



17 October 2000

DID you get hooked on the 5 ringed circus? I had a small TV in the shed running but with only a rabbit's ears aerial there were usually twice the number of competitors on the screen than there should have been. If something became really interesting I would dash inside to view it more clearly, but not for long. I didn't see a Worm anywhere in the TV coverage. But some of those things in the Opening Ceremony looked like the worms had been at them. Well done. It's wonderful what those "Texan's" can do when they try. On a cynical note, I am waiting to see NSW number plates saying "STILL PAYING FOR 2000" rather than "TOWARDS 2000".

Email

I have started sending the Worm Review out by email as a pdf file. I have been adding email addresses to a list and with a couple of clicks I can send the WR around the world. So far the WR goes to Aus, NZ, USA, Canada, France, Finland, UK, Luxembourg, South Africa, Holland. and the list is growing weekly. I got this response from California. "This is great! Now I don't feel like I'm quite so far in the wilderness. Please keep in touch". Tell your overseas friends.



A nice group of 03s taken at Sochaux in June. The 403 is black with a red bonnet and wheels. Note the polished Robri dress up bits on the guards and sill.

Fischer on the Web

Fischer Veteranen Service in Germany have 203, 403 and 404 spare parts. Their catalogue will soon be up on the web in English, as well as German, but the Peugeot part numbers that they use are international. www.veteranen-fischer.de

404 Coupé for sale.

There is a 404 coupé for sale in New Zealand. It will need a lot of work to bring up to concours standard but it is all there and comes with extra parts from another wrecked coupé. The 404 coupé is another Pinin Farina creation. A handsome car and probably more practical than the cabriolet. I have photos and details.

Just a Minute

John Wilyman is the PCCWA Secretary. He writes an entertaining column in his club magazine. He heads it "Just A Minute". His palette is not so restricted as for the WR and he ranges in an entertaining way with headlines like Claudia Schiffer (to catch your attention) to 504 Radiators (the important bits). Other State Editors should ask about "syndicating" his column in their magazines. Your readers would enjoy it. Recently John has been put up on a hoist and had some front end parts replaced. A hip replacement. We all hope that only genuine Peugeot parts were used and that John will be fully mobile again soon.

Covirs

I have written much about covirs over the years. Any long time 203 owner will know the problems with Covirs 10 years ago. Early plastics cooked in the Australian sun. Covir is a contraction of the French "Commutateur Virage" or "Switch Direction" in English. As well as containing the direction indicator switch it supports the top of the gear change mechanisms. The 03 Register reproduced the original plastic part in machined aluminium. Then Timo Tenho in Finland started reproducing them in poly carbonate plastic. (I have 2 in stock if anyone needs one). Now for the interesting bit. Over 130 aluminium Covirs were made and Timo has sold over 500 of the poly carbonate ones. So that probably means that there are 630, at least, 203s out there getting care and attention.



203 ute beside grapes for champagne during the French Champagne Rally this year



Damien Jenkins a deux Peugeot assez uniques dans sa propriété de Murwillumbah.....

So began the French version of Damien's rotary 203s.in the magazine of the club "Les Amoureux des Peugeot 203 403". Guy Nolleau tells me that it caused considerable interest and some shaking of heads.

Respray

When spraying a car it is best to strip off trim and windscreen rubbers. I have seen cars that have been resprayed with the front and rear rubbers in, and in time the paint has cracked at the junction with the rubber. If you must leave the rubbers in push a cord under the rubber to lift the edge from body. The paint can then flow under the rubber.

Low Mileage

I get very suspicious when someone advertises that a car has only done 60,000 miles, especially when it is 30 or 40 years old. It is most unlikely that a car would have only done 1500 miles a year. GRM203 has done 12,000 miles in 9 years and it gets driven about once a month. Peugeot speedos went to 99,999 miles so 60,000 on the clock is probably 160,0000 or 260,000 miles unless there is documented proof otherwise.



The Darl'mat 203 was produced in limited numbers. Lowered, warm engine and a redefined body



The Worm Drive Weekend

November 11th and 12th 2000

Tocumwal, on the Murray River

See entry form September Worm or ring Gordon Miller for details

Canada Car & Motor Company

If you bought a 203 or a 403 in the city of Melbourne in the 1950s and early 1960s you would have bought it from the Canada Car & Motor Company in Latrobe Street. I have a receipt for my father-in-law's first Peugeot, a 403, from this firm. I suspect that C C & M Co existed from very early in the last century. I have seen them listed as distributors of Russell cars (made in Canada up until 1915). Also my late uncle wrote a family history in 1968. His father, my grandfather, was a teacher, and in 1912 they lived in Rutherglen. His father's school was at the Great Southern Mine and he rode the 6 miles there and back from Rutherglen daily. The bike was a Ruby Rim free wheel from the Canada Cycle & Motor Co of Melbourne. A solid machine that my uncle also rode. He referred to it as a great muscle developer. Now a single cylinder early veteran engine has been found and stamped on it is C C & M Co. It is thought that the engine is from a quadricycle.

Pictures from Brass Notes the VCC magazine.



The Worm Drive Register is for all worm drive Peugeots in Australia. It reproduces some parts and knows who has parts. It reprints manuals. It keeps in contacts with older Peugeots overseas.

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