



17th April, 2001



At last the Australian Peugeot distributors seem to be realising that to many Australians, the Peugeot 203 is an instantly recognisable image.

As brands are always striving to have an image which recognisable, it is strange that value of the 203 in Peugeot publicity has mostly been ignored.

Time and time again when I have been driving GRM203, people stop me and say, "The Peugeot 203 won the Redex Trial didn't it?"

I got a phone call just before Easter. "Peugeot are mounting a Road Show with all their current and soon to be released models, to tour Australia for five months from May. Calling at country towns as well as the big seaboard cities. "Would I know of a 203 that we could borrow for the 5 months?"

"Probably not, but how much are you thinking of offering?" If they had been flashing 20 grand, GRM 203, after a quick look at interest rates, would have been at the head of the queue. But no, they were thinking of a figure that would not have covered a respray if your paint job was damaged.

They wanted a "nice" 203 in "showroom" condition. I had to tell them that I couldn't believe that anyone with a restored 203 would release their pride and joy to random drivers, random truckers and random viewers with sticky fingers and large shoulder bags with big buckles. Then I suggested that they look for a less than pristine 203 to borrow and dress it up with signage etc to look like a 1950s Redex 203. The buck didn't stop with the caller, but she said she would talk to her boss.

Serendipity is a pleasant word (it rolls off the tongue). That night there was serendipity. I got a call from Queensland. A 203 owner had bought another 203 from Northern NSW, mobile but tired.

I told him about the Peugeot Road Show and he was interested. Emails have been flashing backwards and forward. We will see what happens. So maybe there will be a replica Redex 203 on the Road Show. (GM)

Grande-Bretagne 403s

THE January 2001 issue of the English Classic & Sports Car magazine includes a Buyer's Guide to the 403. It explains that few examples of the model ever made it to Britain, and even fewer are left.

The membership secretary of Club Peugeot UK, John Waller, is quoted as saying: "There are probably only 50 in the country." Compare that with 56-odd in the PCCV alone.

The rarity of the model is indicated in a section headed 'One You Can Buy'. The example given is of a 1959 station wagon with an alleged 95,000 kilometres on the clock. The price is £1495 (about \$4500), which might not seem too bad, until you read that the car is left-hand-drive, having recently been imported from France, and needs a new floor because of rust.

By comparison, the ex-Ted Egan chrome yellow 403 wagon, with minor rust, was being offered for sale at the All-French day in February for less than \$2000. (PW)

Non shrink

SIGN on garden furniture. Cast aluminium. Guaranteed never to rust. Interesting! Maybe new cars will soon have a sticker "Washable steel. Guaranteed never to shrink".

No Draughts

I WAS recently offered a derelict 404, on the condition that it should be recycled.

Being an advocate of recycling, I readily agreed and, because the car was in the Barnawatha area, I enlisted the help of Albury Peugeot enthusiast Tony Nott, who helped me collect and dismantle the burgundy 1968 saloon.

Tony wanted the engine and front end for a project car he is building.

Apart from the usual recyclable parts (trim, horn ring, bumpers etc) I was particularly interested in an air deflector on the driver's door. I had never seen one before, although I have since found an example in the Gazoline Votre Auto book on the 404.



It is called "Le Coup'Air de Extra Souple", the translation of which puzzled me. Guy Nolleau in Paris suggested that "Coup' Air" means (phonetically) "Cut air" (NOT haircut!), meaning something that stops (cut it) incoming air/wind. And he believes that "L'extra Souple" (Extra Flexible) is the brand. I guess the idea is that it allows the front window to be opened an inch or two without the draught that normally flows through at the trailing edge of the window.

The example on the Barnawatha car was badly crazed, and I had a copy made in acrylic. There are three mounting clips, as used on old-fashioned weathershields, held on with small nuts and bolts. A fitting on the bottom attaches to the chrome edge of the door trim with a self-tapping screw. If anyone is interested in fitting this unusual period accessory, I am happy to lend the original as a pattern. (PW)

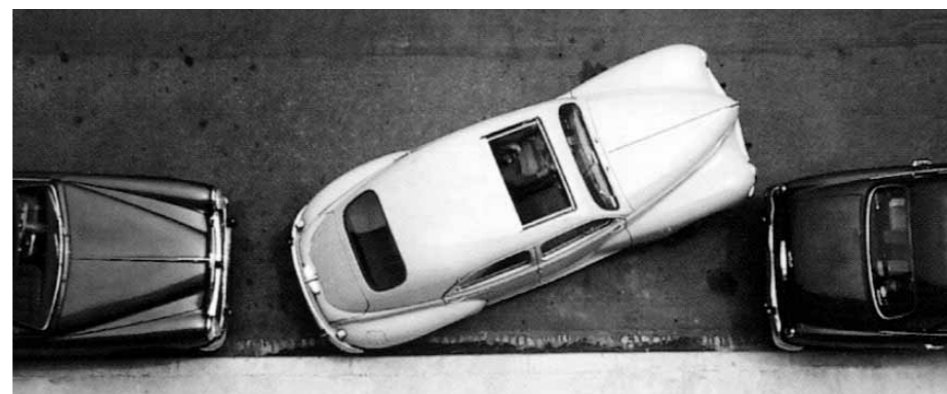


A tight turn

THE 203 sedan has a turning circle of about 9.5 metres. Much less than many cars and a surprise to those watching a 203 parking in a small space. This is the advantage.

The disadvantage is the view out the back especially with the early models with the small rear window. The picture (below) shows possible but hazardous parking.

Hazardous on two counts. One:- probable scraping of mudguards. Two:- being booked for not leaving the legal minimum 1 metre clearance fore and aft. (GM)



Dennis Edwards and "Black Beauty" competing at the Marysville Peugeot Pageant in 1988.

Look everyone

WE went to a surprise 70th birthday at a local Chinese recently. We all left en masse and on the way to our cars there was a 306 cabriolet parked by itself. It's reg no was PMZ and I said, stopping and feeling for my keys, "Do you like Pam's new car " (PaMZ!). Everyone crowded round to have a look. The couple having a

cuddle inside were a little surprised and embarrassed and are probably still talking about that bunch of old pervs. (GM)

The first of a few

TORQUE production in 1988 was, by today's standard, primitive. Roneoed pages in a standard cover. The content, as always, was excellent.

The PCCV has always had many contributors to their magazine. Torque had no pictures in 1988, only line drawings.

The April 1988 Torque included my first contribution. Two pages of photographs

from the Peugeot Pageant of that year. I had the several hundred printed pages of photographs run off at work for inclusion in that issue (thanks boss). Above is one of the photos. Dennis Edwards at speed in the Motorkhana, at Marysville, in "Black Beauty". What do we have to do to get "Black Beauty" back on the road? Flattery? Bribery? Or perhaps plans to drop a V12 into the engine bay!

International worm drives – a handy reference

I HAVE been collecting the words to describe the Worm Drive in other languages. My overseas email contacts have been helpful.

I have been promised an Afrikaans version from South Africa. The English translations are literal and should not be interpreted in any other way.

- French** *vis sans fin* = endless screw
- Finland** *Ruuviperä* = screw rear end
- Netherlands** . *Eindloze schroef* = endless screw
- Norway** *Snekke-drift* = screw motion
- German** *Schneckengetriebe* = snail drive

The German snail drive must refer to the appearance of the combined worm and wheel. It looks like a snail.

Jörg Winter, who gave me the German word, said that some thought that snail drive referred to a slow vehicle. We all know that this is not so! (GM)

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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