



19 August 2004

MY 203, GRM203, will be 50 years old next month. It left the factory on 7th September 1954.

GRM203 has already had some birthday presents. The new engine was fitted recently – 1500cc bottom half with the original 203 head. Everything was fully balanced including the fan belt pulley. Well worth the extra money as the engine is very smooth and revs freely.

The old engine was the original that came with the car when I bought it 12 years ago. It was getting a bit rattley. It was one of the first batch of 14,000 203Cs that were fitted with engines with white metal bearing rather than shell bearings. The head had been rebuilt to unleaded standards a few years ago.

The car is a delight to drive. It climbs hills with much less fuss.

As well as the new engine, GRM203 now has a new steering wheel complete with a new Lion centre. Both items new, out of the box.

Last month I wrote about the new steering wheel I had been offered, found in an old garage that had once been a Peugeot dealer. After I had bought the wheel I was surprised to find that it was made for a clip in rather than a screw in centre. A clip-in centre was something I had not heard of before. So last month I asked if anyone knew about these clip-in lion centres. I got an email from Europe saying that they had a new one still in its box. "Was it for sale?" "Yes it was," and a couple of weeks later GRM203 had another birthday present. Thanks Claus.

There have been encouraging early entries for the 2004 Worm Drive



Aussie snow. Neville Summerill lives at Bombala a small town in South East Australia. At about 600 metres above sea level there are occasional light sprinkles of snow most winters, but this winter there was a big fall. Neville grabbed his camera and recorded the unusual scene of a 203 in snow in Australia. Neville hasn't explained why there are no footprints in the snow!

Weekend at Albury. Many thanks to you early birds! The early entry incentive prize is hanging on my wall as I write. I am sure that the lucky early bird draw winner will find space for it.

Please note that all the Verandah cabin accommodation has been booked.

Ins0mnia

A PEUGEOT person told me about his insomnia. Lying awake at night watching the clock radio tick over 1.04, 2.03, 3.06, 4.04 etc. He is relieved to see that the new Peugeot will be 1007. He figures that at 10.07 he will either be having breakfast or watching TV.

Clutch repairs

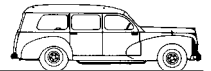
A 406 owner was very surprised at the cost of repairing the clutch operating system in his car, a hydraulic system. He was expecting a repair kit to be fitted to the slave and or master cylinders. But no, a full kit was required, slave, master, reservoir and hoses. Cost \$540! Plus labour. The Register has been selling clutch control rods for the 203 for \$18. Some difference – and 10 minutes labour to change.

Duff Duff

WE all hear those cars with big sound systems and the duff duff sound that comes from them. A new Camry pulled



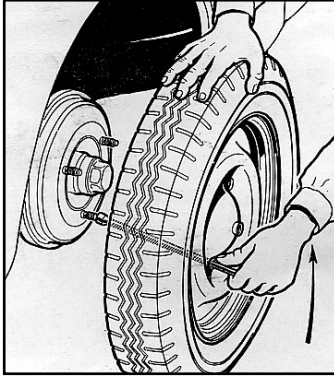
John Marriott driving his 203 on a very wet day in August.



203 Tools

HOW is your tool kit? 203 tool kit that is! This kit is typical of what your 203 would have been delivered with.

1. Screw driver with Peugeot brand.
2. Spark plug tube spanner. 203 spark plugs are buried deep in the cross flow head. You need a long tube spanner to reach them.
3. Large Pliers and cutters. Peugeot brand.
4. Tommy bar to rotate the spark plug tube spanner but also, note the tulip end. This fitted over the spherical head of early 203 studs and guided a wheel onto the studs when changing a wheel. See picture.
5. Large hex spanner for undoing the caps over the wheel bearings. It also has a square male fitting at the small end for undoing the sump plug.
6. A spare clutch rod. Not a regular tool but a worthwhile addition to the tool kit.
- 7, 8, 9, 10. Peugeot spanners.



11. Carburettor spanner.
12. small screwdriver.
13. Lead light to plug into that socket under the 203 bonnet.

And don't forget the emergency crank handle that should be in the glove box to operate the windscreen wipers should the wiper motor fail.



up beside me at the lights and I heard the duff duff. But it was a different duff duff. It was Indian music. I glanced sideways and the car was full of turbaned men. The funny part was that they were all making a slow chin thrusting head movement just like in the Indian TV advertisement for the 206 that is now known as "The sculptor"!

French Horses

THE French equivalent to Horsepower (HP) is Cheval-vapuer (CV). One Cheval-vapuer is equal to 0.986318 Horsepower. So it seems that French horses are not as hairy as English horses. Power is the rate of doing work. All this is academic as the metric unit of power, the Watt, has taken over. Power should not be confused with rated power, a unit devised for taxing

purposes which considers only the area of the pistons.

Watch out for sparks and steel wool

STEEL wool, especially the finer grades (0 and 00), will ignite from sparks from a grinder. It won't burst into flame but will smoulder away turning the steel fibres in the pad to ash but still retaining the pad shape. You may not even notice it unless you pick up the pad. It will be H O T. Hot enough to have the potential to start a much bigger fire. As most of our workshops have plenty of inflammables stored in them BE WARNED.



A French beach scene from the 1950s.

WOWE 2004
ALBURY
Oct 23rd & 24th
ALL VERANDAH CABINS ARE BOOKED

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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