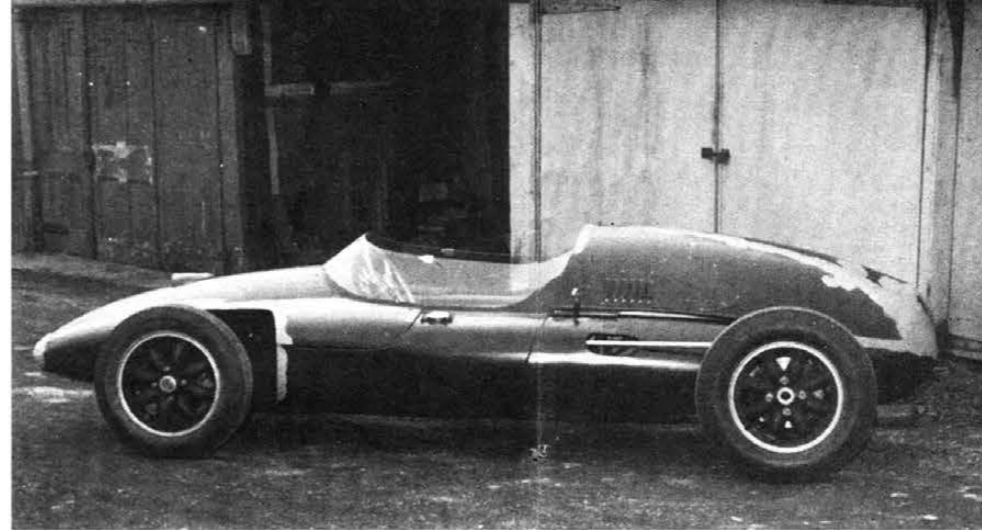


1

Newest approach to Formula I is exemplified by this 4-cylinder Maserati engine installed in Tommy Atkins' F-II Cooper chassis. Roy Salvadori is scheduled to drive this car as well as an F-II Cooper-Climax for the same team.



GEOFFREY GODDARD

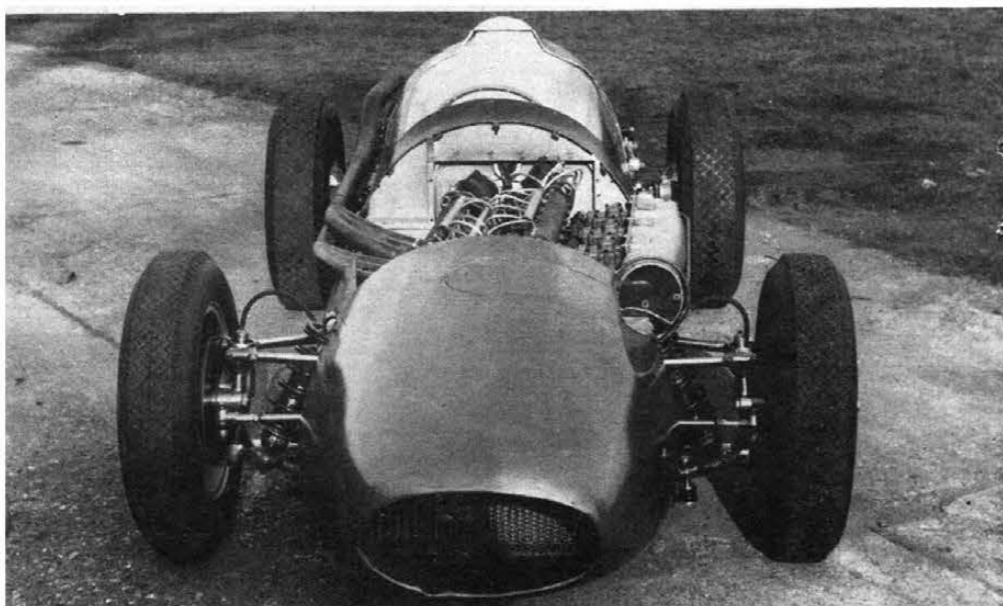
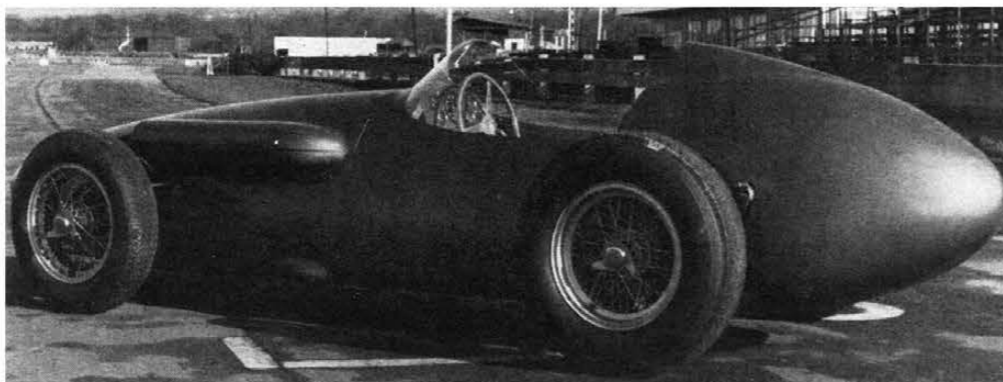


THREE FOR ONE

Three of the newest contenders for Formula I honors

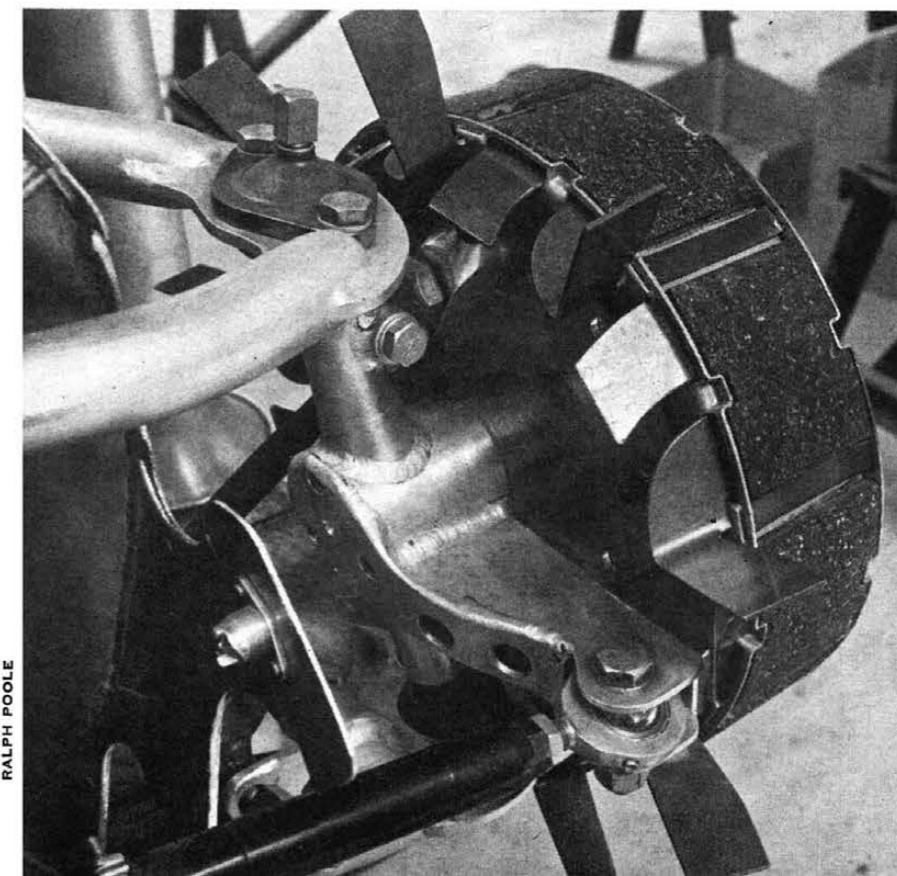
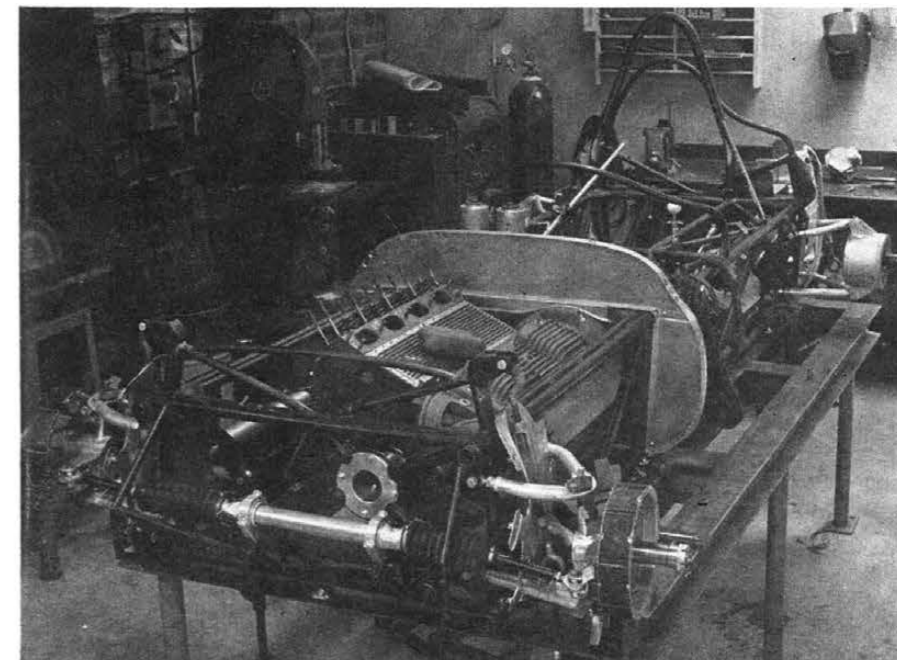
2

David Brown's challenge in the Formula I field is a 6-cylinder all aluminum engine with valves inclined at 95 degrees included angle, 2 plugs per cylinder, dry sump lubrication and three dual choke Weber carburetors. The engine is mounted vertically but at an angle to the longitudinal axis, driving to the combined 5-speed transmission and ZF limited slip differential. The rear suspension is de Dion with torsion bars while the front is independent with combined coil spring/damper assemblies.



3

Feeling the need for getting on with the test program, the Scarab crew has installed the 3-liter Meyer-Drake engine in a chassis and will use this as a work horse to de-bug the chassis. Brake details can be seen below. The fin-like projections are pieces of copper which, during tests, proved to help keep brake temperatures down to minimum.



RALPH POOLE