



14th January 2002

ANOTHER year. 2002, almost like a Peugeot number. A new year, when I was a child, meant holidays at the beach. As I have been retired for many years life is one big holiday if you define a holiday as doing what you want to without the constraints of a boss. Time is now the boss. I have a few things to finish.

I am typing this at our beach house 100 km south west of Melbourne. The computer is a "hand me down", the one replaced by the latest model in Melbourne. We gave the old computer a memory transplant at Xmas. Much nicer to use. I will probably need a memory upgrade soon as well. Some of you already know that I rolled over 70 years in October 2001. I find it interesting that my overseas contacts who are into worm drive Peugeots were born 30 years or so after me. My Aussie contacts seem to be closer to my age. The Worm Review in PDF form now goes out over the Internet to 20 countries. I have just made contact with the Peugeot Club in Argentina. Peugeots started in Argentina with the 403. Argentina is the 20th country on the list. Emails from the northern hemisphere talk of snow. Minus 26 degrees one day in Stockholm, miserably cold in Holland and Germany, rain as usual in England.

**A Pump Jump**

FRANCOIS SWANEPOEL in South Africa has a nice collection of older Peugeots. He emailed me about an incident when he was filling one of his two 203s with petrol. It would seem that driveway service still exists in RSA! "I had a great laugh at the filling station when I accidentally turned on the right hand semaphore trafficator next to a big 'Mama' African female filling station attendant weighing, probably, more than 130 kgs. If the Guinness Book of Records' people were there her standing start long jump and unearthly roar would surely have been a world record."

Australian reactions to the semaphore trafficators are a bit more relaxed. When you are making a left hand turn past some waiting pedestrians, sometimes, someone points with a smile.



Francois Swanepoel's 1950 and 1957 203s

**Support Needed**

I RECENTLY picked up some 404 panels from Phil Torode's garage sale. They had been lying in Phil's back shed for several centuries, so they needed a good clean when I got them home,

I started with a boot lid, which I placed on a garden wheelbarrow to make it easier to clean. It came up beautifully. Next I tackled a pair of front guards. These are not easy items to arrange for cleaning, but I put the barrow to good use again. By poking the barrow's handles through the headlight holes, it is possible to rest the back of the guard against the front of the barrow. It worked so well that I did the same with a pair of 403 guards. Now all the stock at Watson PugParts are sparkling clean and ready for use. *PW*



(Handling panels and doors, especially after they have been painted needs to be carefully planned. 203 doors are easily removed and replaced so in a restoration it is best to fit them out with glass and trim off the car. Auto paint shops sell a folding steel trestle with padded bars on top to rest panels on at about waist level. Ideal and much better for matrimonial harmony than fitting out 203 doors on the double bed as one 203 restorer did some years ago. *GM*)

**Euro**

I SMILE about Euros. Why? Because a dry inland Kangaroo has been known as a

Euro long before the merging of European currencies. I have this image of trying to deposit a trailer full of jumpers into a bank! Get used to Euros. Any orders for parts from Europe will need to be in Euros. To print the Euro symbol with Windows hold down the Alt key and type 0128 on the keypad. If not, go to [www.microsoft.com](http://www.microsoft.com) and become well confused.

**403 Steering Column Cowl**

IN most 403s the plastic under the steering wheel has been well cooked by the sun; the cowls around the steering column. We have a brand new, new old stock, pair of cowls and we are exploring the possibility of having them reproduced in Fibreglass. We will need the perforated sheet metal diaphragm that is the main attachment point to the steering column. So, don't throw the remains of any 403 steering cowls out. We might need the metal parts.

**Feedback**

AN experimental electronic device was designed to prevent drivers from falling asleep when driving. It analysed brain signal patterns looking for Theta waves. Theta waves are a typical precursor to sleep. When these waves were identified a mild shock was administered to the driver through a pair of electrodes imbedded in the seat. Some test drivers didn't take kindly to the wake up calls to their backside and, as annoyance or anger also produces Theta waves, a very rapid positive feedback loop was generated. As has often been said, back to the drawing board.

**203 Restorations**

At least two 203s are under active restoration at the moment and the restorers are looking for some parts, mostly trim pieces. If you know of any dead 203s that might be a source of pieces let me know.



**Famous number**



THE SLOANES from NSW had their nice early 203 at Maldon for the Worm Weekend. Most people noticed the colour but did you notice the numberplate? AFN864.

A famous registration. It was the registration number of Ken Tubman's 203 that won the 1953 Redex trial. Tony Howman noticed that it was available for reissue and the Sloanes applied for it.

*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 contact with older Peugeots overseas.*

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**Cool pictures**

AS a cool relief for those enduring the Australia summer heat, here are some cool pictures of Peugeots in the snow. The 203 pictures are from Australia. Chris Jones (I think) sent me these pictures years ago. Taken on the Howqua track in the Victorian Alps. The other pictures are from Sweden. Taken over Christmas by Christina Alvner. The 403 covered with snow is her garden car, a future source of parts perhaps.

