

20th May 2002

AFTER a very warm Autumn, winter has hit Melbourne with snow up in the mountains. 12 degrees max today. Cool for us but positively balmy compared to temperatures in some overseas worm countries. "The ice left our lake on the 21st April....." in an email from Finland.

I hope you have all noted the new email address [wormreg@netspace.net.au](mailto:wormreg@netspace.net.au)

It was time for a change as the old one was a carryover from the 03 Register and, with the new address, spam has almost stopped: a big plus.

I wasn't getting any spam offers to enlarge worms but if I took up all of some offers there is no way I would fit behind a steering wheel.

Please use this address for the Worm Register in my publications, web sites etc rather than my personal address.

**You are famous!**

We have written about how Geoff Wunderlich has been driving his 203 for over 40 years.

His story has been picked up and published on overseas Peugeot magazines.

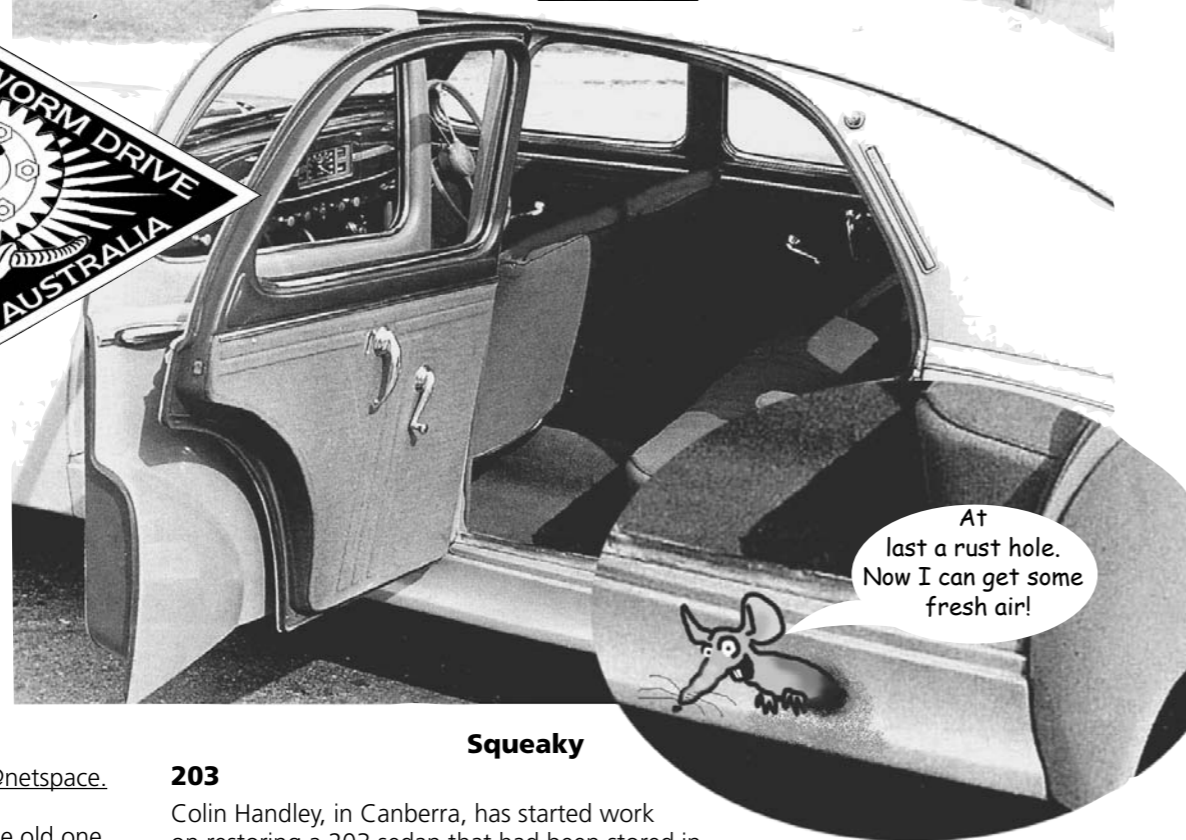
This year the story was published in the new book "Peugeot, The Australian story". Geoff was out driving his 203 when a more modern Peugeot stopped beside him. The driver wound down the window and called out "You're Famous!".

Geoff might have claims to fame as a member of the Wunderlich family, as a research scientist and as a Mayor of his city, but I think he liked the famous 203 driver best.

**Praise be for the 403B**

In November 1961, the English magazine "The Motor" carried a full road test of the 403B, which is surprising, given that the British never really took to the 403.

The writer signs the praises of this "sturdy and economical family car with



At last a rust hole. Now I can get some fresh air!

**Squeaky**

**203** Colin Handley, in Canberra, has started work on restoring a 203 sedan that had been stored in a farm shed for more than 20 years. He had stripped off panels and, as is good practice, started to check the inside of the structural sills for rust and rubbish. He drilled 3 x 25 mm diameter holes in the side of the sills with the intention of vacuuming the inside and then spraying with fish oil. But he needed more than a vacuum cleaner. The sills were full of mouse nests! There were no obvious rust holes (or mouse holes!) where they could have gained entry to the closed box section sills. When Colin told me the story I remembered that the top of the 203 windscreen pillars are open inside the car. I had helped John Marriott feed the drain hoses for the sunshine roof of his 203 down the windscreen pillars. So the clever little beasties had worked out a very safe home well out of reach of "Le Chat". Christina Alvner from Sweden added the relieved rodent to the 203 picture.

good handling", and goes on: "The owner who drives really hard and fast for long distances will find a growing respect for this large and sober looking 1.5 litre family saloon which combines a very brisk performance with remarkable roadholding and controllability."

When you see the other 1.5 litre cars that the British manufacturers were offering at the time, the praise for the 403 is not surprising. Ford was flogging the Classic and Consul, BMC had any number of dreadful Farina variants, Vauxhall had the Victor and Rootes Group had the Hillman Minx, Singer Gazelle and Sunbeam Rapier. The writer refers to the fact that on the B model the side lights were moved from the rear roof pillar to the front guards, and "which also serve as parking lights". This is an interesting point, as many late 403s and early 404s sold in Australia had these lights wired up as parking lights only (with split red and white lenses). But my 403, which was built in 1961, has orange repeater flashers on the guards and no switch for

the side lights. Another thing that caught my eye was the list of equipment

THE MOTOR November 1 1961

**Motor Road Test No. 38/61**

Make: Peugeot Type: 403B  
 Makers: S. A. des Automobiles Peugeot, 29, Rue de Berri, Paris 8.  
 Concessionaires: Distributors Peugeot, Ltd., 127, High Street, Croydon, Surrey

**Test Data**

World (lightweight) record in category: 100.0 mph

CONCLUSIONS: Powerful, stiff and smooth with 24.4 m.p.h. acceleration from 0-50 m.p.h. in 10.0 seconds. Excellent roadholding and steering. Excellent visibility. Excellent brakes. Excellent fuel economy.

WEIGHT: 2400 lbs. (with oil, coolant and 100 lbs. of luggage). 2600 lbs. (with oil, coolant and 100 lbs. of luggage).

MAXIMUM SPEED: 100.0 m.p.h. (at 5000 r.p.m.)

ACCELERATION: 0-50 m.p.h. in 10.0 seconds. 0-100 m.p.h. in 24.4 seconds.

BRAKES: Front disc, rear drum. 24.4 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

STEERING: Rack and pinion. 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

CHASSIS: Front disc, rear drum. 24.4 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

WHEELS: 15" x 5.5" steel. 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

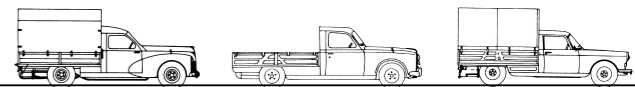
TIRE: 15" x 5.5" steel. 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

SEAT BELTS: 2-point. 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

SAFETY: 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

PRICE: 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.

VERDICT: 10.0 m.p.h. in 10.0 seconds. 100.0 m.p.h. in 24.4 seconds.



404 ute in Argentina



The Aussie styleside 203 ute

**Beaut Utes**

I got a lot of feedback about the pictures of utes in the last Worm Review. Here are a two more that we couldn't fit in last time. Rumour has it that Aussies invented the Ute. That utility vehicle that offered sedan comfort up front and half a ton of capacity at the back for the farmer. But did we? There is no question that the "Stump Jump Plough" is one of ours, but the Ute? The French had a vehicle called "Charrette Normande" which in Anglais reads "Normandy Cart". Specification? Comfort up front and room for a few pigs and a bale or two of hay at the back. I have seen pictures of them from as early as 1921.

supplied with the car in Britain. Tools, which are "housed in boxes under the quickly removable front seat cushions", included wheel brace, plug spanner, tommy bar, drain-plug spanner and three original equipment spanners. I have also read road tests that mentioned a radiator blind being supplied with 403s, also housed under one of the front seats. The spare parts manual lists what looks like a piece of cardboard shaped to block off half the 403 radiator. Most of the time it is not cold enough in Aus to encourage a 403 engine to keep warm this way. If there is a problem, however, the side of a beer carton will do the job just as well.

quarter inch coach bolt! I have heard of belts being fixed to the floor with self-tapping screws. In an accident, all such fixings would fail making the seat belts useless. "Stamps Coloured Seat Belts" will supply approved fixing kits for older cars, heavy bolts, nuts, washers and plates for spreading the load over a bigger area of floor and hollow bolts for door pillar fixings. They will make up seat belts with lengths to fit your car in a range of colours. N & D Stamp, 286 High Street, Kangaroo Flat 3555. Phone/Fax 03 5447 7555.

**203 Plastic**

The 3 plastic shells grouped under the 203 steering column have usually been cooked in the Aussie sun. Reproductions of all these parts are available.

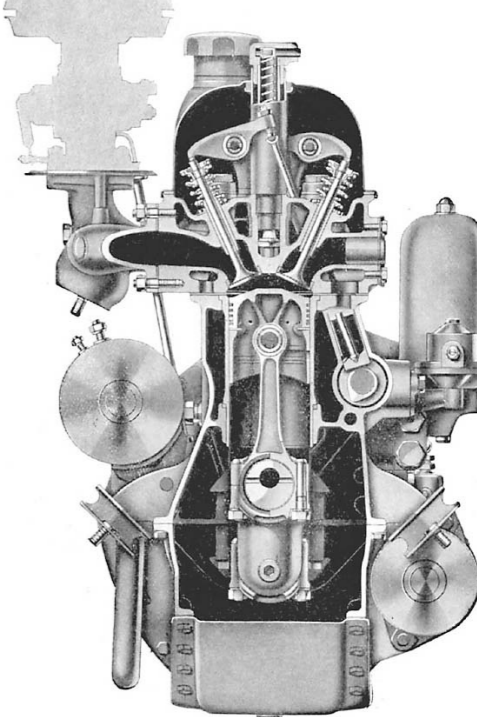
They are:  
**(A)** the shell over the light switch stalk Peugeot Part 6240.\*\* (this number refers to the complete switch. Only the plastic shell is available),  
**(B)** the shell over the gear lever with the gear positions embossed PP2406\*\* and  
**(C)** the shell that holds the trafficator direction switch. The covir. PP6319\*\*.

This latter shell also positions the top of the gear change shaft in a moulded in bronze bush.

Neo Retro are listing them in France [www.neoretrofrance.com](http://www.neoretrofrance.com) Look for their part numbers under **Colonne De Direction.** **(C)** > 1341 Boitier COVIR sous volant en plastique gris. **(B)** > 1344 Coquille de changement de vitesses. **(A)** > 1375 Coquille de commutateur d'éclairage (2ème modèle sans platine ni tige)

(For translations try [www.systransoft.com](http://www.systransoft.com) or [www.reverso.net](http://www.reverso.net)).

I have ordered 5 Covirs (C) from OS for sale. Two have already been spoken for. This is in response to the increased energy in restoring 203s for next year's Redex ReRun. Contact me if you need one.



**Engine Art**

I have always admired Engineering art and this pen and wash drawing of a 203 engine is a great example. If you would like an A4 print of this ask.

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 older Peugeots overseas.  
 Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149  
 Ph 03 9807 3586 (9am - 9pm), wormreg@netspace.net.au  
 Paul Watson 5 Beatrice Street, Glen Iris, Vic 3146  
 Ph 03 9889 2721, paulandnola@bigpond.com



Be Warned

PW

**Seat Belts**

Seat belts can be fitted to older cars that were not fitted with them as original equipment. But don't underestimate the loads the fixing points need to take. When I started to restore GRM203 12 years ago I found that the seat belt sash had been fixed to the door pillar with a