



# 1957 Cooper T43

Chassis # F2/26/57

F2/F1



The **Cooper T43** was a Formula Two and subsequently Formula One racing car designed and built by the Cooper Car Company (Surbiton, England) for the 1957 season. First appearing in international competition at the 1957 Monaco Grand Prix in a factory entered car for Jack Brabham, the T43 earned a significant place in motor racing history when Sir Stirling Moss drove a Rob Walker Racing Team T43 to win the 1958 Argentine Grand Prix, the first World Drivers Championship race win for a rear (mid) - engined Formula One car. **The T43 is considered to be the car that started the F1 mid-engine revolution.** The last appearance of the T43 in the World Championship was at the 1960 Italian Grand Prix.

**F2/26/57** ordered new by Englishman C.T. Atkins still retains its period motor, transaxle, chassis and body. It competed in both F1 and F2 races frequently driven by front-ranking drivers of the day. With four active racing seasons on record, it is recognized as the longest serving 1.5 litre F2 car in international competition and the most original T43 in existence.

## Documented Racing History

### 1957 Season

- 4<sup>th</sup> August, **German Grand Prix**, Nurburgring – driven by *Dick Gibson* – retired.
- 28<sup>th</sup> September, **Woodcote Cup**, Goodwood – driven by *Ian Burgess* – finished 6<sup>th</sup>.
- 5<sup>th</sup> October, **4th International Gold Cup**, Oulton Park – driven by *Ian Burgess* – finished 4<sup>th</sup>.

### 1958 Season

- 7<sup>th</sup> April, **Lavant Cup**, Goodwood – driven by *Roy Salvadori* – retired.
- 19<sup>th</sup> April, **B.A.R.C. "200"** Aintree – driven by *Ian Burgess* – finished 11<sup>th</sup>.
- 3<sup>rd</sup> May, **International Trophy**, Silverstone – driven by *Ian Burgess* – finished 11<sup>th</sup>.
- 8<sup>th</sup> June, **B.R.S.C.C. Formula 2**, Brands Hatch – driven by *Ian Burgess* – 1<sup>st</sup> heat finished 2<sup>nd</sup>, 2<sup>nd</sup> heat finished 4<sup>th</sup>.
- 15<sup>th</sup> June, **III Prix de Paris**, Linas-Montlhéry – driven by *Ian Burgess* – finished 4<sup>th</sup>.
- 6<sup>th</sup> July, **Couple Internationale de Vitesse**, Reims – driven by *Ian Burgess* – finished 4<sup>th</sup>.
- 27<sup>th</sup> July, **Vanwall Trophy**, Snetterton – driven by *Ian Burgess* – finished 1<sup>st</sup>. Set fastest lap – 1.43.8 - 93.64 mph.
- 3<sup>rd</sup> August, **German Grand Prix**, Nurburgring – driven by *Ian Burgess* – finished 7<sup>th</sup> winning the Formula 2 class.
- 4<sup>th</sup> August, **Kent Trophy**, Brands Hatch – driven by *Ian Burgess* – 1<sup>st</sup> heat finished 6<sup>th</sup>, 2<sup>nd</sup> heat finished 4<sup>th</sup>.
- 30<sup>th</sup> August, **Kentish 100**, Brands Hatch – driven by *Ian Burgess* – 1<sup>st</sup> heat finished 7<sup>th</sup>, 2<sup>nd</sup> heat retired.
- 21<sup>st</sup> September, **IV Grosser Preis Von Berlin**, Avus Berlin – driven by *Ian Burgess* – retired.

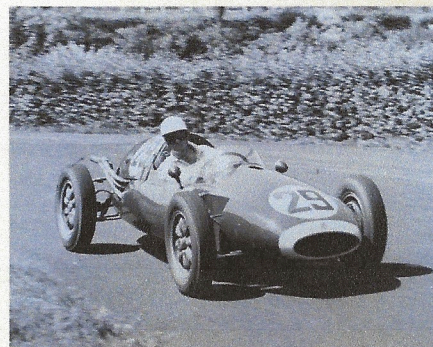
### 1959 Season

- 30<sup>th</sup> March, **Lavant Cup**, Goodwood – driven by *Roy Salvadori* – finished 2<sup>nd</sup>.
- 11<sup>th</sup> April, **British Empire Trophy**, Oulton Park – driven by *Roy Salvadori* – finished 6<sup>th</sup>.
- 18<sup>th</sup> April, **B.A.R.C. "200"** Aintree – driven by *Jack Fairman* – 19<sup>th</sup> on grid and retired.
- 2<sup>nd</sup> May, **XI International Trophy**, Silverstone – driven by *Ian Burgess* – finished 9<sup>th</sup>.
- 18<sup>th</sup> May, **London Trophy**, Crystal Palace – driven by *Roy Salvadori* – finished 1<sup>st</sup>.
- 3<sup>rd</sup> July, **Coupe Internationale de Vitesse**, Reims – driven by *Roy Salvadori* – retired.
- 12<sup>th</sup> July, **Grand Prix de Rouen**, Rouen-les Essarts – driven by *Roy Salvadori* – retired.
- 18<sup>th</sup> July, **XIV British Grand Prix**, Aintree – driven by *Jack Fairman* – retired.
- 3<sup>rd</sup> August, **John Davy Trophy**, Brands Hatch – driven by *Roy Salvadori* – finished 2<sup>nd</sup>.
- 29<sup>th</sup> August, **Kentish 100**, Brands Hatch – driven by *Roy Salvadori* – finished 6<sup>th</sup>.

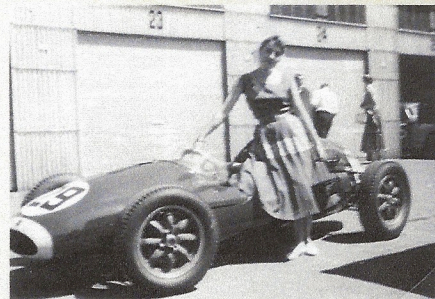
### 1960 Season

- 8<sup>th</sup> April, **Grand Prix de Bruxelles**, Heysel – driven by *Wolfgang Seidel* – retired.
- 18<sup>th</sup> April, **Grand Prix de Pau**, Pau – driven by *Wolfgang Seidel* – retired.
- 15<sup>th</sup> May, **V Prix de Paris**, Linas-Montlhéry – driven by *Wolfgang Seidel* – retired.
- 5<sup>th</sup> June, **XXX GP de Frontieres**, Chimay – driven by *Wolfgang Seidel* – finished 6<sup>th</sup>.
- 24<sup>th</sup> July, **IX Grosse Preis de Solitude**, Solitude – driven by *Edgar Barth* – finished 13<sup>th</sup>.
- 4<sup>th</sup> September, **Italian Grand Prix**, Monza – driven by *Piero Drogo* – finished 8<sup>th</sup>.
- 2<sup>nd</sup> October, **VI Grand Premio de Modena**, Modena – driven by *Wolfgang Von Trips* – did not qualify.
- 8<sup>th</sup> October, **I Preis von Tirol**, Innsbruck – driven by *Wolfgang Von Trips* – finished 2<sup>nd</sup>.

*At the end of the 1960 Season, the car was returned to racing mechanic Alf Francis and placed in long-term storage. The car remained with him until 1983.*



1957 German Grand Prix, Nurburgring



## SPECIFICATIONS

**Engine:** mid-mounted Coventry Climax FPF 4 Cyl. Twin o.h.c 1475cc; compression ratio 10:1; 140 b.h.p @ 7000RPM; two twin choke SU DU6 carburetors; dry sump lubrication.

**Transmission:** Four speed Citroen - Cooper ERSA gearbox. No reverse; final drive ratios 3.10, 3.7, 4.1, 4.5; Borg and Beck 7.5" clutch.

**Chassis/General:** Front/Rear Lockheed drum brakes; independent front and rear suspension by transverse leaf spring and lower wishbone; rack and pinion steering; Armstrong telescopic shock absorbers.