



16 July 2001

THE 2001 Worm Weekend will be held in Maldon in northern Victoria. This is very scenic country and we will be able to have some very interesting drives on real worm drive Peugeot windy country roads. We have booked the Derby Hill Youth Camp. The camp is on the site of the Derby Hill gold mine and as Maldon is a classified historic town the buildings at the camp have been built in the style of the old mine buildings. Corrugated iron and bush timbers have been used. You will love it! There is plenty of Motel and B&B accommodation in the town as well. Just out of Maldon is the Mt Tarrangower hill climb. Tony Howman wants to hear a fleet of 203s descending the hill climb course in second gear. That would be worth recording. **GM**



Enough said

WHEN my father bought his first 404 in 1965, my grandfather owned a Wolseley 24/80, a barge of a car with BMC Australia's Blue Streak Six engine. I drove both cars, and there is very little to be said in favour of the Wolseley, unless you like polished wood and slippery leather seats.

So I was fascinated to see what the UK Classic & Sports Car magazine would say in its comparison of the 404 against the BMC Farina cars (June 2001 issue).

The 404 comes out on top. It shines through in an article that puts the best possible gloss on the BMC products, which had lever-arm shock all round, semi-elliptic rear springs and cam-and-lever steering. Hardly a match for the 404's MacPherson struts, coil springs, telescopic shocks and rack-and-pinion steering.

Under the bonnet, there was no contest. The BMC 1489cc pushrod four developed 55 bhp @ 4350 rpm and 82.5 lb ft @ 2100 rpm against the injected 404's 96 bhp @ 5500 rpm and 101 lb ft @ 2800 rpm.

Clues

2 x 203s. One good one for parts. Leongatha Vic. 03 5664 2300

2 x 403s. One good one not so good. Plus lots of parts. Garaged. Deceased estate. Hornsby NSW. 02 6552 1514.

1 x 203. 1955. Always garaged. Sun roof. NSW central north coast. Ray Elliott 02 4388 1183



The only area where the BMC product shined is on price. Because of UK import taxes, the 1966 404 Injection featured in the test cost 1568 pounds in 1966; about the same as a Mark II Jaguar. The Morris Oxford deluxe cost 893 pounds in 1959.

BMC built 865,000 Farinas badged as Morris, Wolseley, Austin, MG and Riley. Peugeot built 2.75 million 404s.

Enough said!

PW

Above: Damien Jenkins' G0203 at a Queensland Worm gathering. Photo: Neil Dickie



Left: Mobile sign board in Townsville. Photo: Neil Dickie

2001 WORM DRIVE WEEKEND
MALDON, northern Victoria
NOVEMBER 9TH, 10TH & 11TH



A Long Time 403

JOHN MARRIOTT'S first car was a Renault 750.

In 1960 he started a carrying business with a forward control Austin truck. He needed a bit more capital so he advertised the 750 for sale. A prospective purchaser turned up in an early 203 (its registration number began with RF). John was taken with the 203, so a swap was arranged, with some cash to John.

In 1965 the 203 passed on and a 3 year old 403B, HOK055, was bought.

In 2001 John is still driving that car.

It is no concours car. John has several immaculate Peugeots in his garage but he uses the 403 around town rather than expose his collection to the scrapes and dents of inconsiderate drivers and parkers.

He loves his 403. John runs a swimming school in a posh Melbourne suburb and mums drop their children off for lessons in their Toorak Tractors. They think he is nice driving such a quaint car. John doesn't tell them that the reason he drives his quaint car is that he doesn't trust their parking!

John used the 403 for his carrying business when his truck was being serviced or repaired. He fitted a roof rack and removed all seats except the driver's. The interior and the roof rack could be full of parcels but the 403 handled the load.



In 1970 the motor was rebuilt with 404 pistons and sleeves, the head ported and exhaust extractors fitted.

The car really performed and he could do the trip to Bairnsdale (his home town) in two and a half hours.

One Christmas he drove to Perth (the Nullarbor was a dirt road then) and then headed north towards Darwin. The generator failed in Broome and while it was being repaired a Cyclone warning was issued so they turned round and outran the Cyclone back to Perth! He did another trip into Central Australia and is for this trip that the farm gate was fitted to the front of the 403. As some protection from Kangaroos but also to protect the external radiator that was part of the air conditioning that had been fitted for the trip. (This is the first 403 that I have heard of with air conditioning). Also, the spare wheel was

moved onto the boot lid for this trip to give more luggage space.

In 1974 John sold the carrying business and went on an overseas buying trip for the antique business he opened on his return. The 403 then became the antique delivery vehicle. Sideboards on the roof rack and a trailer full of marble fireplaces! Interstate trips were made loaded thus for delivery and buying!

John also renovated a house and trailer loads of bricks were taken to the tip. As relaxation the 403 towed a inboard wooden speedboat. John has lost track of "How far" but he thinks that the 403 has done at least 400,000 miles.



Recently a big end bearing failed and a 1957 403 engine that John had in store was fitted. The car still drives well still but rust has slowly been gnawing away and John reluctantly admits that its time has come. He is looking for a sound, lowish miles, 403 (a clone?) that he can tidy it up and continue to drive a 403 as a daily car.

As well as the featured 403 there are 3 other Peugeots in John's garage. A fully restored 203, a lovely well sorted 604 (5 speed) and a 406 Coupé. They are soon to be joined by a 1957 403 whose 100% plus restoration is almost finished. Black with a red leather interior. Wait till you see it! **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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