



April 15th 2003

EXCITEMENT is building (and panic in some garages) as the start date for the Redex Rerun gets closer. Hank Verwoert is ready with his almost too immaculate 404 station wagon. Hank was at the Melbourne European Car Day last month in the Peugeot display and his car got a lot of attention. Well bright yellow with engine details in a nice shade of mauve does attract attention! I am not taking part in the Redex Rerun. It would have been a great experience but at my age long days behind the wheel are beyond me. I had my 404 cabriolet at the European Car Day. During the afternoon a gentleman approached me, "Gordon Miller?". "That's me". "I am B...D...". I knew the name alright but the face was a mystery which is understandable when you know that the last time I had seen it was in 1948, at school! He had seen the write up in the newspaper some years ago about the restoration of the cabriolet and remembered the GRM404 registration number. He picked me because I was excessively tall even in 1948.

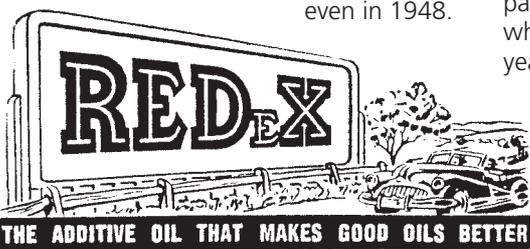


403 cabriolet photographed in France by Hugh Guthrie. Hugh is a regular visitor to France to visit his son and grandchildren. He has just brought back a very early 504 cabriolet (build no 71) from France.

Loaded 403

ONE story always leads to another, whether at the dining table, around a camp fire or at the pub. And so it is with Peugeot stories. If you know your Aussie folklore you will know the Loaded Dog story. The story that Colin Handley has told me has similar possibilities. Colin knew a bloke who was a blasting contractor. He would blast rock faces in quarries, in excavations, anywhere. "Have gelignite. Will travel" was his motto. His transport was an old 403 which just kept going like 403s do. One day, in a big car park, the 403's cardboard glove box, which had been well wetted over the years from a leaking windscreen, fell apart and dropped its contents, including some nails onto the fuse terminal block underneath. A fire resulted. Fortunately it soon got hot enough to shatter the toughened windscreen and the bang and the

smoke was noticed and the fire extinguished. The "What if?" is that there was a case of Gelignite in the boot! The same bloke was handy with a block and tackle and when he was offered a one ton safe he designed and built a roof rack for a 403 wagon that he owned, with 16 roof mounting points, and brought the safe home after some block and tackle work. In unloading the safe he nearly wrecked his house as the upper attachment point he chose was the overhanging ridge beam. As the body of the wagon was getting tired he accepted an offer of a better 403 wagon body. How to get it home? On the roof rack of course! On the way home Mr Plod pulled him over and had a chat to him. "What's going on?" "I am taking this one home to replace the bottom one, Constable" "Good idea, and how did you get it up there?" "Block and tackle Sir!"



Reliable

I HAVE been asked what the significance of 'reliability' was as in 'Redex Reliability Trial'.

1. It was a scheme to send husbands away from their wives for a few weeks to see how reliable they were.
2. The cars they were driving were not allowed to change any parts and critical parts were marked with radioactive paint. A test of their reliability. Not like later trials when cars were rebuilt overnight!

I don't know if husbands' critical parts were so marked as well.



A selection of cabriolets at a recent PCCV breakfast.



This picture of a lovely 203 cabriolet was sent to me from France. I have lost track of who sent it so if they let me know I will give them credit.

Car Covers

NOLA GIBSON at Historic Car Covers, 03 9703 2604, will make a tailor made car cover for your car. She has a pattern for the 203 sedan, and will make a pattern for other worm drive Peugeots if you order one. The material used will not let that fine dust (like talcum powder) through like some covers do. Not intended for permanent outdoor use but they can be used on rallies etc for overnight protection. Cost is \$120.00 plus postage.

Ferrari 403

DID you know that early Ferraris used the same headlight rims as the 403?



203 Front Blinker Lenses

MOST Australian 203s don't seem to have been fitted originally with front blinker lenses. Owners have fitted a variety of lenses from horrible trailer lenses to the neater Lucas type. The 203 spare parts catalogue lists a semi flush lens with a rubber "sausage" projecting through the mudguard. Perhaps these were fitted on the late 203s in Europe. On GRM203 I used a pair of lenses similar to the catalogue ones. See photo. I have not seen these around for many years but recently I found that JW Classic Car Parts located near Melbourne can supply them. Reference H488A Amber lamps. \$25.00 each plus postage. 03 9762 6025. JWClassicParts@aol.com

Icing 203 Carburettors

203 carburettors are not heated apart from the warmth that is

supposed to find its way up through the insulating gasket from the exhaust manifold. So on a cool winter morning you will be driving along at a steady speed on a flat road and your 203 gets slower and slower and maybe stops. The tricky part is that you leap out and look under the bonnet to see what has fallen off or failed and there are no signs. If you are quick you might see a drop of water on the heat shield. Hop back in and you can drive off normally. This happened to me several times in the early years of driving GRM203. The carburettor icing up was the reason. Just as water evaporating from your face is cooling petrol evaporating in a carburettor is also cooling and if the atmospheric conditions are right ice forms, chokes the venturi and you stop. 403 carburettors have a small bore diversion from the water cooling circuit to pass some hot water through the carburettor body. No icing. So to stop your 203 Solex carburettor icing up get a 403 Solex carburettor. The body is then same as the 203 Solex carburettor but the venturi and the jets are different. Carefully replace all the jets and the venturi with these parts from your 203 carburettor. A new water pump will have outlets for the small bore carburettor heating circuit. Connect these so as to make a circuit through the cooling system. GRM203 has never iced up since I made these changes.

Wormreg email has changed

THE Worm Register's email address is now **wormreg@ultramode.net**



A 203Tipper. Just the thing for a bit of gardening.



The remains of a 403 photographed in Chad last year. It is not buried. Every bit of usable sheet steel has been cut from it. The aluminium Peugeot ID plate was still attached to the fire wall.

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 **www.pcdl.org**

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