



June 9th 2003

ONLY a few weeks until the start of the Redex 50th anniversary Rerun. Cars are now being seen with their door stickers and sponsors stickers as well. Publicity is building up with newspaper and magazine stories and radio features.

One thing that the publicity has done is bring out a lot of original Redex Trial scrap books, photos and memorabilia (some items never published before), and fragile copies of the car magazines that reported the Trials at the time. Ebay was even auctioning an original entrants grille badge.

I have been loaned a lot of this material and have scanned most of it for use in the PCCV magazine Torque and the Worm Review and to archive it in case there is a 100 year rerun! All the magazine articles are now scanned page by page and will be available soon as Acrobat pdf files on a CD.

Details of the Redex Rerun are available on the Peugeot Australia web site www.peugeot.com.au and I understand that it will be progressively updated during the month of the Rerun.

There are 30 203s, 11 403s and 36 404s entered, and 9 other makes. It will be some procession.

The entry list includes many names that I do not recognise so there must be more worms out there than I have heard of in the last 15 years.

New Old Stock

NOS parts for the older Peugeots are still about, but the older they get, the more careful sellers and buyers need to check the contents of the by now battered packaging. I have had first hand experience of the part numbers on the box not matching the contents even though they looked right.

For instance there are several variations in the 404 bronze worm wheel and the number on the box in one case did not match what was inside.



Newsreel van: The Cinesound Peugeot Film unit followed the Redex Trial in their 203 van. Photos show it fitted with a battery of flood lights above the windscreen for night filming. This picture shows the van on a rough track watched by some locals from the top of the sand dune. I have often thought that the film unit probably had a harder time than the competitors. When you think of it they had to get ahead to set up for filming and then chase the field to set up again. Skip Verhagen is driving the only 203 van in the Redex Rerun. I have sent him pictures of the Cinesound van so perhaps he will be dressing his van up as a lookalike of the original.

If you think about it, NOS items have been lying about somewhere for up to 50 years. It is possible that they have been returns to the spare parts department because of a fault.

I was able to get a new grille for my 404 cabriolet and, I suspect, only because someone in the past had noticed that the verticals are not evenly spaced as they should be. It took me sometime to notice it as I was fitting the grille, so it is not obvious. Now don't tell anyone!

I mentioned the 404 sedan engine rebuild last month. I got a Peugeot NOS set of pistons and sleeves for the rebuild. It was only when the pistons were slipped out of the sleeves that deep grooves were noticed gouged in the sides of the pistons. Nothing in the set had ever run in an engine so it is all a bit of a mystery. Another piston and sleeve set has been obtained.



MSGs from OS

I GOT a nice email from Switzerland (Nancy and Andreas Steinmann) appreciating the email version of the Worm Review. They have bought a 203 from France and hope to use the long Swiss winters to restore it. The email finished with, "Reading your Newsletter contributed a lot to change my dreaming of a 203 to buying it!" Words like that make all my Worm Reviews, and the 03 news before the WR, very worthwhile. Here in Australia we don't know what winter is really about in some countries. Timo Tenho, in Finland, lives beside a lake. Last winter, he tells me, the ice was 700 mm thick. So indoor activities are preferred during the winter months.

This month's emails included one from USA, Edward Ives, who worked on Peugeots for many years and is about to do a full strip down restoration of a 403.

Sheepdog

BASIL MORAN'S 203 entry is announcing that he is from Casterton. Casterton is where the Kelpie breed of sheep dog was developed. Will Basil be driving at the back of the Redex Rerun fleet rounding up any stragglers?





John Marshall

THE name Ken Tubman seems to be better known than John Marshall with the 203 that won the first Redex Trial in 1953. The 203 was actually owned by John Marshall and Tubman had not driven a 203 a lot before the trial.

In last month's Torque we published a story about Ken Tubman from a 1953 car magazine. This is a quote from that story. Tubman learned to drive the car on the way to Brisbane.

"I found you steered it around corners," said Tubman. "I got on to one much too fast and put correction on to stop any slide. It didn't slide it nearly steered off the road. After that I just turned it around corners."

Marshall's widow, Ila, lives in Brisbane and she has loaned us some photos and a letter to John from Peugeot in France after the Redex win.

Paris, 6th October 1953

Dear Mr Marshall,

We feel particularly pleased to congratulate you on the wonderful success achieved by you and Mr Tubman in what has been rightly described as the most difficult race in the world ; to win such an event requires not only the very fine car that you had but also an exceptional driving ability coupled with endurance and courage which you fully demonstrated in the course of this amazing trial.

Hundreds of thousands of people have watched the progress of the race and many millions more have seen your car crossing the finishing line on their television screens.

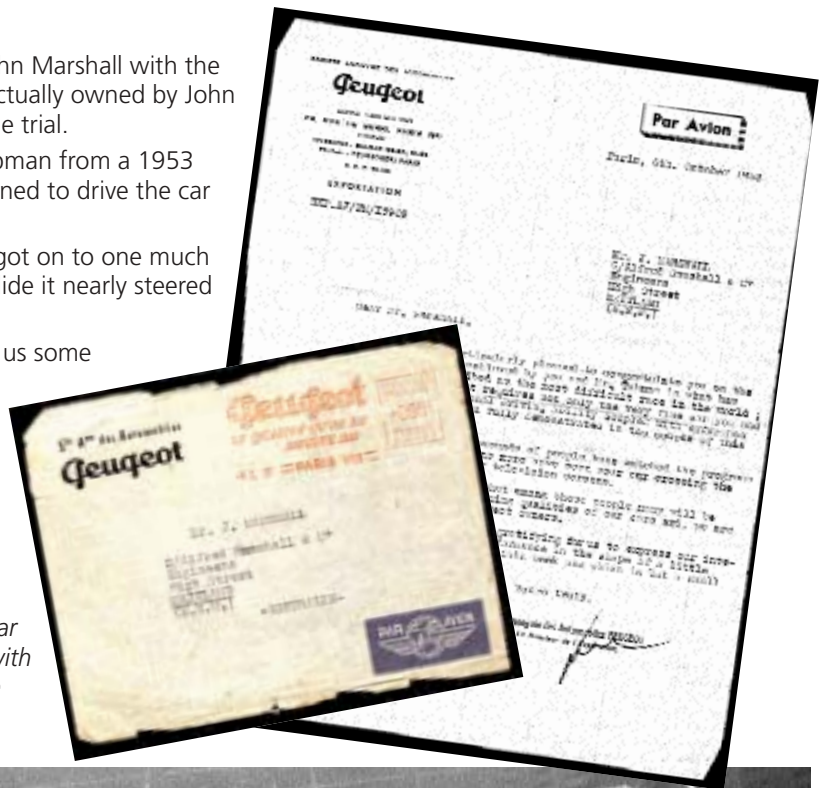
We do not doubt that among these people many will be convinced of the outstanding qualities of our cars and, we are sure, will be future Peugeot owners.

It is particularly gratifying for us to express our interest in your wonderful performance in the shape of a little present we are sending you this week and which is but a small token of our enthusiasm.

Yours truly

Soci te Anonyme Des Automobiles
PEUGEOT

La Directeur de l'Exportation



As well as this fascinating letter, Ila Marshall had some photos of the winning Redex 203. They are small contact prints from the negatives, enlargements were not usual in the 1950s, so the detail is there and they scanned nicely. One is the only photo I have seen of the rear of the winning 203.

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 www.pocl.org Gordon Miller 28 Olive Ave, Mount Waverley Vic 3149 Ph 03 9807 3586 (9am-9pm), wormreg@ultramode.net Paul Watson 5 Beatrice St, Glen Iris, Vic 3146 Ph 03 9889 2721, paulandnola@bigpond.com