



EASTWARD THE SCARABS

Hurry slowly, with calm impatience and care for detail

ILLUSTRATION BY BOB THATCHER

PROGRESS on the Formula I Scarabs is frustratingly slow and it's a question whether the frustration is greatest for the Reventlow crew or the well-wishers who are eager to see the cars get into competition.

The major cause of the holdup is the engine development, which is dependent on Leo Goosen's fine efforts and he is, of course, primarily occupied with Meyer-Drake's work. Unfortunately, the timing of the Scarab F-I project coincided with preparations for the Indianapolis 500, and this is the busiest time of the year for Meyer-Drake.

Bore and stroke of the new engine are pretty well set at 3.75 and 3.375 inches respectively, giving a total displacement of 2440 cubic centimeters. A multiple disc clutch will be used and provision is made for the use of one or two magnetos, depending on how dynamometer tests work out.

Provision has also been made for the addition of a starter at a later date. A self-contained starter is not required by current F-I regulations but will be required when the new formula comes into effect in 1961. These engines may be used (with the displacement lowered to 1500 cc) for the new formula but a more intriguing plan

is the prospect that they may be developed as 3-liter sports car engines (both for R.A.I. use and for sale to the public).

In view of the claimed horsepower ratings of other current F-I cars (Ferrari claims 280, Vanwall and BRM slightly less) it seems reasonable to assume the Scarab engines should fall somewhere in the region of 250-260 bhp in F-I form. If, then, the displacement is enlarged to 3 liters (which it can be) the engines should be able to improve on this rating even if slightly detuned from the F-I specs.

The frames, bodies and running gear have been progressing as scheduled and should be ready for testing by the time this magazine reaches the stands. A Coventry-Climax 2-liter engine (the new 2.5 was unavailable as total production is going to Lotus and Cooper) has been ordered in hopes it can be installed and most of the bugs worked out of the chassis by the time the Scarab engines are ready for installation.

We said progress has been slow. It hasn't really been slow at all, it just seems like it, and anyone who is familiar with the problems involved will credit this crew with a great achievement in a short length of time.