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THE big story this month is about the 203 that Jeff Wunderlich has been driving since 1961. Already the story has been requested (for translation) for the French "Les Amoureux de la 203 403" magazine. I have since found another PCCV member who has been driving his 403 since 1960! Expect another story and lots of pictures in a future Worm Review.

Too many cars?

Do you ever wonder about the number of cars being produced in the world? Traffic in Australia is minimal compared to traffic in more densely populated countries. Don't go for a drive on a holiday week end in Europe. Just imagine China if every family owned at least one car! Peugeot cumulative production figures since 1890 are revealing. By 1901 1754 vehicles had been produced. By 1921 the cumulative figure was 49,260. By 1941, 636 883. By 1952 (4 years after the 203 was introduced) 1,004,185 (the MILLION!). The second million came in 1959, the third million in 1963, the fourth million in 1967. By 1988 20,000,000 Peugeots had been produced.



A cool picture from Finland. Timo Tenho's 403 confort.

Knock Knock

When I first started driving GRM203 after the restoration was finished (10 years ago, would you believe) I noticed a knock from the rear end when the rear springs were working hard. Most of my driving was sedate so it didn't worry me too much. The late Lew Edwards (a great mate) crawled under GRM203 at a French Car Day and diagnosed that the wrong lever arm shockers had been fitted. "The arms are too long," he said. I

found a correct set of rear shockers, had them reconditioned, fitted them and no more knock knock. The long arm shockers (which had been restored) were put on the shelf. I didn't find out what Peugeot the shockers came from until a few years later when I was helping a mate clear his back yard and started to pull an early 403 back axle apart to save the worm wheel before the rest went to the tip. The shockers looked familiar so arm length and offset dimensions were measured and sure enough the shockers on my shelf were identified as from an early 403 (before the telescopic shockers were introduced in 1960. Fast forward to early this year. Alan Pinkney rang asking who could recondition the rear shockers on his 1956 403. "Call round, I have a set on the shelf." He did, and the rear of his 403 now behaves itself.

More parts on line

www.melun-retro-passion.com offer online purchase of worm drive Peugeot parts. Only in French but worth a look.

Worm Peugeots at the Victorian French Car Festival in February





A long time friend



THERE are not many people who can say that they drove to a new job in 1961 in the same car that they drove home in when they retired in 1993 and, certainly, I doubt if there is anyone who for all those years drove a Peugeot 203 to work and back. But Jeffrey Wunderlich did and he is still driving the 203.

Jeffrey was born in Switzerland, came to Australia when he was 7, studied here and finished his studies in Paris with a Doctorate in Chemistry. In 1961 he began a job with the CSIRO at Fishermans Bend, Melbourne. The Port of Melbourne was on one side, the aircraft factories were next door and General Motors were churning out Holdens over the road. I dare say that the 203 was noticed. More so as the years passed.

The original owner of the car was an elderly gent who had given up driving and put the car up on blocks. Apparently the elderly gent was not happy with the original light grey colour so he had added some original touches like painting the bonnet and the boot lid red. He had also painted the vinyl head lining a nice shade of pink!

For several years it was Jeffrey's only car. Long trips were made with the family including one to Sydney that was disrupted by a blown head gasket.

The family eventually outgrew the 203 and a another family car was purchased. The 203 then became Jeffrey's personal transport to and from work and in his community activities.

Jeffrey found that the 203 was well known while he was a member of the Hawthorn City Council. Publicity is part of the political scene and a picture of a councillor in a 203 was more likely to be published than a councillor in a more mundane car. Jeffrey was Mayor of Hawthorn in 1981 and 1982. The 203 was his Mayoral car!



One of the disadvantages of driving in peak hour traffic is that people run into the back of you. Perhaps following drivers were mesmerised by the wonderful car they were following, or perhaps they were expecting bigger stop lights, but Jeffrey says he has replaced 6 boot lids over the years and the back mudguards have had more "face lifts" than Joan Collins. The back of the car, at the moment, shows signs of a recent rear nudge.

The original 16 inch wheels were replaced with 15 inch wheels when tyres for the larger wheels became hard to find.

The 203 has been repainted more than once and is now a pleasant green grey metallic silver. For some years his regular panel shop in Malvern was run by two men who many years earlier had painted 203s after they had been unloaded from the ship (see box).

The speedo was disconnected for many years and Jeffrey is not sure how many times the speedo has rolled over. Just commuting for 32 years would have run up over 150,000 miles so we can safely say that well over 200,000 miles have been travelled. The engine has been refreshed twice. Once as a rebuild and once as a transplant. The transplant was made from a wrecked car using a block and tackle slung from the branch of a huge cypress pine tree. The coarse spline back axles in 203s have a habit of breaking and Jeffrey's car has had its share of breakages. One broke when he was attempting a rolling start, in reverse!. That axle was replaced but no check was made for any broken pieces that may have been lurking in the differential housing. One piece was lurking and jammed the differential in Toorak Village in peak hour.

The 203 now only does short trips, the longest being to visit his daughter on the other side of Melbourne. Fourth gear is

hard to find which probably indicates that the joints in the gear linkages need to be replaced. But otherwise it is a completely practical city car. As a good friend, Jeffrey has no intention to put his 203 out to pasture.

If you are not familiar with the history of 203s in Australia, the majority were imported in red undercoat only. Hence the colours of 203s in Australia are often different from European cars. A fact often commented on when Europeans see coloured photos of a line up of Aussie 203s.



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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