



21 August 2001

THE entry form for the 2001 Worm Weekend is now ready for you to fill in. Maldon is a beautiful town and all the surrounding countryside has real Peugeot driving secondary roads. Don't forget to bring your tape recorder so that you can record the sound of the fleet of 203s descending Mt Tarrangower in second gear (203s have a distinctive crackle on overrun in this gear).

It has been an interesting month on two counts. One is discussions I am having with an Australian working in Vietnam who has bought a 403 cabriolet and the other is some small assistance I have been giving towards a book being written on Peugeot in Australia.

403 cabriolet

The 403 cabriolet was advertised on an expatriates club notice board in Vietnam. It was seen by the wife who promptly pinned it under another notice to hide it. Not to prevent her husband from seeing it but to stop anyone else seeing it before her husband did. Husband was told about the notice and bought the car. (Now there is a wife for you!) You might



A line up of 403s at Batemans bay in 1998

recall that some time ago I wrote about a several 203 cabriolets that were imported back to France from Vietnam. They looked the goods but when an application was made to register them there was a problem. To register a French made car that has been exported and returned to France a certification is needed from the manufacturer that the car in question was indeed made by them etc etc. Perhaps a compliance thing. Peugeot refused the certification because all the numbers were from 203s manufactured as sedans. It would appear that the sedans had been converted to cabriolets in Vietnam. Reports said that they were a very professional job and, after all, this is probably how the genuine cabriolets were made in the 1950s. My 404 cabriolet is all 404 sedan under the outer skin! The 403 cabriolets engine numbers etc have been forwarded to

France and they will be checked against the detailed records kept by a member of Les Amoureux des 203 403. It is proposed to bring the cabriolet back to Australia at the end of the new owner's contract. It is interesting that parts for the 403 seem to be reasonably available in Vietnam. I have asked for a report on what is available as another source would be useful.

Good Luck?

I have found another disadvantage of driving a cabriolet. We were waiting, with the top down, at a roundabout recently when a little bird gave us a present. Fortunately it was only a little bird as there are often Pelicans flying about in the Geelong area!

Beauty rings

That's what they call them in the USA. We would call them wheel trims. For the 404 (and 403 if you have bolt on hubcaps). Chromed aluminium. They fit under the bolt on hubcap and decorate the space between the hub cap and the rim. An ebay seller has a stock of them and has been listing them regularly. I bought a set (cost about Au\$100 for the 4 inc airmail postage, 7 days) They are new. Watch ebay at www.ebay.com or email Bodo Schmidt on bodows@home.com and he might sell to you from the stock he has not listed.



An aggressive looking modified 203. Just the thing to put a Cherry turbo V6 in.





A caravan convoy. A 404 leading and a 203 back in the line. Probably alright if the road was flat and no wind was blowing.

Shades

Now that the retro look is all the rage old-style accessories are making a comeback. A Greensborough (Melbourne) company, Auto Shades, offers original style driver's door weathershields for the 203, 403, 404, 405, 504 and 505 for \$83. The same company has venetians for the 306, 405, 504 and 505 for \$146. And Auto Cables, which is operated by the same people, specialises in making and repairing all types of automotive cables. Their phone number is (03) 9434 1410 and fax (03) 9432 1868.

Peugeot in Australia

I was approached by the author of a new book from Marque Publications in Sydney for any assistance I could give on a new book on Peugeot in Australia. I was able to email a selection of my stories some of which are in the draft text, and also photos. For the very early days I was able to put the author in touch with owners of veteran and vintage Peugeots in Australia which filled in a few blanks. The 1930s however appear to be a Peugeot "no-man's-land". I have no record of a 1930s Peugeot in Australia apart from a 201 in Adelaide that was imported about 10 years ago. Please advise me if you know of a 1930s Peugeot.

Clue

403 station wagon. Deceased estate. Located at Wyalong NSW. John Tate (02) 6653 2033 bus Monday to Saturday.

V Vacuum cleaner

If you read the early Australian road tests of 203s and 403s one of the things often commented on was how well the doors sealed against dust. And remember that in the 1950s there were a lot of unsealed roads in Australia. I was talking to a group of car owners at a hub rally in Geelong last month. One owner was driving a 1950 Standard Vanguard and another member of the group said that, in the 50s, he always tried to follow close behind a Vanguard on an unsealed road as the Vanguard always vacuumed up all the dust on the road. I checked the Vanguard and remembered that the doors overlapped the door sill and that the bottom door seal was under the car. Surely in the dustiest possible place!

Is this your image?

"You don't have to wear a narrow tie with narrow lapels to drive this one, but it would sure add to the image. Yes, folks, this is a classic Pininfarina design. This car was my daily driver and is very complete and solid. It's not perfect, of course - it's definitely in need of restoration - it's a project car, as they say. If you're looking for a 404, you'll have a hard time beating this deal!" *From an USA advertisement.*

404 coupé NZ

Tony Haycock has a 404 coupé for sale in Christchurch NZ. Driveable but it really needs total restoration. All the bits are there. tonyh@hot.co.nz will reach him. I have photos that I can email to you if you are interested.



The air brush artists have been at work in Argentina. Note the head lights on the LH car.

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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