n° de caisse 276805, Direction à droite.

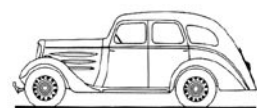
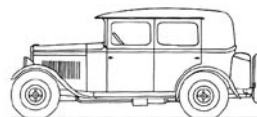
"Couleur sous appret" means "Colour under finish" and this is correct. The original owner of GRM203 was Ed Cole from Colac. Ed told me that he picked up the car from Sydney and drove it back to Colac in its undercoat. Ed was a Peugeot dealer in Colac and he was keen to have one of the new 203C models. It was first registered on Xmas eve 1954.

75th Birthday

THE Peugeot 201 is 75 years old this year. The 201 was the first Peugeot number with a zero in the middle. The 201 was produced from 1929 till 1937.

It is easy to be confused with 201s as over the production years there were three distinct body shapes as well as the variations within those shapes.

There was a progression from 1929 vertical box through sloping box to a sloping front and rounded back. There is at least one 201 in Australia. I was a passenger in it in 1990.



A 403 SW with no parking problems at Dijon in the 1960s.

1007

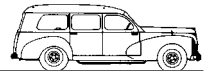
PEUGEOT are adding a second 0 to their models The 1007 will be released soon. I wonder how the French will pronounce 1007? For 203 they say "Two hundred and three" (in French "Deux Cent Trois") rather than "Two Oh Three" like we say. I am told that 1007 is "Mille Sept".

First 203s

NEVILLE Summerill lives in Bombala in southern NSW. He has written a great read about his life with Peugeots over 50 years. It will be published in Torque shortly. Meanwhile this is his description of his first drive in a 203. His cousin had just bought the 203.

That night after dinner I was preparing to go to bed when he suggested we go for a shoot. He did a lot of Roo shooting and was keen to try the Pug out. He reckoned it will make a good shooting wagon. I told him, "don't be silly, it is only a Peugeot, but it's too good for that sort of thing." After a lot of persuading I reluctantly agreed to drive it. "Only a quick shoot," he said.

Outside there was a whopping great frost – the car was white already.



Out to the bush we went and set up. I am not quite sure who the third person was but I think it was his brother Jim who was to hold the light.

The sunroof was slid back, the light connected up, and through the roof they climbed with their feet resting on the front seat backs.

All ready to go, I claimed the drivers seat then had to have a lesson on how to get it started. "Just pull knob D."

I pulled D and it seemed to come out for ever, then the strangled rooster noise from the starter... and it went.

"What's S for?"

"That's the choke.

"Red light, Huile. What the hell is that?"

"Oil."

Imagine how I felt driving the gears upside down and doors that open the wrong way – bloody French can't spell either".

Ingmar Ingenegeren is a Dutch Dentist and Peugeot collector. We have published pictures of some of his collection on a 404 semi trailer for transport. Incidentally he was born in the same month as the PCCV. Ingmar tells of his early days with 203s.

My first 203 was a rusted 1956 cabriolet I bought in 1978. The second a 1949 berline I bought near Cannes in 1979. My third 203 was a berline affaires from 24 July 1954! I bought it in the French Alps in 1983 for about 80 Euro, (yes eighty!). It was in poor condition but with very little rust. I drove it home, 1200 km. No lights, hardly any brakes, tyres completely gone, no exhaust pipe. Steering with one knee was impossible (while fabricating a rolled cigarette) because the rubbers of the paulstra-disk were gone!! Over Alpe d'Huez with blocked radiator, you can



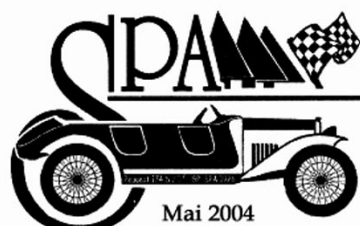
imagine we had "fun" and adventure. The battery was flat, but there was the thing to turn on the engine yourself (I was rather thin at the time, ha ha). We slept in the car on the back seat. It was no 203C - couchette- the front seats were fixed. After many mechanical repairs I drove it daily for 10 years. My daughter Céline-Odille (I wanted to call here Peugeotte!) was almost born in it while driving to the delivery hospital in 1984, the car hesitated because fuel was low and I had to fill up with a can on the way (I was a poor student at that time). Even a friend married with the 203. Eventually the rust won. I sold it for spare parts.

A new 203 steering wheel

I HAVE just bought a new 203 steering wheel. Still in its "Volant Quillery" cardboard box. Date stamped 1963. It was discovered in the back of a country garage that had once been a Peugeot dealer. When I went to fit it to GRM203 I realized that the recess for the plastic centre wasn't threaded. A check in the parts book showed that some centres were held in with a spring clip. If anyone has this version of the centre I would like to hear from them.



Alistair Inglis' well travelled 203 SW at the Peugeot International gathering at Spa this year.



Rassemblement International de l'Aventure Peugeot

WOWE 2004
ALBURY
Oct 23rd & 24th
 Entry forms with next month's Worm Review

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>
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