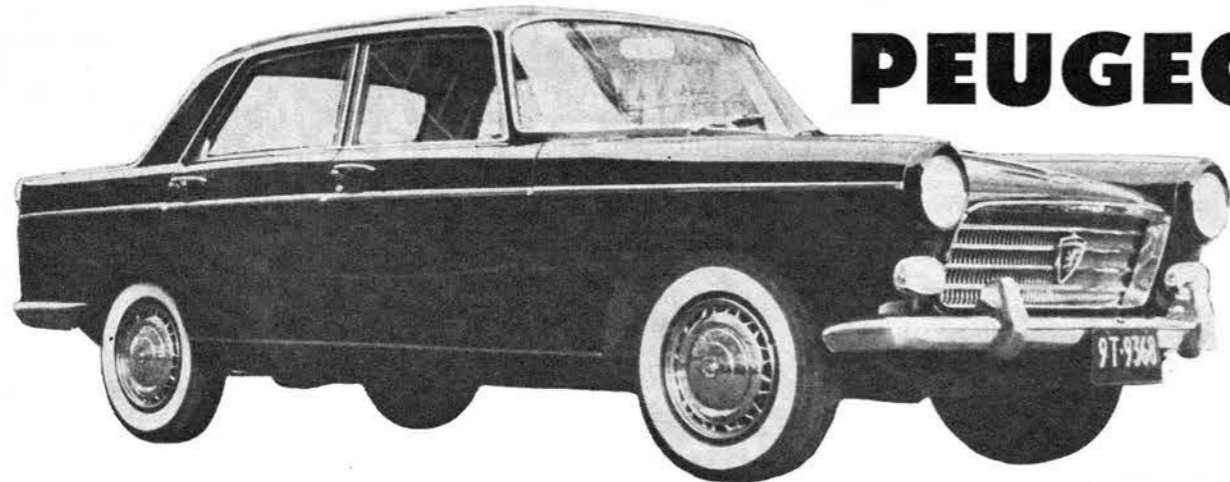
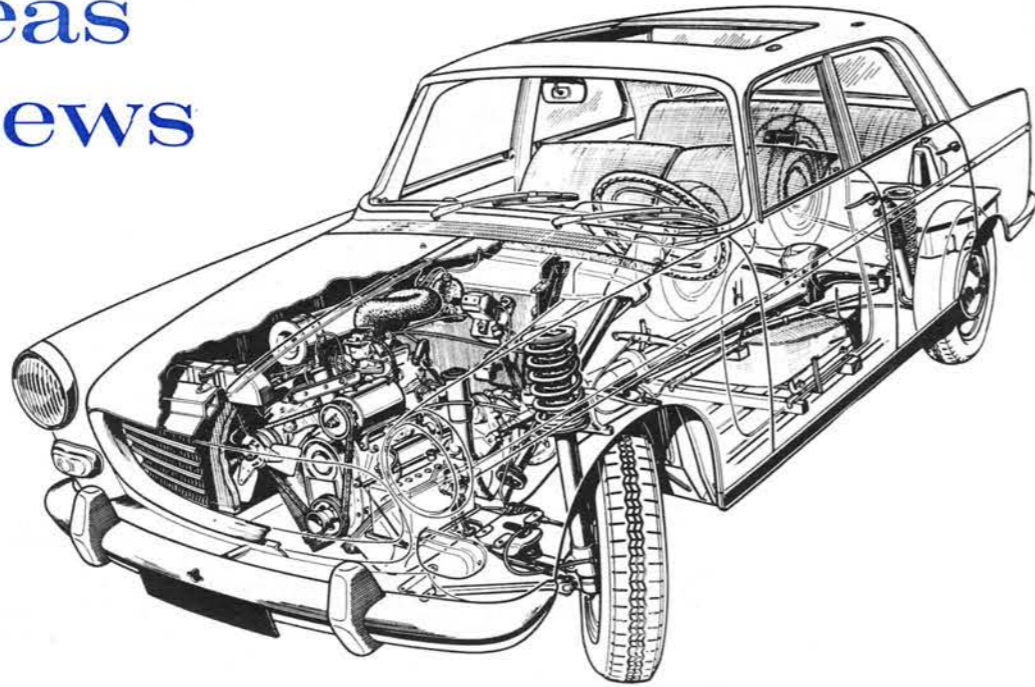


# Overseas News

Peugeot 404 cutaway shows four coil springs high in the fenders. Car's wheelbase is 104 inches, and weight 2359 pounds. Styling is clean, reminiscent of some BMC sedans.



## PEUGEOT

THE RECENTLY INTRODUCED Peugeot 404 shares several points with its popular running-mate, the 403. Among these are similarities in dimensions, accessories, seating capacity and general purpose. The 404 differs in body style, has a more powerful engine, a modified transmission, easier steering and coil springs all around.

The 404 does not replace the 403; rather the new model augments the Peugeot line. The car was introduced last year in Europe, and is now being imported into this country for the first time.

Body styling is by Pininfarina. With its unit body/frame, the four-door sedan follows the current squarish school of styling. Like the 403, its lines are free from clutter. A sloping hood and mild fins let the driver see all four fenders; thin pillars and large windows add to overall driver vision.

The 404 engine has four cylinders, overhead valves, and is tilted 45 degrees to the right. Displacement is almost 99 cubic inches, and horsepower is rated at 72. The engine includes a "free-wheeling" fan, which disengages at lower engine temperatures.

The 404 four-speed transmission is completely synchronized, and has direct drive

## 404

in fourth gear. Shifting follows the same pattern as in the 403, with the lever on the steering column.

The Peugeot 403 is well known for its generosity in standard accessories. These are retained in the 404, and include sliding metal sunroof, brackets for a luggage rack, Michelin X or whitewall tires, stainless steel trim, an outside rearview mirror, heater and defroster, electric windshield wipers and washer, clock, turn signals, tools, and many more.

Price of the Peugeot 404 sedan is \$2575 (East and Gulf Coast p.o.e.).

engine developing 300 hp. Designer is Josef Ehrlich, builder of championship motorcycle racing mills... The **FERODO GOLD TROPHY**, given annually for the most outstanding British Commonwealth contribution to automobile racing, was awarded to Dunlop. The citation read, "Dunlop racing tyres were used on all racing cars in all 1960 formula grandes epreuves." This record is even more significant when you consider that the R5 tyre was designed to complete full-length Grand Prix events without pitting for changes. Notable exception was Monza (won by Phill Hill), where the Ferraris imposed a 2g loading at 150 mph on the banking, and reached maximum speeds of 180 mph in the straights... **JACK BRABHAM MOTORS, LTD.** has the perfect hop-up for a Triumph Herald. They install a Coventry Climax engine... The **CAPE GRAND PRIX**, won by Moss in a Porsche, drew over 40,000 spectators from all over South Africa. Riverside's U.S. Grand Prix drew 12,000. It just doesn't make sense... Height of the new **LOTUS FORMULA JUNIOR** is 32 inches.

### BITS 'n' PIECES

by Bob Rolofson

**HANS STUCK**, legendary one-time **AUTO UNION** Grand Prix driver, celebrated the approach of his 60th birthday by coping the Hill Climb Championship of Germany. Never one to do it the easy way, he drove a souped-up **BMW 700** coupe, beating the winners in the 850cc and 1000cc GT classes!... Created specifically to enable large U.S. engines to be used in worldwide racing competition, the new **INTERNATIONAL RACE FORMULA** could boost U.S. prestige. Scheduled through 1964, Formula IC is open to cars with a minimum of 2000cc and maximum of 3000cc capacities. With no weight restrictions, this could be the wildest racing ever seen. The 1961 FIA-approved calendar includes two races in **ENGLAND**, two in **ITALY**, the Indianapolis 500 (why?) and Watkins Glen events... Wouldn't it be interesting if GM carved some weight off Chevrolet's **CERV I**

research car and ran in F-IC?... Qualification time for **rookies** at **INDIANAPOLIS** has been upped from 130 to 135 mph... Almost every year rumors fly about foreign competition at Indy. The latest is that Jim Kimberly will back a special Cooper, to be built for the brickyard and driven by **JACK BRABHAM** — wouldn't it be a sight to see!... **FORMULA I RULES** now include mandatory roll bars, dual brake systems, seat belt fittings, rupture-proof fuel tanks, automatic starters, and flameproofed clothing for all drivers... Rod Walker and Ken Gregory's **MOTOR RACING STABLES, LTD.** should produce some excellent racing drivers. Instructors for the school are Jack Fairman and Tony Marsh for the first six grades, with final tests into the Racing Class conducted by **STIRLING MOSS**... **JAGUAR** is reportedly hard at work on a 180-mph competition sports car, similar to Briggs Cunningham's Le Mans Jaguar special... Equipe National Belge will race the new **EMERYSON FORMULA I** cars. A distant relative of Connaught, the cars combine the best of modern GP suspensions,

a tilted Climax engine, five-speed Colotti gearbox in unit with differential and clutch, and magnesium wheels. Designer is Paul Emery, builder of racing specials for almost 15 years... The **LATEST FORMULA JUNIOR** machine from England is the Bond. It has front-wheel drive, fiberglass and aluminum body shell, and is powered with the Ford 105-E engine... The **BRITISH RACING DRIVER'S CLUB** awarded Jack Brabham their 1960 Gold Star, the Seaman Trophy, and the E.R.A. Trophy. The Wakefield Trophy went to Innes Ireland, and for the first time the John Cobb Memorial Trophy was awarded for a feat other than racing. It went to Pat Moss and Ann Wisdom, in recognition for their rallying records... Believe it or not, the best selling British car of all time is the **MORRIS MINOR**. Since the first model was built in October of 1948, one million Minors have rolled off the production line... With **MEISTER BRAUSER** pitting for good, who takes over the Scarabs for next season?... The **DeHAVILLAND ENGINE CO.** (England) is producing a two-stroke 1.5-liter Formula I

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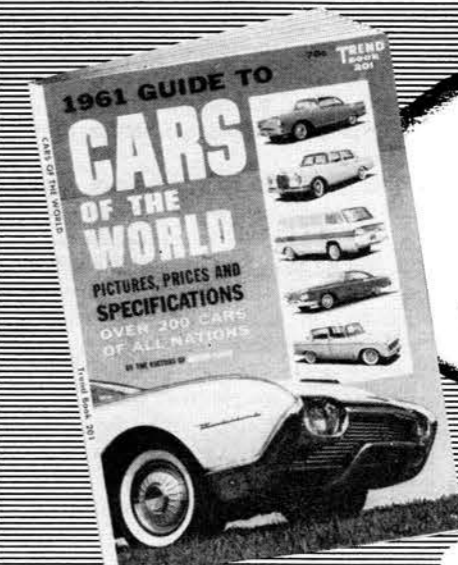
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