



## THE WORM REVIEW

August 22, 2005

THE first part of the following story has a disappointing ending but it gets a little bit better after that. It all started when we drove the 404 cabriolet over to Adelaide in 2003 for their French Car Festival. Apparently the cabriolet was seen driving around by a Queensland business man visiting Adelaide and it was love at first sight. A few weeks later I got a phone call from him. He had found and bought a 404 cabriolet in the USA and it was on its way to Queensland in a container. He had found my phone number on the internet and wanted to make contact. We had a long chat about my experiences restoring a 404 cabriolet. He rang again in a couple of months with the devastating news that the container had been dropped while unloading in Brisbane and that the cabriolet had been severely damaged. The windscreen pillars



Patrick Papier, in Belgium, has visited the Peugeot Musée. He has a selection of pictures up on his web site, [www.maisonpapier.be/photos/museeaventure](http://www.maisonpapier.be/photos/museeaventure). One picture shows this 403 SW with careful lines of tape on one half. I asked Patrick if he knew what the tape was for. He replied that the wagon was being measured up three dimensionally by a maker of model cars. Presumably with a laser type measuring system. Now if you have ever wondered how models are made this is part of the answer.

had been flattened and all side panels and doors damaged. The worst damage was to the front right hand mud guard which flattened back to the bonnet line. He sent me some photos and I shed a tear or two. There followed about 12 months of 'discussions' with the insurance company and in that time he asked me not to publish any details. Eventually he accepted the Insurance offer and forgot his losses.

I had offered to purchase the wreck, not that I need another project, but to stop it being sent to the crusher as I was sure that there would be usable parts still on the car. By the time the insurance had been settled it was late 2004 and a small cheque was written. I was then faced with how to get the wreck to Melbourne. The car was still mobile so that was a plus.

While all this was going on I had been approached by a restoration workshop in Melbourne to find a 404 cabriolet for a customer. The customer had driven a 404 sedan in his impoverished youth and now, with more money to spend, had a desire to own a 404 cabriolet. A 404 cabriolet was found in Seattle and successfully imported. I offered them the wreck as a spares car and they accepted the offer and drove up to Brisbane to collect it. Being a skilled restoration workshop they assessed the wreck as being restorable with the only major problem being the right hand front mudguard. So if you know where there is

a right hand mudguard (fender, wing, aile) for a 404 cabriolet, anywhere in the world, let me know. Rust or minor damage is not a problem so long as the shape is there. Work is well advanced on the restoration of the Seattle cabriolet and it is scheduled to be finished by next Xmas. It will be red.

### Radiator sludge

ONE of the most frequent pieces of advice I have given out over the years is about 203 radiators in cars that have not been driven for years. Clean the radiator out before you start the car. It is not sufficient just to power flush with water. Take it to a radiator shop and have them remove the top and bottom tanks and rod each of the tubes to remove the accumulated gunk. I have had many calls about overheating of newly restored 203s and in each case the radiator has only been water flushed.

### 404 brake discs

EUROPEAN Auto Imports, 03 9889 6683, will have 404 brake discs in stock later this year. They expect them to be available in October.

### Worm Wander 2005

Melbourne to Narooma  
October 22nd to 28th

### Worm Weekend 2005

Narooma NSW  
October 29th & 30th

For entry forms contact Hank Verwoert,  
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**No Lions**

IN 1958 the bonnet mascot lions were deleted from the 203 and the 403. This was in response to regulations in France banning bonnet ornaments likely to damage pedestrians. I think that we are all familiar with what the 403 bonnet looks like without a Lion but since 203 sales stopped soon after the 403 was released in Australia you probably haven't seen a 203 bonnet without a lion.

On the Lionless 203 the three-legged 'Peugeot 203' front badge is plain chrome and the small enamel badge was moved up to the front of the bonnet. The bonnet strip was extended down the bonnet curve. There was a late 203 imported from South Africa that drove round Canberra, correctly, without a Lion for many years. The car has changed hands several times since then. I was surprised to see a photograph of it recently wearing a lion bonnet ornament but still with the plain chrome three legged 'Peugeot 203' emblem. Owners must love those bonnet Lions. Guy Nolleau tells me that there are 203s and 403 in France wearing Lions that weren't an original production fitting also.



Francois Swanepoel in South Africa has just bought a 202 and also a late model 201 both in running order to add to his collection of later model Peugeots.

**My first Peugeot**

IN 1967 I was driving a 62 Falcon and was content. It did need a lot of steering, and no synchro on first was a bit inconvenient sometimes, and it did tend to drive backwards after pot-holes, and it did blow all over the road in a crosswind, but then I thought all cars were like that. My father-in-law retired in 1961 and moved to Mt Beauty. The company car

had to be passed on and he bought a 403, 'To see him out', as he put it. Now I don't remember if the expression, 'had rocks in his head', was current at the time but if it wasn't then I certainly thought the then equivalent expression. Why would anyone buy a 4 cylinder French car? I kept my thoughts to myself though. I was never given a chance to think otherwise as father-in-law was a very

possessive car owner and no one else ever drove his car.

Time went on and in 1967 he traded the 403 in on a new 404 and I still didn't understand the Peugeot magic.

In the school holidays we went up to Mt Beauty to stay and to see the new car. I took with me a bottle of single malt Scotch Whiskey from a remote Scottish island as father-in-law liked a good Scotch.

After showing us the car he sampled the Scotch. It must have been a very good drop for he offered to let me take the NEW car for a drive. We drove down the Kiewa highway, an undulating road, and I could not believe that a car could be so different. It was a joy to drive. That was my first drive of a Peugeot

Two months later I bought my first Peugeot, a white 404, JWF404 and I have owned Peugeots ever since. My father in law died in 1986. I now have 6 Peugeots including that first Peugeot I ever drove, JTE317. 150,000 miles and 'as good as new'.

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 <http://worm.rkweb.org> Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am-9pm), [pwdr04@ultramode.net](mailto:pwdr04@ultramode.net) Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, [paulandnola@bigpond.com](mailto:paulandnola@bigpond.com)