

19th March 2002

LAST month we featured some pictures of 203s taken at the Melbourne Cricket Ground. In one of the pictures a boundary fence advertisement was intrusive so we did a bit of digital adjustment and removed the sign. The sign was for Ansett Airlines. A few weeks later Ansett gave up its struggle to remain solvent and stopped flying. Not a case of Voodoo at work I hope! We must be a bit more careful with our adjustments and please don't send us any pictures of your ex etc for manipulation.

Horn ring

The horn ring on the late-model 404s (Part 4112.40) has a tendency to break where the ring meets the crosspiece. Despite its shiny appearance, the horn ring is rubbish metal underneath, so it cannot be welded or soldered.

In 1972 I broke the horn ring on my 1968 model 404, and I sought help from my brother, who was lecturing in anatomy at a University. He got the lab technicians on the job, and they made up tiny brackets, which they somehow riveted into the casting.

My brother has moved on to greater things but the horn rings keep breaking, so I would like advice from anyone who was successfully repaired one of these items.

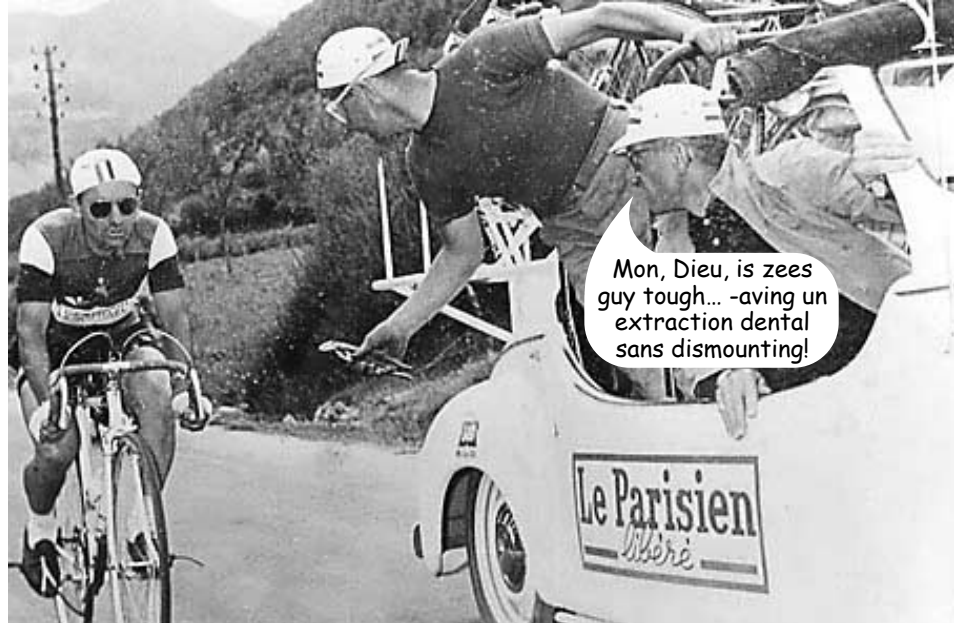
Paul Watson

Universal Joints

In worm drive Peugeots there is a "universal joint" in the drive line at the gear box end of the torque tube. I have had two requests in the last few months for replacement UJs for 203s. Fortunately I had grabbed a couple of UJs that were for sale on the Internet auctions and I was able to sell them on.

As most parts in the 203 last for ever, it is possible that greasing had been missed in a past life.

There are three variations in 203 universal joints. The early are knurled both ends, the later ones are knurled one end and the last ones have no knurl. I suspect that they are not interchangeable, but I am not sure. Feedback please.



Peugeot produced special 203 Tour de France team cars to follow the cyclists. They carried spares and offered running repairs. This picture brought back memories of the Dentist's chair.

Caption from Dave Desmond.

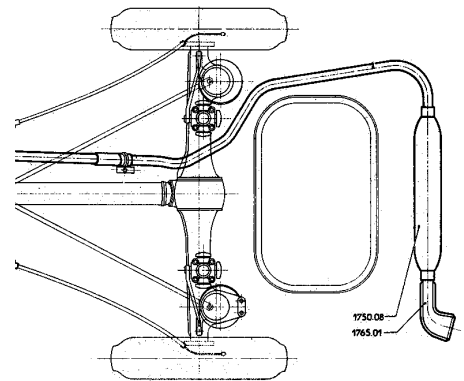
203 Exhaust

The owner of a newly restored 203 looked at GRM203 and asked why the end of the exhaust pipe came out on the left hand side as, on his car, it finished on the right hand side. He had replaced the new exhaust in same position the exhaust was in when he bought the car.

I showed him how the 203 exhaust should come down the right hand side of the 203 and do a right angle bend to a muffler positioned parallel to the back bumper bar and then flow through another right angle bend to take it out at the left rear of the car.

Many 203s, at the age when they were cheap transport, were fitted with exhausts that went straight through to the right hand back corner. The mufflers hung down a bit and spoilt the side view somewhat but it was cheap and quick.

In the age when 203s are treasures and are being lovingly restored, the restorer had followed what he had bought. It's important to do your research. The spare parts manual shows the layout of the 203 exhaust clearly. The final right angle bend to the air should be a "Que de carpe", or as we would say, a "Fish Tail", that changes the exhaust pipe from round to



a rectangular slit. The distinctive cackle of a 203 on overrun is helped by the slit exit.

Genuine 203 mufflers are available from France. They have rounded ends like a loaf of French bread! I tried two of them and they both rusted out in under two years. Fish tails are also available but they rusted out just as quickly. GRM203 has now been fitted with a stainless steel exhaust system.

403 Steering Column Cows

I have seven expressions of interest for purchasing fibreglass reproductions of these parts. I want 10 before I bother to go to the next stage. Speak up now or it won't go ahead. RHD parts only!

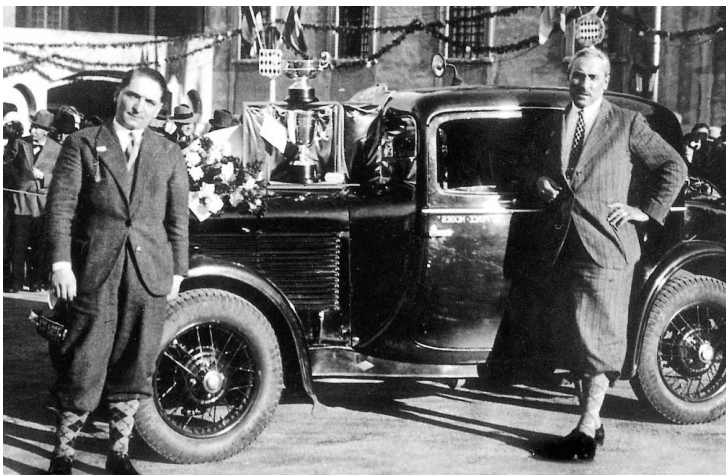


Fashions

Have you noticed that car advertisements these days don't feature ladies very often? Here are some glimpses of fashions from the worm drive era.



A 202 from 1939.



Also from the worm drive era, competitors in a 201 in the 1931 Monte Carlo Rally. Drivers in the 2003 Redex Rerun could pick up some style tips from this photo.

First Car

I got a phone call asking for help in identifying an "old Peugeot".

In about 1948 the caller was given a car by an uncle. It was his first car.

He is writing his personal history for his family and one of his chapter headings is "Cars I have Owned".

A few questions located the car in the 1920s and a few more questions identified it as a Peugeot 172 from about 1924. "Is there anywhere I can see one?" "Yes, there is one in my shed." He couldn't believe my answer. He thought that I was having him on.

A few days later he called in and his memories all came back as he identified the unique design features of the 172.

The only photo he had was of part of the car as a background to a picture of his cousin.

One of the stories he told was that he used to row, and that one day when leaving the rowing club the car wouldn't move. Several of his burly rowing mates were hanging on the back with their heels dug in. In peak condition the 172 develops 10 brake horse power. His car was not in peak condition.

I gave him a piston and a valve from a 700 cc 172 engine as a memento.

Stone guards

"Fonderie Denous" are a foundry in Paris that specialises in quality aluminium castings. They have patterns to produce most of the Robri and other brand add-on trim parts for 203s and 403s including several styles of stone guards for back mudguards.

Email: fonderie.denous@wanadoo.fr

Their web site is

www.aluminium-foundry.com/anglais/guide.html

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.

Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am to 9pm) email: peu03reg@netspace.net.au

Paul Watson 5 Beatrice Street, Glen Iris, Vic 3146 Ph 03 9889 2721 email: paulandnola@bigpond.com