



## THE WORM REVIEW

August 2007

If you own a collection of Peugeots one of the problems is keeping track of registration and insurance renewal dates. I have 6 Peugeots and I have simplified insurance by having them all due on the same date. For registration I have waited for the renewal form to arrive from Vic Roads. My 203, GRM203, registration was due in the middle of June. Fortunately the 203 was at the back of the shed with 3 cars in front of it and hadn't been driven as I didn't receive a renewal notice in the mail. I am told that driving an unregistered car attracts a \$500 fine, not to mention the risk of driving without the third party insurance that comes with the registration. It is your responsibility to renew by the due date even if you don't get a notice. I now have a list of renewal dates stuck on the front of my bills to be paid folder.

### Broken windscreen



Tony Nott and Annie Brown drove their 404 ute with the fold up accommodation on the back (see WR May 2007) on the recently finished Peugeot round Australia run. They provided daily updates with pictures to the run website. In outback Queensland their windscreen was broken. On the flat inland of Australia road transport is often by road trains. Trucks with multiple trailers. On some roads it is prudent if you see a road train approaching at 100 kph to move off to the side of the road. It was when a road train passed that the ute's windscreen broke. It was a toughened screen not laminated. It wasn't hit by a rock but appeared to be sucked out by the draft from the passing road train. There was no broken glass inside. There was a hole beside each windscreen pillar. See the photo. It was of course raining at the time. A second hand screen was later fitted but this was soon broken by a rock and then at Townsville a laminated screen sent up from Brisbane was fitted.



Are you watching the Tour de France on TV? For the roadside spectators the tour passes in a flash. But before the cyclists there is a grand parade of vehicles dressed up as advertisements. This is a nice model of the KLG 203 that preceded the Tour in 1954.

### Local manufacture

I have been asking some of the Peugeot old timers about what they remembered about the assembly of Peugeots in Melbourne. Ivan Washington's brother worked with the Melbourne distributor, Canada Cycle and Motor Co, and he remembered the assembly plant at Tottenham to the west of Melbourne. 203s were assembled there from CKD kits. 203s were also imported fully assembled from France. The French cars had water and dust penetration problems. Door seals need to be replaced and dust seeped in between the spot weld in the body panels. The seams needed to be sealed. At Canada Cycle & Motor Co they would let off smoke bombs inside 203s and watch where the smoke appeared outside.

403 were also assembled at the Tottenham plant. I have a picture of 403 body panels crated ready for Australia in 1962. Continental & General were assembling Simca Arondes at a plant in Heidelberg north east of Melbourne. When Chrysler USA took over Simca in France, Continental & General started assembling 403s.

This plant was later taken over by Renault Australia who assembled 404s and 504s as well as Renaults. I would like to hear from anyone else with knowledge of this Peugeot period in Melbourne.

### 203 badge stolen

In September 1958 the lion on the 203 bonnet was replaced with a longer bright

strip and a small enamel lion badge like the one on the winged emblem above the grill on earlier 203s. This was to conform with pedestrian safety requirements. The winged emblem was redesigned without the enamel badge. 203s were not being imported into Australia in 1958. I only know of one 203 without the bonnet lion and it was imported from South Africa many years ago. It lives in Canberra. Somebody there took a fancy to the badge and levered it off. So if anyone overseas has a badge they are willing to sell, please contact me. I have noticed that lot of European late 203 have bonnet lions as owners prefer the look of a lion on the bonnet. This makes me think that there might be a few badges in drawers.

### Styleside Ute

Alastair Inglis' 203 styleside ute is now in Ballarat waiting for John Vagg to start its restoration. Alastair is now back in England. A few parts were missing from the ute, which is often the case when buying an unfinished restoration. He is looking for a 3 spoke steering wheel if anyone has one.



Phil Torode, Ros King and Richard Davies drove this 203 familiarie from France to the Peugeot international gathering in Slovenia in May.



**203s in films**

203s appeared in a lot of films in the '50s. Mostly French films of course. The pictures (right) are a selection of stills showing 203s in films.

**123 Ignition**

A Dutch firm, 123 Ignition, make a replacement distributor for our cars. It looks the same as the original but is electronic with no points to wear out. Timing will never change as there are no wearing parts. 16 advance curves can be dialled up to find the best one for your car and usage. Not cheap at \$500 but a new Valeo distributor plus an electronic ignition kit will cost a few hundred dollars. [www.123ignition.nl](http://www.123ignition.nl). They are available in Melbourne, [www.123ignition.com.au](http://www.123ignition.com.au)

**Peugeot 175**

Peter Flanagan's 1923 Peugeot 175 has been sold to France. The 175 is a big touring car with a 3 litre overhead valve motor. I have been driven in it and 100kph is very comfortable. Peter tried to sell it in Australia for a year or so but only got unacceptable offers. He sold it to France for over 2.5 times the best Australian offer. The top Peugeot cars of the 20s were hand built in limited numbers and were of high quality. Perhaps if the 175 had a Delage or Hispano Suiza badge it would have been snapped up locally.



*125 rue montmartre*



*Diên Biên Phu*



*Du rififi chez les hommes*



*Funny Face*



*La carapate*



*La métamorphose des cloportes*



*Le fauve est lâché*



*Le tonnerre de Dieu*



*Les vacances de M. Hulot*



*Mademoiselle et son gang*



*Monsieur Taxi*



*Poisson d'avril*



*Quand la femme s'en mêle*



*The Quiet American*

**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](mailto:pwdr06@ultramode.net)  
**403:**  
Paul Watson 03 5264 8449 [paulandnola@inet.net.au](mailto:paulandnola@inet.net.au)  
**404:**  
Hank Verwoert 03 9783 2718 [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au)  
**Back copies** can be downloaded from <http://worm.rkweb.org>