

17th June 2004

THE weekend of PCCV 50th birthday celebrations has passed with most surviving the rounds of cocktail parties dinners and lunches. So the next 50 years is ahead. We would like to think that car clubs still existed in 2054. Will petrol be available then? Probably not, at least not readily. Perhaps small quantities at big prices so that cars from the first century of motoring can show how it was then. I firmly believe that 50 years from now mass motoring will be hydrogen powered, not with an internal combustion engine, but in a fuel cell with electric drive.

In 1900 petrol was sold by pharmacies and other agents. If you were planning a long journey by car you needed to order your petrol in advance to be sure of a fill up on the way. Perhaps in 2054 petrol will also be needed to ordered in advance if any worm drives that have survived want to go for a drive.

I have 14 years of my 03/Worm writings in my computer. All backed up in several places.

This year I was searching the computer for another reference when I found this writing from July 1991. Reporting my first drives in GRM203. I enjoyed reading it again and, as one does, I emailed it to a few worm friends. Most said "You should republish it". So here it is again.

**GRM203 First Drive (Rerun)**

FOR two years (or is it more) I have been writing about rebuilding a 203. Enough of you have commented about my ramblings to suggest that they are being read and this encourages me to keep writing. Now forget the nuts and bolts and paint and rubber. All that is getting your hands and fingernails dirty. NOW I can talk about the driving.

If you haven't got a 203 to drive you do not know what you are missing. Everyone should have a 203! I have now done 152 miles in GRM203 and I have enjoyed every moment.



Guy Nolleau's 203 coupé at his club's AGM in Northern France.

My first tentative miles were cautious and very much alert to anything that had not been put together as Mr Peugeot intended. Forty five Brake Horse Power doesn't pull a lot of skins off custards, and I was anticipating dismal green light performance, and chugging up minor hills. Not at all. But I am ahead.

At last report I still had an engine problem. Head gasket, said the experts, listening to the spiting of the exhaust and the three cylinders when starting. And so it was. With some expert tuition I removed the cylinder head and found that the head gasket had been installed upside down. The manual explains carefully which way is up. The gasket is marked 'this way up' (in French of course!). But still the Peugeot 'specialist' firm who rebuilt the motor just before I bought the car, got it wrong. There was a 'bleed' between cylinders 3 and 4. With a new gasket (right way up) it was a 'new' car.

We had been invited to join a group of vintage and classic cars in a weekday car run. I would have liked a bit more driving around home before heading off but "it is only a short run" they said. What they didn't say was that it was steep! It included a climb up the back way to One Tree Hill and an even steeper descent. Not the place of first choice to test your cooling system or your brakes. The only worry was during the descent. I kept a good eye on the A Model Ford behind me and hoped his brakes were working.

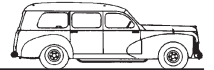
Pick your right gear and the motor pulls strongly. The brakes feel fine to me, certainly better than some cars I drove in the 50s and 60s. The steering is a delight. I am told that 203 salesmen had trouble convincing some customers that with the 203 rack and pinion steering you did not have to continuously move the steering wheel backwards and forwards between 11 o'clock and one o'clock to drive in a straight line.



Its been 13 years since the restored GRM203 first hit the road.

**Rejuvenating Smiles**

ON one of my first suburban trips in GRM203, I stopped at an intersection on the left of a very clean Renault 10. The young lady passenger looked at the 203, lent forward to see the front of the car better, spoke to the young lady driver, and then they both turned round an gave me big beautiful smiles. I am sure the 203 raised itself slightly on its suspension



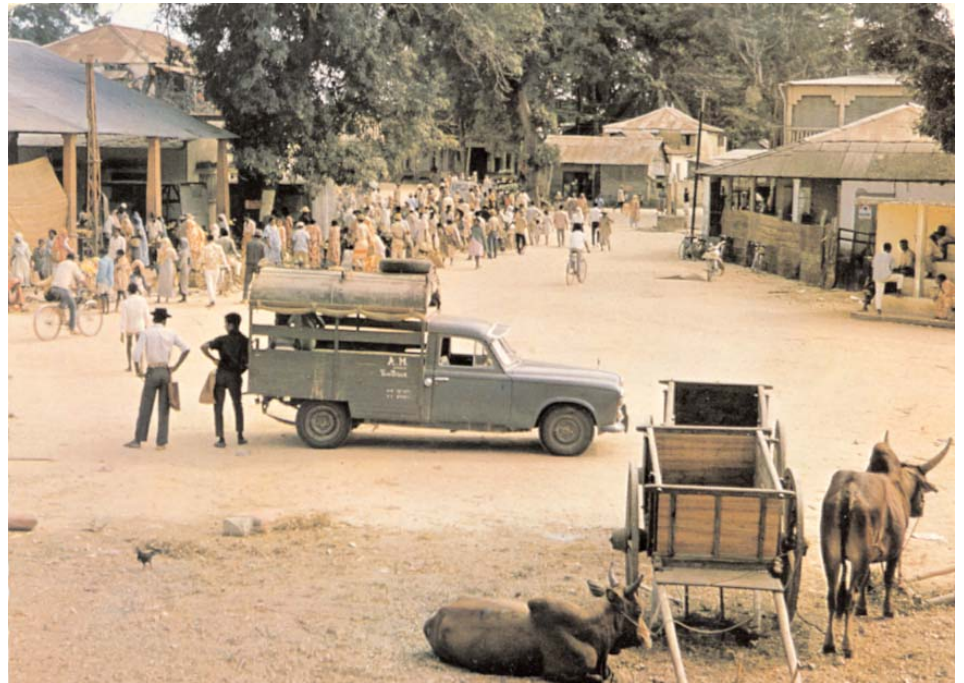
and flipped both its trafficators briefly before it drove off feeling 30 years younger. It took a couple of years off my age as well! No one has told me about this aspect of driving a 203!

**403 Overriders**

SOME 403 bumper overriders are a steel pressing that is open facing the boot. They project above and below the bumper bar. They are cleverly designed to act as a scoop to pick up stones from a gravel road and deflect them to chip the paint on the boot lid. Check yours and block off the scoop to protect your paintwork.



A 403 sticker from UK



403 ute in Madagascar.

**203 Wiper Motors**

203 windscreen wiper motors are small and are getting older. I have had several calls lately about non performing motors. Some even with blue smoke! The first thing to do is to check the amps that the motor is drawing. If more than 2 amps things aren't healthy. Then pull the motor apart and check that there is soft grease in the gear box. Not too soft as I know of a case where the new grease leaked out and insulated the commutator. Check the resistance between 180 degree apart segments in the commutator. This should be about 2 ohms.

Some armature rewinding firms will rewind and machine the commutator of a tired motor with good results.

203s of course came with an auxiliary hand crank for emergency operation of the wipers. It was fitted in a clip in the glove box. The story is told from the days when 203s were rallied of a 203 driver passing scrutineering with a dead wiper motor by working the crank handle under the dash with a careful wrist only action while making humming noises in the back of his throat.



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**MONTRE ÉLECTRIQUE**      **PEUGEOT 203**  
RÉFÉRENCE 58228      MODÈLE SEPT. 1952

Notice P. T.C. 9-1952

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PEUGEOT 203 et 403  
20-150 - Tach. 1/2 ch. 0-2500  
20-150 - Tach. 1/2 ch. 0-2500  
20-150 - 403 ..... 0-2500

Jaeger made a small clock for the 203C. Rare these days.

**WOWE 2004**  
**ALBURY**  
**Oct 23rd & 24th**

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 owners of older Peugeots overseas. Back copies of the Worm Review can be downloaded from <http://worm.rkweb.org>

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