



11 February 2001

I HAVE had GRM203 and GRM404 serviced in the last couple of months. Just a grease and oil change etc so I waited while it was done. Inevitably there was a bit of chatting and comments were made that fewer people are coming into the motor mechanic trade and that those that do, especially the good ones, don't stay in the trade. It was said that pay rates compared to other trades were low and conditions were not always good. Overheads to start your own business were also much higher than many trades. This is nothing new. I am sure that this disparity has been going on for years. Other industries seem to be able to absorb or pass on higher wages. We all depend on our cars. We sometimes find it hard to find someone to look after our cars, especially our older ones, so should we expect to pay more? Is it all a conspiracy by the manufactures to get us to throw out our cars after 5 years? Probably not, but surely motor trade organisations should be ensuring that the skills are there to look after our cars.

Shrink Fit

Time waits for nobody. Nor does personal weight. If your 203 is off the road for a few years things happen. I have heard of radiators clogging up and oil gumming up passages. Now a new one has been reported; seat belt shrinkage. A Geelong 203 is now back on the road after a couple of years sorting out engine problems and the owner has found that the seat belts have shrunk!

Le Cap Paris

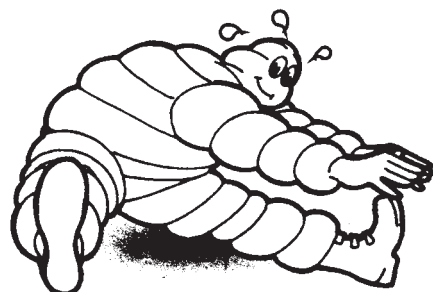
The Le Cap Paris 203 station wagons were escorted into Paris by a fleet of local 203s and were welcomed at the Peugeot showrooms in central Paris. The French team were



casually dressed and the British team (as always) were more formally attired (photo above). Among the 203 escorts was the 203 coupé of our Paris correspondent, Guy Nolleau.

Leigh Wooton from the British team has reported that they found a white Africanized 1951 203 on the slopes of Kilimanjaro in Arusha in Tanzania. It had 505 wheels, diff, engine and whatever else the drivetrain needed. Inside, it was pure 203 though. So it is not only in Australia that some 203s are not as Mr Peugeot intended them to be.

Left: Guy Nolleau's 203 coupé outside the Peugeot showroom in Paris. In the background some Peugeots, 47 years younger, are displayed. Photos from Guy Nolleau.



Neo Retro are on the web

Neo Retro, in France, who have been supplying parts for 203s and 403s to Australia for over 10 years are now stocking 404 parts. Their catalogue is also now on line at www.neoretrofrance.com Only in French and they are still continuing to use their own part numbers rather than the multilingual Peugeot part numbers.

Spare Parts CD

The 203 spare parts catalogue is now available on a CD, in English. All sections including body and coupé and cabriolet. Jörg Winter in Germany has produced the CD. A sample is on its way to me. Arrangements have not been finalised yet for distribution in Australia but I want your expressions of interest. Probable cost will be about \$40.00. This should be a useful item. Very compact and you won't get greasy fingers on the pages. Have a look a Jörg's web page www.p203.de You might even see a picture of your 203 there!



This magnificent 403 coupé was built on a cabriolet shell by French body builder Henri Chapron in 1957.



1953 REDEX • RERUN 2003

11,000km through Australia. In June 2003 Peugeot enthusiasts will assemble in Sydney for an event tracing the route of the 1953 REDEX Reliability Trial, which was won by Ken Tubman and John Marshall in a Peugeot 203. Also there were 10 other Peugeot 203s that finished the event. The resulting publicity established the marque's reputation in Australia for strength and reliability. 60 potential entrants have expressed interest including some from overseas. Entry is restricted to worm drive Peugeots. email Graham Wallis to be put on the mailing list <gwallis@alphalink.com.au>

This event seems to have created an interest in 203s and I get several calls a month asking if I know of any for sale. Let me know of any 203s that are for sale.



Full Roll Cage

The term "full roll cage" needs to be redefined when you see this photo. This is a Peugeot 172 from the mid twenties and the party trick was to roll it over and over. I have seen a film clip of this car rolling down steps. I won't be fitting a roll cage to my 172!

Drivers of the third age

Car manufacturers are at last realising that the driving population is getting older, and that older, less agile drivers may be having trouble getting into their latest all-swoopy air-slipping creations before even trying to drive them. They have done their numbers and know that there will be up to 200% more drivers over 65 in 2005 than there were in 1985. In a technological overkill they have designed a "Third Age" suit with bulky materials and stiff padding at the joints to restrict movement. At a cost of mega bucks I suspect. How about a low tech solution? Call for REAL third age drivers to test their creations! I can think of many 3A drivers who would have their bags packed in 5 minutes ready to board a Lear jet to Milan, Cologne or California. Myself included.

Parts

Now that European suppliers of parts for worm drive Peugeots accept credit cards and are now up on the web I don't intend to continue holding parts for sale. You can have most parts delivered within 2 weeks from Europe. There are still some NEW parts in stock that I would like to clear. 203 taillight lenses, 2 yellow, 4 red. 403 (late) taillight lenses 2 only. 203/403 interior light lenses, 4 only. 203/403 blinker switch arm, 1 only. 203 Covir in poly carbonate plastic, 1 only. 203 brake fluid reservoir nipples. 203/403/404 neoprene oil filter gaskets. ALSO, 203s break back axles. I have 6 pairs of axles including one unused pair that still have the protective rubber caps on the wheel studs. They need a home or they will go to the tip.

Another 203

Sharon Rappolt's newly restored 203 should be at the Melbourne French Car Festival at the end of February. Look for the shiny black car. The 203 belonged to her parents in Perth. It is good to see cars being kept in the family. I sometimes get jesting comments from my children as to who will get what car from my garage. I tell them to "Back off, I've got a few more years yet."

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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