



15 September 2004

BOOKINGS for the 2004 Worm Weekend at Lake Hume have been coming in nicely. 40 cars have entered so far and with five weeks to go, we should be up to our usual number. If you haven't entered please note that all the veranda cabins have been booked.

As I write, over 20 worm drive Peugeots are packing up to head off on a 10 day Worm Wander through south eastern Australia organised by Hank Verwoert. Alastair Inglis from UK has flown out to join the locals. He is driving one of Hank's spare 404s this time rather than shipping out his 203 SW like he did for last year's Redex Rerun. Next year it is proposed to run a Worm Wander in the 10 days before the 2005 Worm Weekend and to end up at the weekend. Now that sounds like a great idea to me.

GRM203's 50th birthday has passed. We had a nice chocolate cake at the PCCV September breakfast in the park.



GRM203's birthday cake

GRM203's number is 1710664 and I mentioned this in the last Worm Review. I got a phone call from Tony Howman telling me that the number of his 203 is 1710665. So assuming that the 203 came down the line with consecutive numbers then our cars are nearly twins! I have known Tony since 1989 and neither of us had noticed the consecutive numbers.



Sander May's recently restored 203 Limousine Commercial in Holland

Ten years ago I organised the translation and publication of 203 and 403 parts catalogues from European old car parts suppliers. I have been comparing those translations with the current web pages of those suppliers. Many parts available then, are no longer available. I am sure that there are enough worm drive Peugeot enthusiasts in the world for there to be a market for reproduction parts. We need someone, a generation younger than me, to be the organiser.

Dutch 203 Commercial

SANDER MAY has been restoring a 203 Limousine Commercial in Holland for a couple of years. It is now finished in a very shiny dark blue. He was keen to fit an Oil Bath Air Cleaner so I found



Sander's 203 has a brass load plate under the B pillar.

one for him here in Australia and sent it over to him. Not that Holland is dusty, just the opposite probably, but perhaps he wanted something different, personalised. Oil Bath Air Cleaners were not fitted generally to European delivered 203s – they were fitted with a small dry pancake filter. That is why the top of a 203 carburettor is not circular. There are 2 threaded wings for fixing the dry filter. Sander's 203 has a brass load plate under the B pillar. It says PM = 1190 kg and CU = 490 kg. CU = "Charge Utile" meaning the maximum load to be carried. PM = "Poids Maximum" meaning the maximum all up weight of the vehicle plus load. Thanks to Roland Kirpach for the explanation.

172 Tail

MY 172 has a pointy tail. Some refer to it as a boat tail but it is not like a boat. I have just read about a similar French tail being referred to as "Le Cul De Poule". So from now on my 172 has a "Chook's Bum" (chook being an Aussie slang word for a hen/chicken).

That Belfort Lion Again

THE town of Belfort is close to the Peugeot factory at Sochaux. In the corridor, between mountains, from France to Germany and Switzerland. Time and time again the Lion of Belfort has been referred to as the inspiration for the Peugeot Lion. I have just read another TWO references saying this.

The facts are that Peugeot first registered the Lion trade mark in the 1850s and that the Belfort Lion was constructed after the 1870 Franco Prussian war. The Belfort Lion commemorates the fact the

Fort at Belfort did not surrender during the war. It is carved in stone high up on a cliff face. The lion is over 11 metres high. The artist was Frédéric Auguste Bartholdi. He also designed the Statue of Liberty. The Belfort Lion is, in heraldry terms, Couchant, lying down with its head raised. Nothing like any of the more aggressive Peugeot Lions. We visited the Lion in 1990 and were confronted with a formidable lady keeper who became very cooperative when she realized that we were Aussies not Brits!

Aussie 203 Ute. Peugeot 203 Pick Up Australien

THERE seems to be a lot of European interest in the 203 Aussie ute, the version that is being called the styleside ute. Paradcar have produced a 1/43 model of it (<http://www.mafma.com/images/par130.jpg>) complete with an aftermarket vertical bar radiator grill such that I have never seen on any 203 here in Australia. One French entrant in last year's Redex Rerun was itching to take a ute back to France. I have had three emails from Europe asking for photos of the Aussie ute. They are all looking at converting a 203 commercial into a styleside ute. We will see if anything eventuates.

Journeys End.

CHRISTINA ALVNER, our Swedish correspondent and Christmas cover artist, has had a 403 as a garden feature at her summer house in the country. It was a communal 403 with several 403 owners having access to it for spare parts. This northern summer the 403 was stripped

to the very rusty body shell and the shell trailered off to the crusher. Its final journey was made with its underside pointing to the sky. Perhaps not the most elegant way to depart but if you think about it most of us depart with our toes in the air also.



Jack Morton working on the front end of his 403B. Jack and wife Sylvia live at Molesworth near Yea, 100 km from Melbourne. They have owned the car for nearly thirty years. They also have a 404 but the 403 is their favourite mode of transport. They can be seen daily motoring over Cotton's Pinch into Yea. The 'creeper' Jack is lying on is pulled along by rope

WOWE 2004
ALBURY
Oct 23rd & 24th
ALL VERANDAH CABINS ARE BOOKED

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