



THE WORM REVIEW

December 2007

It is said that while we are driving our old cars that we are not really owning them. We are really only minding them and keeping them nice to pass onto a new owner. So my tenure of GRM203 has now ended and I have passed it on to a new owner. Yes GRM203 has been sold. I hadn't driven it for over 18 months and I couldn't see myself driving it much in the future. Old age and health problems have finally caught up with me. I got a phone call after the Worm Weekend expressing in interest in buying. We agreed on a price and a week later the car was driven away. It has gone north to NSW. I have been asked if I feel sad but I haven't. The 203 has gone to a good home. It sold easily without all the fuss of advertising and putting up with tyre kickers etc. I have had 16 years of fun with the 203 and made a lot of friends. If I feel sad about anything it is the passing years that don't leave me with the energy that I used to have. I looked back to my writings in 1991. GRM203 was on the road and I wrote ...

DRIVING IT AT LAST

I have now done 152 miles in GRM203 and I have enjoyed every moment. My



This picture of GRM203 was a cover on Torque.

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 & 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



Last view of GRM203 about to turn the corner from Olive Ave.



Fred Cole was the original owner of GRM203. He was a Peugeot dealer in Colac. He registered the 203 on Xmas eve 1954.

The Worm Drive Register is for all worm drive Peugeots in Australia. Worm Review editor is Gordon Miller.

203: Gordon Miller 03 9807 3586 pwdr07@ultramode.net 403: Paul Watson 03 5264 8449 paulandnola@inet.net.au

404: Hank Verwoert 03 9783 2718 verwoert@netspace.net.au Back copies can be downloaded from <http://worm.rkweb.org>



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11 o'clock and one o'clock to drive in a straight line. I am more than pleased with the tightness and quietness of the body. There is not a squeak or a rattle in the car. All suspension bushes have been replaced, all door seals renewed, new door hinge pins machined to fit the worn hinges, and new striker plates cast for the door catches. The result is a very tight car.

There were only 14,000 miles on the speedo when sold and it is still a tight car. There were many reportable incidents (some amusing and some of more concern) during my tenure and I wrote about most of them. One amusing incident that comes to mind is ...

What a ripper

You will all know that 203 front doors open the other way. Some call them suicide doors. Recently I found that they have another trick. I was lowering myself in backwards into the drivers seat when the side pocket of my trousers caught on the window winder. At this stage my 98 kg was fully committed to sitting.

The result? A loud ripping sound and a definite draught on the starboard side. Just as well it was a hot day. Some, whose vertical dimensions are much less than 203 centimetres, said that, in similar circumstances, they would have to be careful with their shirt pockets!

203 parts for sale

Over the years I have collected a lot of 203 parts. Mostly trim, lenses, tail lights, globes, switches and some body panels. As an insurance against a need to replace them. I intend to make list. I have a 90,000 mile only 203C differential and a very low mileage C2 gearbox. There is also a new 203/403 water pump.

eBay

I regularly get calls looking for the 203 plastic parts around the steering wheel and lenses. I tell callers to watch www.ebay.com but I suspect that not many do. Light switches in good condition come up regularly. One sold last week for Euro70.00.

When you are searching make sure that you include France in the search areas. Don't be put off by items being listed for sale to France only. Sellers mostly agree to a bid from Australia if you email them a question. Use www.babelfish.altavista.com to translate a message into French. Keep your message simple though.

403 history

My daughter drives their 403 sedan shopping when she is not driving their 505 wagon. When she came back to the 403 after shopping recently there was a note under the windscreen wiper asking her to drop into the shop over the road as "Sally used to know the 403". Sally turned out to be the "Aunt from the country" from a farm near Tarrawingee, just out of Wangaratta, who had sold the car to her niece, who sold to my daughter. Sally said she got a surprise when she looked out of the shop and saw the 403 with her niece's registration. Sally bought the 403 from a man in Rutherglen. Who knows who he bought it from.



2007 Worm Weekend Narooma NSW

