



May 13, 2001



Wedding cars

203s are still popular as wedding cars. John Marriott's 203 and GRM203 dressed up for the dash to the celebrant recently. The daughter of a friend of John's was the bride. The gentleman in the photo, Sam Mechkaroff, was one of the drivers and the lady was one of the guests; just in case you are wondering!

That 3 cylinder 203

HOW many of us have been enjoying a pleasant Sunday drive, fine day, sunshine roof open, when suddenly our reveries are shattered. A loud pop, something hits the underside of the bonnet and the motor sounds like a steam pump with shattered underpants.

Inspection reveals the advent of the 3 cylinder motor having only as many spark plugs. A casual stroll retracing ones Michels locates the plug, connecting spring and bakelite top on the road; but run over by that nasty FJ Holden that was following close behind.

Despair! Wait... rolling round under the spare wheel I recalled an old KLG and spring that I picked up from a wreckers last year. By removing the washer there are 1.2 threads left to engage in the thread but a little matter of spark conductivity remains to be concluded. I have it. Two or three thicknesses of the "Sporting Globe" in tubular formation should suffice as an insulator and with the plug lead into the top of the spring. Off we go again, carefully.

With that pioneering feeling of "The mail must get through" we prepare to start off, turn the key and pull the starter very gently. The motor starts and runs thanks to the wrecking yard and the racing fancies. Easy does it into first, sock pressure on the accelerator, into second, sock x 2 pressure and then third. Dare we try fourth?

The decision is made, overdrive is attempted and mastered until the steep part of the Burke Road hill..... pop, the same process is repeated even to the

FJ Holden. But "The mail must get through" so we drive home on three maintaining an air of, "What noise? I don't hear anything! Why are all those people laughing?" Nursing our "pride and joy" 203 back into its garage we transfer the bottles from the boot to the fridge and change our reefer jacket and cravat for bib and brace overalls. Much head scratching, a cup of tea, aha, the motor mower plug might do.... Blast, 18mm! What we need is a long reach, let me see, Standard Vanguard or Austin A40 should do. Bert next door should have one, yes lets try it, no, there is no thread left in the head at all. Who invented these blasted motors with the plug between the valves, hemi combustion chamber, all covered up with a rocker cover and the plug hole in the bowels of the motor.

Aha ... again. Wrap a piece of shim brass around the thread and it tightens. Good. A plug tube is found, a little charred on its fibre end but any port in a storm. Dare we try it again? Yes, but don't stand near the open bonnet! Well it worked. Revs up but there is this funny hissing noise with each stroke. Twice round the block, or was it three times. Then to the telephone, but I forgot, Regan's spares don't open on Sunday. Let's open the fridge!

Bruce Tayler

203 parts

TED GEARMAN of Europarts has some 203 bits to sell, a front guard, a set of doors a boot lid a few bonnets, a few C2 gearboxes and a few other bits and pieces. He also has a box full of suspension bushes for the 203. Europarts are 313A Cheltenham Road, Cheltenham Vic. 03 9583 3766.

Expensive tinplate



IF you follow the Internet auctions you will have watched a tin plate battery powered model 404 taxi in mint condition and complete with its mint cardboard box (photo above) attracting a lot of bids. If you weren't watching it you will be surprised that it sold for US\$991.00. That is near enough to \$2000.00 in our money. Incredible!



Peugeot in the '57 Mille Miglia

THIS race was held on 11-12 May 1957. It was Round 3 of the World Sports Car Championship. There was 1 lap of a 992.332 mile/1597.00 km circuit. The weather was dry but with sleet in mountain passes.

Ferrari took the first 3 places outright. First place time was 10 hours 27 minutes 47 seconds. 152kph. It is little known that there were Peugeots in this race. Eight 403s and two 203 specials. Roger Delageneste in a 403 was 66th overall and first in the Touring Special 1300 group with a time of 13h 34m 17. 117kph. Paul Guiraud/G.Chevron in a 403 were 95th overall and 1st in the Touring Prepared 1600 group. 14h12m28. 112kph. Patrick Vanson's name appears in a 403 that finished 136th. 112kph. He now lives in Sydney. We have published some of his pictures in the past. In their group the 403s did very well. Just ahead of Roger Delageneste was a MGA, an Alfa Romeo Giulietta and a Fiat-Abarth 750 Zagato and just following were an Alfa Romeo Giulietta, a Fiat-Abarth 750 Zagato, and a Ferrari 250 GT. All good company and a testimony to the handling of the 403.



Two Swedish Snäckväxel

Contact with Sweden

I HAVE at last made contact with older Peugeot in Sweden. Have a look at <http://w1.864.telia.com/~u86405835/> and scan down to look at all the pictures. I am advised that the Swedish word for the worm drive rear end is "Snäckväxel" and it translates something like "Snail drive". I have had a lot of comment about the other words for Worm Drive. Perhaps more than for anything else I have reported. Is it just the fantasy that some of you young persons attach to some of the translations?



Paul Guiraud & G.Chevron driving in a rally in 1957



A Swedish 404 coupé.



Jörg Winter is restoring a 203 van in Germany. These are rare vehicles as commercial vehicles usually have a harder working life than private vehicles. Rust is being removed in one of the usual spots. Have a look at Jörg's web site at www.P203.de.

The Worm Drive Register is for all worm drive Peugeot in Australia. It reproduces some parts and knows who has parts. It reprints manuals. It keeps in contact with older Peugeot overseas.

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