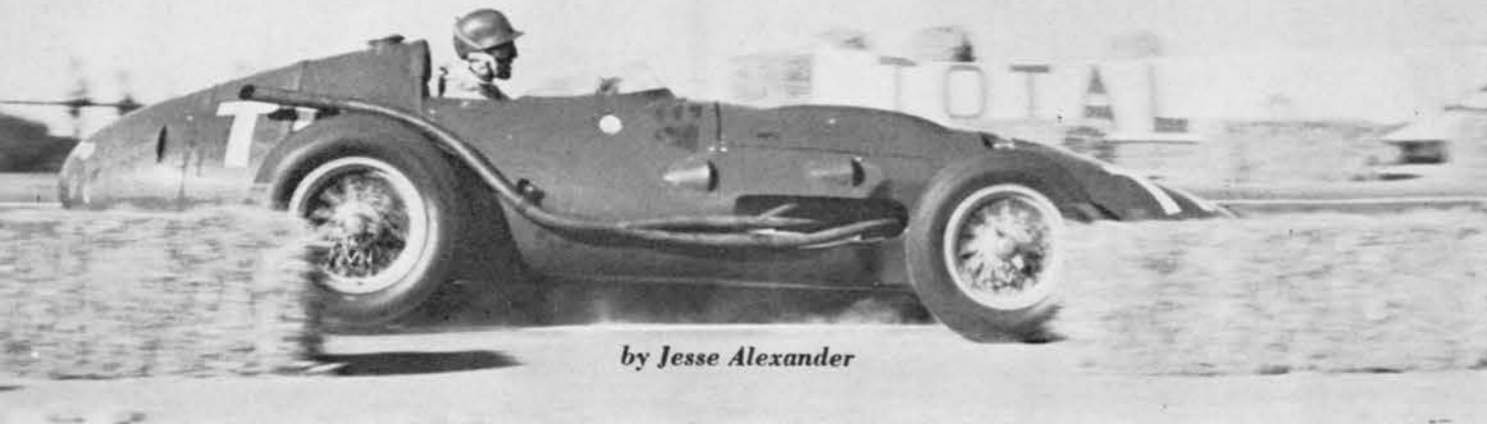


# INTERNATIONAL RACING: FORECAST FOR '58



by Jesse Alexander

**T**HE MOROCCAN Grand Prix at Casablanca brought the curtain down on the 1957 racing season with a proper bang with the victory of plucky Jean Behra driving a 250F Maserati. A Vanwall was second, a BRM was third; but in the early stages of the race a new 2.4 (146 cubic inch) V-6 Ferrari Formula I car demonstrated fantastic potential. It was running on high octane pump gasoline, as is decreed by the CSI for '58, and until Peter Collins overdid things in a turn and spun out, it led the race.

So here's the point: nobody really came out on top of the heap in 1957 European Formula racing. Vanwall has had its share of success in '57—and rightly so—but the car may be too heavy and its engine may be unsuited to the new fuel requirement. Maserati's design is archaic in the extreme, yet it keeps on winning. BRM have finally gotten their machine to the point where it will handle and its engine is without a doubt the most potent of the three, but Ferrari's performance at Casablanca showed a combination of engine and chassis that may well pin the ears back of anything that wants to tangle with it in '58.

For Vanwall, '57 has been a year of achievement after two of disappointment. The first time out, at Monaco, Tony Brooks finished second behind Fangio in a drive that not only opened a pair of Argentine eyes to the fact that Brooks can drive, but also demonstrated that the Vanwall is a car not to be taken lightly. Stirling Moss, number one Vanwall driver and second only to Fangio in sheer skill and ability, became ill shortly after Monaco. Tony Brooks, #2 man on the Vanwall equipe, and a driver who has elevated himself to a par with Moss in 1957, was injured in a sports car accident at Le Mans. Thus, it wasn't until the GP of Europe at Aintree that the proper Vanwall combination could get together and set the Fleet Street journalists raving. The Vanwall's next win was at Pescara, where Moss ran away and hid from anything and everything. All the effort in the world on Fangio's part put him no closer to the English car. When it

happened again at Monza, on the occasion of the Italian Grand Prix, the old man began to wonder about 1958.

Then came Casablanca, and a new track. Moss was on hand again, but *again* he suddenly became ill and was unable to start. In practice Tony Brooks proved to be the quickest, finally averaging 117 miles per hour in Stirling's car for his best lap. Lewis-Evans, Vanwall "third man" was second fastest, thus the two green cars were in the front row of the starting grid bracketing Jean Behra's Maserati. When the flag fell, Behra made a brilliant start, forcing both Vanwalls to eat Maser dust: Behra fully expected Brooks to roar by in short order, but as the leaders surged up the long hill to turn two, it wasn't a Vanwall that flew past, but Peter Collins in the new Ferrari.

Peter stayed out in front for seven laps, easily outdistancing the Maserati and Brooks' Vanwall. Then, after spinning off the road twice, he did it properly for the third time and was unable to rejoin the fracas. Collins set out for the pits on foot, but he was pleased that he had given the opposition a taste of what was in store for them in 1958. Then Brooks retired with magneto failure. This left Lewis-Evans to uphold the Vanwall honor. He knew he had no chance of catching Behra, so he held tenaciously to second place, limiting his rpm to 6800 rather than the normal 7200. This decision paid off handsomely, for as the Vanwall toured around on its final lap the fuel gauge was indicating zero and the engine began to cut out. Lewis-Evans just barely managed to finish without running out of fuel in the 260 mile Grand Prix (championship events run 300).

Obviously the Vanwall is not easy on fuel: with all tanks full, it carries 56 gallons, a weight of over 300 pounds. Running on pump fuel in 1958 will probably mean less quantity but can Vandervell get the same performance? An engine is at Norton's right now under test. The new Ferrari gets the job done on 45 gallons; thus the new CSI requirement is going to make Formula racing most interesting in '58.

(Continued on page 57)



The Maserati V-12 (above) and the BRM (left) have been more conspicuous for their promise than for their performance during the past season. Harry Shell and Ron Flockhart, respectively, at the wheels; scene, Casablanca.

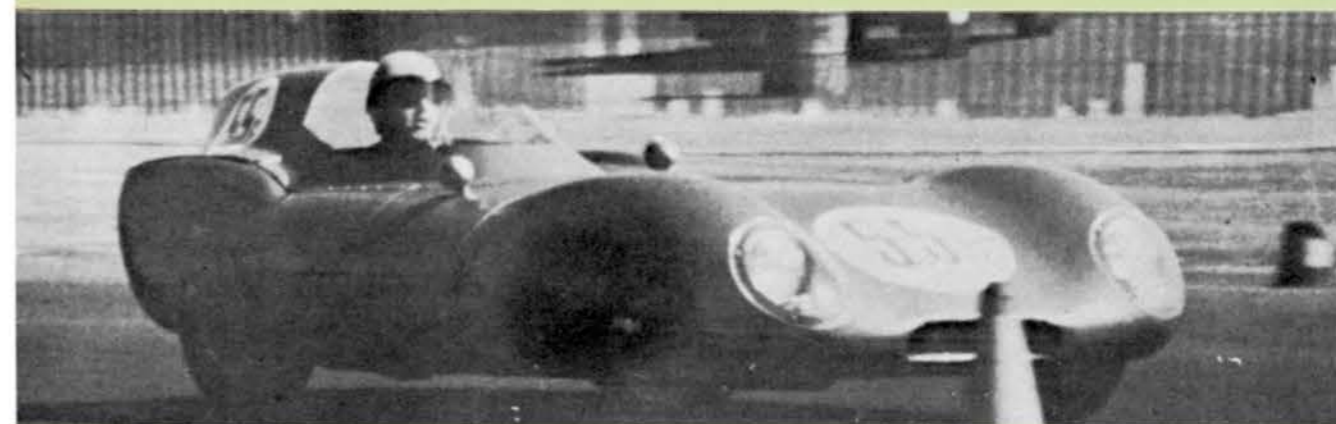


With a three liter limit for 1958 sports car racing, the time seems ripe for Daimler-Benz to resurrect the 300SLR. They may do it, too.

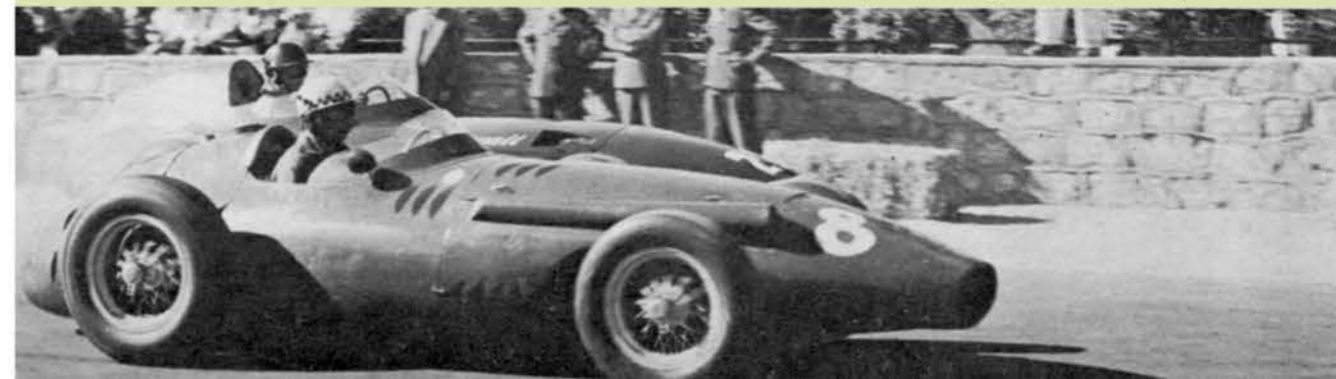
Ferrari's V-6 (left) and the Cooper got F-2 started, but both have been bored out to run F-1, with startling success.



Supreme in the 1100 Sports category, Lotus can well be the dark horse to watch in 1500 Sports and F-2 in 1958.




The two outstanding G.P. cars of '57 finished the season with the Maserati six just an elongated nose ahead of the Vanwall.



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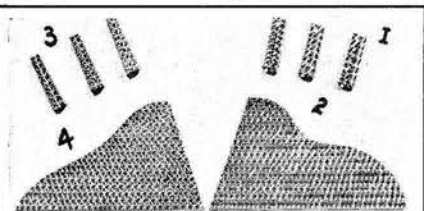
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**SADLER SPECIAL**

(Continued from page 54)

Course for testing prior to his departure for England. The body was left off to permit the action of the suspension system to be observed and to enable adjustments to be made quickly.

The car ran remarkably well and the acceleration was fantastic, being comparable to that of the specialized drag machines. The two streaks of rubber showed clearly the value of an IRS for a car using an engine of this potential. As an experiment, two leaves had been left out of the rear spring, but after testing, it seemed advisable to replace them. A stiffer type of rear shock absorber seemed indicated and it was necessary to lower the float level on the carbs to prevent flooding on the curves.

A week later, Bill Sadler and his wife Anne left for England, where he was to spend a year working for John Tojeiro (designer of the A.C. Ace). Naturally, the Special accompanied them, and Bill was able to race it extensively on such interesting circuits as Goodwood, Snetterton, Brands Hatch, and Oulton Park. Hill-climbs at Shelsley Walsh and Prescott and a standing kilometer sprint at Brighton (we'd call it a drag race) filled in the remainder of his calendar. The latter event provided him with his most outstanding performance of the year, as he took F.T.D. against all comers, 260 of them, race cars, sprint specials (dragsters?) and all.

During the season many practical lessons

were learnt and applied, but only by burning the midnight oil. Daylight hours saw Bill busy at the Tojeiro Car Co., where he did all the design, pattern and final machine work on a rear-mounted gearbox/final drive units for Tojeiro's new F-2 car and a Climax 1100 cc car.

The four barrel Rochesters persisted in flooding in the turns, causing the engine to cut out. All attempts to correct this by adjustment or modification came to naught, so Bill finally replaced them with two Ford Holley carbs, which dropped the horsepower to 250 @ 6500 rpm. Even though the Brighton course is straight, the dual quads weren't used, so his performance there is all the more creditable.

The suspension came in for adjustments and changes, as might be expected on such a novel design. Rear radius rods were added to cure a tendency to hop under acceleration. Lower wishbones were installed in the front together with Armstrong spring-shock units in order to correct toe-out during hard cornering.

The next time we see this car in these parts, we will look for the streamlined headrest that Bill talks about. It may sport a new paint job, a well-earned coat of British Racing Green perhaps. (The British press referred to the body, which has been on two different cars now, as "scruffy.") We heard him mutter something about Bendix disc brakes before he went to Europe, perhaps these will be the next change. There will certainly be improvements as Bill sees the need for them, for as no one can deny, he doesn't mind making changes.

Ed. Monroe

**THINGS TO COME**

(Continued from page 25)

It's seldom that Ferrari has a car tested and ready to go six months ahead of schedule, but that's exactly what's happened with this new V-6. It first appeared at Reims in Formula II form, displacing 1490 cc, (90.8 cu. ins) where it proved itself to be just as fast if not a bit quicker than the FII Cooper-Climax. They went back to Maranello and began to bore out two blocks. One was set at 2200, while the other was taken out a bit farther to displace 2385 cc. Ferrari knew he was on to a good thing and set test drivers hustling with the new machine. Tragically, Ing. Fraschetti was killed at Modena when he was trying the new V-6; but development went on. As is typically Italian, fantastic horsepower claims were being made, Maranello quoting 290. Whatever the exact figure is, and 250 bhp is probably closer to the truth, the car goes—and goes well; it is light — dry weight is reportedly less than 1200 pounds. Brakes are Lancia-Ferrari D-50. The whole car is a scaled down version of the big V-8 in its ultimate form that has now been scrapped. A Ferrari mechanic obligingly stuck his finger into the V-6's tank at Casablanca to prove that they were running on "benzina supercarburante"—not alcohol or any other special fuel. Collins and Hawthorn spent the first practice session learning their way around the new circuit, but by the second day the V-6 was third fastest. If the Argentine "Temporada" comes off according to schedule, the Ferrari is going to be a very real threat.

The dark horse off in the middle distance is BRM. After a year or more of activity behind closed doors, Raymond Mays and Peter Berthon have finally gotten their car to the point where it is reasonably reliable and will corner, and have all the "gow" characteristics of a quarter-mile dragster. Casablanca was one of the few times in 1957 that this car started with all of the current opposition on the starting grid. Harry Schell and Jean Behra have both driven BRM's to victory in small events during the year, but both times no works Vanwall, Maserati or Ferrari cars were on hand. But now that the car seems to handle properly and is safe enough to permit driver confidence, there is an acute shortage of driver talent.

Rumor has it that both Schell and Behra will leave Maserati for BRM in 1958, and even though Trintignant's third place at Casa in the English car was overshadowed in some respects, it still was an achievement. It proved that the car will last: it averaged 111.2 mph for 2 hours and 19 minutes. The BRM, a very attractive machine to look at, is much prettier than the Vanwall. It is powered by a four cylinder dohc unit with a fantastic bore and stroke ratio. Bore is 102.87 mm while the ultra-short stroke is only 74.93 mm. It uses two double-choke side-draft carburetors. Brakes are disc-type with a single disc fitted at the rear, centrally mounted off the differential housing. Wishbone suspension at the front, coil springs all around and slight chassis revision has improved the car's road holding immensely. The BRM is considerably lighter than its

(Continued on page 58)

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## THINGS TO COME

(Continued from page 56)

adversaries, and this favorable power-to-weight ratio will stand it in good stead in 1958. If BRM can sign on Jean Behra and Schell, with one other up and coming young driver (Australia's Jack Brabham for instance) they will have a powerful trio to meet the continental and Vanwall opposition.

And what of Maserati? Their 250F six cylinder has been running well on nitro and alcohol all year. Alfieri's twelve with 24-coil ignition never has been as fast as the six, but things could be different in '58 with this multi-cylinder engine cooking on gasoline. Masers have time, now that the 4.5 V-8 is out of production, to get the twelve running properly.

Looking at Formula II (1500 cc racing) for a moment, Colin Chapman's Lotus single-seater underwent growing pains in 1957, but finally overcame the gear selector difficulties and rear end gear-wear problems. If Colin can properly divide his time among putting the new "Elite" coupe into production, looking after Formula II, and working on his sports car development, he will be accomplishing a lot. A shortage of space is hampering h.m at present, and the large amount of money that has been fed into development of his two newest cars has left him gasping. But 1958 could be Chapman's year. His Lotus organization is making an all-out effort to get things moving this winter. U.S. distributor Jay Chamberlain reports speeds in the neighborhood of 170 mph from the '58 team cars coupled with handling characteristics to match.

John Cooper has literally put the 2 liter Cooper Climax on the map in 1957. With Jack Brabham at the wheel of a works car at Monaco, the little bomb gave both Trintignant and Masten Gregory fits. At Reims in July, on the occasion of the year's first Formula II race, the Cooper, this time running 1½ liters, went round and round in a very close duel with Trintignant in the FII Ferrari until the Cooper's valves packed up. On the Nürburgring, Salvadori's Cooper gave Edgar Barth's Porsche RS a terrible time while the English car's rear-suspension lasted. At Casablanca it was the Citroen gear boxes that packed up both Coopers. But in England they have been enjoying more success. They take the honors at practically every club meeting—events that do not require the long distances.

But what of sports car racing in 1958? The CSI has limited manufacturers to 3 liters (183 cu. inches)—thus bringing an end to the 4 liter Italian monsters. Most impressive cars, the 4.5 Maser and the 4.1 Ferrari, but do they honestly mean much to the average sports car buyer? It takes a Moss or a Fangio to handle one properly, and in the wet they are simply unmanageable. We like the noise and the feel of a big hunk of machinery too; but it seems a whole lot more challenging to get maximum performance from a smaller displacement. Forgetting about the cries of "they're going too fast"—and "what does it prove?" etc. etc., it's much more to the point to brag about a Le Mans win with a 3 liter than it is with a 4.9. Both



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Ferrari and Maserati have an outstanding 3 liter at present. The Maser 300S is so well known to SCI readers that little mention of it is required here. However, Maserati will surely improve the car for '58; it's already using 4.5 liter-machine brakes, and even though the big V-8 was a hairy monster, design and development of the engine will pay dividends in preparing the 3 liter for 1958's strong competition. Ferrari's new 3 liter car is ready and waiting, with the engine developed out of the 250 Europa power plant. Ferrari's 3 liter V-12, with a single-overhead-cam per bank, may conceivably be fitted with injection for 1958. The car also has new brakes, a crying need in some earlier competition Ferraris.

Jaguar is making competitive noises again. If Coventry comes back, officially that is, it will remove a heavy burden from the shoulders of David Murray and Ecurie Ecosse. Contrary to a report at the time of the LeMans story, the Jaguar factory has not cooperated with Ecurie Ecosse to any inordinate degree. A 2.9 competition engine is in the works to fit the new formula.

It goes without saying that Aston-Martin will be back with an improved DBR1-300 (SCI Dec. '57), and rumors have been circulating recently concerning the possibility of Aston's building a Formula 1 machine. This would come as no surprise, since both John Wyer and Reg Parnell have considerable influence with David Brown.

The sixty-four thousand dollar question lies under a sheet in Stuttgart. Mercedes has eight 300SLR's just sitting about in the museum and warehouses of the Untertürkheim plant. H. U. Wieselmann, top German automotive editor, writing in his "Das Auto", points out that this is Mercedes' big chance to re-enter sports car racing with a ready-made car — the 3 liter straight-eight SLR. With its mechanically-operated valves and direct injection, the car achieved a horsepower per liter output of 110 bhp in 1955; this is a figure not yet attained by the Italian or English constructors. Thus it is reasonable to presume that the SLR could come back in its 1955 form and sweep the board in 1958. Up to this writing there has been nothing but denial from Stuttgart, but like the mind of a Hollywood star, it can quickly change. It is most likely that Mercedes will make at least a limited attempt at 1958 sports car racing. The Ferrari 250 Europa has beaten the 300SL whenever the two cars have met, and the car-buying public is tending to forget about the unbeatable "Silver Screamer" of 1954-55. They might bring back the same 300SLR; but even more probable they will bring out an improved version of this machine—better streamlining, suspension changes, combustion chamber alterations. Certainly Uhlenhaut could brew up a most fascinating motor car after two years of quiet concentration. If Mercedes jumps, it might induce BMW to jump also with their V-8.

Whatever happens, 1958 Formula and sports car racing promises to be the most interesting and the most meaningful season seen in many a year.

—Jesse L. Alexander



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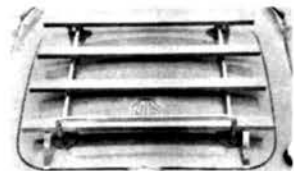
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