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MRD Cars

Production details have been extrapolated from records that were compiled at the works after Ron Tauranac. Occasionally they differ in detail from other published accounts based on the same source, but this is because Ron who has supplied additional information has amended them. Production figures for 1969/70 remain guesswork.

In the year's 1962-5, the Brabham Racing Organisation was a customer of Motor Racing Developments so, contrary to popular belief, BRO was essentially a private team and not MRD's official works team.

Chassis numbers The first car was numbered FJ/1.

From 1962 until the end of 1966, chassis plates bore a type designation, a frame number and, finally, the year of manufacture. Thus FJ-1-63 is the first Formula Junior to be made that year.

From the beginning of 1967, cars bore a 'BT' number and the number of the chassis, so BT30-5, was the fifth BT30 made.

In the interest of clarity and consistency, the latter system has been used throughout this appendix.

Race and championship results

One has to draw a line somewhere. Anyone who wants the entry list and results of, say, every Formula Three race run since 1947, or of South African races, should buy the works published by the Formula One Register. Without the valued assistance of the

Register, there would be some large gaps in what follows here. The address is: 4 Station Road, Esholt, Shipley, W. Yorks, BD17 7QR, England. Telephone: 01943-877388; FAX: 01943-877204.

When preparing the following, then, we were spoiled for choice. Any omission in these appendices is by editorial choice, not because the information has been unobtainable.

We would also like to acknowledge the records prepared by Paul's son, Mark, who, while working for March Group plc, took on the task of collating the Ralt records.

One other source must be acknowledged, Peter Higham's The Guinness Guide To International Motor Racing (Guinness Publishing Ltd., 1995).

If there occasionally appears to be some inconsistency when recording the results of some intermediate championships, that is because one has to recognise that these have fluctuated in importance. From the early 1970s, the British Formula Three Championship has been regarded as the most important, but in the 1960s, the most talented drivers tended to concentrate on a series of European races which were not organised into a series, but which were universally regarded as the most important. These would include support races to Grands Prix.

From 1970 onwards, the main criterion in selecting which Championships to feature has been the way in which the results reflect the changes within Formula Three.

1961 MRD Production

Type	Description	Number Made	Running Total
BT1	Formula Junior	1	1
	Total	1	1

BT1. Named BT1, *retrospectively*, the prototype was only ever known in its own day as the MRD. It was a spaceframe car with outboard suspension and modified VW gearbox, bought and raced by Gavin Youl. Front suspension was by coil springs, lower wishbones, single upper arms and Y-shaped radius rods. Independent rear suspension was by broad upper wishbones, lower links, twin radius rods and coil springs.

Unlike its successors it had an aluminium body and drum brakes, inboard at the rear.

In March 1962, Gavin Youl and the MRD won the Australian National Formula Junior Championship.

1962 MRD Production

Type	Description	Number Made	Running Total
BT2	Formula Junior	12	13
BT3	Formula One	1	1
BT4	International	3	3
	Total	16	17

BT2. A development of the BT1 but with a Hewland Mk V gearbox and a fibreglass body made by Specialised Mouldings. The rear brakes were mounted outboard and this car, along with all subsequent Brabhams, featured a new style of alloy wheels.

Independent rear suspension was by reverse lower wishbone, upper transverse link and twin radius arms. Girling disc brakes were employed all round and, while the prototype first than with inboard rear brakes, production cars had them mounted outboard in order to make maintenance easier and to avoid possible problems with oil on the discs.

BT3 Built on very similar lines to the BT2, but with larger fuel tanks, bigger brakes, a Coventry Climax 1½-litre V8 engine and, initially, a six-speed Colotti gearbox although a five-speed Hewland 'box was used before it was sold to Ian Raby. The rear suspension featured parallel transverse lower links.

It first ran with Lola rear wheels, but had Brabham wheels by the end of the season.

BT4. Although 'International' was the official MRD designation, in practice most such cars were used in the Australasian 'Tasman' series which was run to the rules of the 2½-litre Formula One until 1970.

'International' cars used the Coventry Climax FPF 2½-litre four-cylinder engine. The engine bays of these cars had to be different, hence a distinct chassis designation.

Jack Brabham won the 1963 Australian Grand Prix in a BT4-Climax and Graham Hill won the Tasman race at Longford in 1964.

Brabham Formula One Racing Record

German Grand Prix, Nürburgring, 5.8.62

Q race

BT3 Brabham 24 rtd throttle linkage

International Gold Cup, Oulton Park, 1.9.62

BT3 Brabham 5 3

United States Grand Prix, Watkins Glen, 7.10.62

BT3 Brabham 5 4

Mexican Grand Prix, Mexico City, 4.11.62

BT3 Brabham 7 2

Although the Mexican GP attracted some leading Formula One runners, it was the first time the event had been staged and therefore was a non-Championship trial run prior to full Championship status in 1963.

South African Grand Prix, East London, 29.12.62

BT3 Brabham 3 4

Drivers' Championship

1, Graham Hill (BRM)	42 (+10)
2, Jim Clark (Lotus)	30
3, Bruce McLaren (Cooper)	27 (+5)
4, John Surtees (Lola)	19
5, Dan Gurney (Porsche)	15
6, Phil Hill (Ferrari)	14
9, Jack Brabham (Lotus & Brabham)	9

Figures in brackets indicate a drivers' gross score over the season - not every points scoring finish could be counted.

Constructors' Cup

1, BRM	42 (+14)
2, Lotus-Climax	36 (+2)
3, Cooper-Climax	29 (+8)
4, Lola-Climax	19 (+1)
5= Porsche	18
5= Ferrari	18
7, Brabham-Climax	6

Australian Formula Junior: Gavin Youl

French Formula Junior: Jo Schlesser

1963 MRD Production

Type	Description	Number Made	Running Total
BT5	Sports racing	2	2
BT6	Formula Junior	20	33
BT7	Formula One	3	4
BT7A	International	2	5
	Total	26	43

BT5. A 1600cc sports racer using the Lotus-Ford 'Twin-Cam engine' which employed many BT6 components. One was sold to Ian Walker for Frank Gardner and Paul Hawkins to drive.

BT6. Another development of the BT2. Denny Hulme drove the sole works car. Some BT6s were adapted to F2 and F3 in 1964.

The Italian firm, De Sanctis, built copies of the BT6 in 1964.

BT7. Basically a development of the BT3 with a longer wheelbase, a Hewland gearbox, revised bodywork and rear suspension by upper wishbone and lower transverse link.

BT7A. Similar to the BT7, but fitted with a Coventry Climax 2½-litre FPF engine. Jack Brabham won the 1964 Australian Grand Prix with a BT7A-Climax.

Brabham Formula One Racing Record

Dan Gurney joined Jack Brabham in the Brabham Racing Organisation team run from Guildford.

David Prophet entered some races in a BT6 powered by a 1500cc Ford engine tuned by Cosworth. This was by no means an uncommon route and several makes of chassis were run as 'Formula One' cars using what was basically a Ford Cortina engine. Among them was Jo Schlesser in his BT2.

In the main, such cars appeared in non-Championship races to make up the numbers, but they should not be despised. A good driver in a such a car, while no match for factory teams, could frequently see off less competent privateers who could afford superior equipment.

Races for the Southern African series - the South African Gold Star Championship - were nominally to 'Formula One' (i.e. 1½-litre) but were restricted to four-cylinder engines. Listed in this Appendix are only those races which were run to the FIA Formula One, in other words, races where the number of cylinders was not restricted. In practice this means races which saw European participation together with cars built to the local formula.

In every case such races were run in South Africa, but the Southern African series included races held in Rhodesia, now Zimbabwe, and Mozambique. The series attracted some fine drivers and some good locally-built cars.

Pau Grand Prix, Pau, 15.4.63

BT2-5	Schlesser	8	rtd	engine
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Glover Trophy, Goodwood, 15.4.63

BT3	Brabham	3	6
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Imola Grand Prix, Imola, 21.4.63

BT2-5	Schlesser	7	4
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BARC 200, Aintree, 27.4.63

BT3 Brabham 2 DNS piston

International Trophy, Silverstone, 11.5.63

BT3 Brabham 4 7

Monaco Grand Prix, Monte Carlo, 26.5.63

BT7-1 Gurney 6 rtd crown wheel and pinion

Jack Brabham had engine problems in qualifying and was loaned a Lotus 25 by Team Lotus. He qualified, and finished, last.

Belgian Grand Prix, Spa, 9.6.63

BT3 Brabham 6 rtd fuel injection pump

BT7-1 Gurney 2 3

Dutch Grand Prix, Zandvoort, 23.6.63

BT7-2 Brabham 4 rtd accident

BT7-1 Gurney 14 2

French Grand Prix, Reims, 30.6.63

BT7-2 Brabham 5 4

BT7-1 Gurney 3 5

British Grand Prix, Silverstone, 20.7.63

BT7-2 Brabham 4 rtd con-rod

BT7-1 Gurney 2 rtd con-rod

Solitude Grand Prix, Solitude, 28.7.63

BT3 Brabham 2 1

German Grand Prix, Nürburgring, 4.8.63

BT7-2	Brabham	8	7	
BT7-1	Gurney	13	rtd	gearbox

Kanonloppet, Karlskoga, 11.8.63

BT7-2	Brabham	1	3	
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Mediterranean Grand Prix, Enna, 18.8.63

BT2-5	Schlesser	13	11	
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Austrian Grand Prix, Zeltweg, 1.9.63

BT3	Brabham	2	1	fastest lap
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Italian Grand Prix, Monza, 8.9.63

BT3	Brabham	7	5	
BT7-1	Gurney	5	rtd	oil feed

International Gold Cup, Oulton Park, 21.9.63

BT7-2	Brabham	11	4	
BT7-1	Gurney	16	rtd	oil leak

United States Grand Prix, Watkins Glen, 6.10.63

BT7-2	Brabham	5	4	
BT7-1	Gurney	6	rtd	cracked chassis

Mexican Grand Prix, Mexico City, 27.10.63

BT7-2	Brabham	10	2	
BT7-1	Gurney	4	6	

Rand Grand Prix, Kyalami, 14.12.63

BT5-5 Prophet 12 5

South African Grand Prix, 28.12.63

BT7-2 Brabham 2 rtd accident

BT7-1 Gurney 3 2

BT6-5 Prophet 14 rtd oil leak

Drivers' Championship

1, Jim Clark (Lotus)	54 (+19)
2=, Graham Hill (BRM)	29 (+5)
2=, Richie Ginther (BRM)	29
4, John Surtees (Ferrari)	22
5, Dan Gurney	19
6, Bruce McLaren (Cooper)	17
7, Jack Brabham	14

Constructors' Cup

1, Lotus-Climax	54 (+20)
2, BRM	36 (+9)
3, Brabham-Climax	29 (+2)
4, Ferrari	26
5, Cooper-Climax	25 (+1)
6, BRP-BRM	9

Australian Gold Star Championship: Bib Stillwell

1964 MRD Production

Type	Description	Number Made	Running Total
BT8	Sports	not produced	
BT8A	Sports	12	14
BT9	Formula Three	13	13
BT10	Formula Two	17	17
BT11	Formula One	5	5
BT11A	International	5	10
BT12	Indianapolis	1	1
	Total	53	101

Formula Three replaced Formula Junior in 1964. The main difference was a reduction in engine size from 1100cc to 1000cc and tighter tuning restrictions.

Formula Two was revived for cars with engines of 1000cc and no more than four cylinders. Overhead camshafts were permitted.

BT8. The BT8 was designed, but not built. The size of wheels and tyres changed and so the original concept was redesigned as the BT8A.

BT8A. Sports racing car produced to use a batch of the Coventry Climax FPF engines and raced with 2.0, 2.5 and 2.7-litre versions, although the prototype first raced with a 2-litre BRM V8 engine. Roger Nathan later fitted his BT8A with a 3½-litre Oldsmobile V8, which was not a successful experiment. Many components were common with the BT11 Formula One car.

BT9. A further development of the BT2, but with a Jack Knight gearbox derived from the Hillman Imp transmission. The season was dominated by Stewart's works Cooper-BMC (with works engines), but Silvio Moser won four international races with a BT9.

BT10. Development of the BT6 with steel sheeting welded to the bottom chassis tube to add stiffness (and help achieve minimum weight requirements) and a Hewland gearbox. Pendant pedals rather than the floor-mounted pedals of the Formula Junior/Three cars. This distinction between the categories continued until 1968 and the BT23 series.

The usual engine was the Cosworth SCA, but Giannini-powered cars sometimes ran in Italy using a dohc engine based on a Fiat block. Won nine of the 18 Formula Two races of 1964.

The French firm, Alpine, bought cars, kits and the right to manufacture BT10s.

BT11. A revision of the BT11 built around the smaller, and wider, 13-inch tyres which Dunlop had introduced.

BT11A. Usually fitted with a Coventry Climax FPF engine.

The South African constructor, Doug Serrurier, make of the LDS specials which ran in the South African Gold Star Championship built a car (the Mk 3 - LDS chassis 10) which used BT11A components. It was commissioned by Sam Tingle and Brabham supplied uprights etc., because Tingle had just been beaten to the last BT11A.

Tingle gave a good account of himself with the car while the last of Serrurier line of LDS models came in 1965-6 with a couple of cars based on the Brabham BT16.

BT12. With a 4.2-litre Offenhauser engine and a Hewland DG300 gearbox, the BT12 was an Indycar which was commissioned by John Zink and entered as the John Zink Track Burner Special. It retired from Indianapolis in 1964, but subsequently won four Championship races in the hands of Jim McElreath (once with a Ford V8 engine).

Clint Brawner was permitted to copy it and his version was called a 'Hawk' although its official name in races was the 'Dean Van Lines Special'. Mario Andretti won the 1965 Indycar Championship with this car, which was then further developed and, although still entered as the 'Dean Van Lines Special' was known to the Stateside cognoscenti as either the Brawner or the Brawner-Hawk.

It did not then occur to anyone to call it a 'Brabham' or even a 'Brawner-Brabham'. Andretti won the 1966 Championship with it.

Brabham Formula One Racing Record

Privateer Ian Raby bought BT3 and ran it with a customer BRM V8 engine and six-speed Colotti gearbox.

Bob Anderson had BT11-5 with a V8 Coventry Climax engine and five-speed Hewland transmission.

Rob Walker bought BT11-4 and BT11-6, used BRM engines and six-speed Colotti gearboxes, and entered cars for Jo Siffert and Jo Bonnier with, on occasion, Jochen Rindt and Hap Sharp. Walker later acquired BT7-2 which retained its Coventry Climax engine.

John Willment Automobiles entered BT10-4, a converted F2 car with a Cosworth-tuned Ford engine and Hewland gearbox, for Frank Gardner and, later, Paul Hawkins.

Daily Mirror Trophy, Snetterton, 14.3.64

BT7-1	Brabham	5	rtd	scavenge pump
BT3	Raby	11	rtd	accident

News of the World Trophy, Goodwood, 30.3.64

BT7-2	Brabham	1	rtd	broken wheel rim
BT3	Raby	12	rtd	ignition

Syracuse Grand Prix, Siracusa, 13.4.64

BT3	Raby	6	8	
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Aintree 200, Aintree, 18.4.64

BT7-2	Brabham	2	1	
BT7-1	Gurney	20	rtd	transmission doughnut
BT3	Raby	21	15	

International Trophy, Silverstone, 2.5.64

BT7-2	Brabham	2	1	
BT7-1	Gurney	1	rtd	brakes binding
BT3	Raby	19	rtd	piston
BT11-5	Anderson	18	rtd	clutch

Monaco Grand Prix, Monte Carlo, 10.5.64

BT7-2	Brabham	2	rtd	fuel injection
BT7-1	Gurney	5	rtd	gearbox
BT11-5	Anderson	12	rtd	gearbox mounting

Dutch Grand Prix, Zandvoort, 24.5.64

BT7-2	Brabham	7	rtd	ignition drive
BT7-1	Gurney	1	rtd	steering wheel
BT11-5	Anderson	11	6	
BT11-6	Siffert	17	13	
BT11-4	Bonnier	12	9	

Belgian Grand Prix, Spa, 14.6.64

BT7-2	Brabham	3	3	
BT7-1	Gurney	1	6	not running at end
BT11-6	Siffert	13	rtd	piston
BT11-4	Bonnier	14	rtd	driver unwell

French Grand Prix, Rouen, 28.6.64

BT7-2	Brabham	5	3	
BT7-1	Gurney	2	1	
BT11-5	Anderson	15	12	
BT11-6	Siffert	17	rtd	clutch

British Grand Prix, Brands Hatch, 11.7.64

BT7-2	Brabham	4	4	
BT7-1	Gurney	3	13	
BT11-5	Anderson	7	7	
BT11-4	Bonnier	9	rtd	brake pipe
BT11-6	Siffert	16	11	
BT3	Raby	17	rtd	accident
BT10-4	Gardner	19	rtd	accident

Solitude Grand Prix, Solitude 19.7.64

BT7-2	Brabham	8	rtd	accident
BT11-5	Anderson	7	3	
BT11-6	Siffert	10	7	
BT11-4	Bonnier	13	5	

German Grand Prix, Nürburgring, 2.8.64

BT7-2	Brabham	7	12	not running at end
BT7-1	Gurney	3	10	
BT11-6	Siffert	10	4	
BT11-4	Bonnier	12	rtd	electrics
BT11-5	Anderson	13	rtd	suspension

Mediterranean Grand Prix, Enna, 16.8.64

BT11-6	Siffert	1	1	
BT10-	Gardner	11	rtd	piston

Austrian Grand Prix, Zeltweg, 23.8.64

BT11-1	Brabham	6	9	
BT7-1	Gurney	4	rtd	front suspension

BT7-2	Bonnier	9	6	
BT11-5	Anderson	12	3	
BT11-4	Rindt	13	rtd	steering
BT11-6	Siffert	14	rtd	accident

Italian Grand Prix, Monza, 6.9.64

BT11-1	Brabham	11	14	not running at end
BT7-1	Gurney	2	10	
BT11-6	Siffert	6	7	
BT7-2	Bonnier	12	12	
BT11-5	Anderson	14	11	

United States Grand Prix, Watkins Glen, 4.10.64

BT11-1	Brabham	7	rtd	piston
BT7-1	Gurney	3	rtd	oil pressure
BT7-2	Bonnier	9	rtd	stub axle
BT11-6	Siffert	12	3	
BT11-4	Sharp	18		not classified

Mexican Grand Prix Mexico City, 25.10.64

BT11-1	Brabham	7	rtd	ignition, when third
BT7-1	Gurney	2	1	
BT7-2	Bonnier	8	rtd	wishbone
BT11-6	Siffert	13	rtd	fuel pump
BT11-4	Sharp	19	13	

Rand Grand Prix, Kyalami, 12.12.64

BT11-4	Hill	23	1	
BT10-4	Hawkins	3	2	
BT11-5	Anderson	4	3	

Drivers' Championship

1, John Surtees (Ferrari)	40
2, Graham Hill (BRM)	39 (+2)
3, Jim Clark (Lotus)	32
4= Lorenzo Bandini (Ferrari)	23
4= Richie Ginther (BRM)	23
6, Dan Gurney	19
9, Jack Brabham	7
10, Jo Siffert	5
11, Bob Anderson	4
15, Jo Bonnier	2

Constructors' Cup

1, Ferrari	45 (+4)
2, BRM	42 (+9)
3, Lotus-Climax	37 (+3)
4, Brabham-Climax	33
5, Cooper-Climax	16
6, Brabham-BRM	7

Brabham Formula Two Victories

Jochen Rindt	Crystal Palace
Alan Rees	Reims
Denny Hulme	Clermont-Ferrand
Jack Brabham	Karlskoga
Denny Hulme	Zolder

Jack Brabham	Albi
Jack Brabham	Oulton Park
Jo Schlesser	Vallelunga
Jack Brabham	Montlhery

There was no European Formula Two Championship in 1964, the closest thing was Les Grands Prix de France, a six-race series run at traditional non-Championship circuits like Albi and Pau. Brabham won the series from Hulme and Rees.

Brabham Tasman Cup Victories

Denny Hulme	Levin
Jack Brabham	Australian GP
Jack Brabham	Warwick Park
Jack Brabham	Lakeside
Graham Hill	Longford

Argentine Temporada (F2) Championship: Silvio Moser

Australian Gold Star Championship: Bib Stillwell

1965 MRD Production

Type	Description	Number Made	Running Total
BT14	Formula Libre	10	10
BT15	Formula Three	58	71
BT16	Formula Two	12	29
BT16A	Formula Three	21	92

Total 101 202

- BT13 Number not allocated - Ron thinks that Jack was against it. Ron says that he was certainly not superstitious about 13, pointing out that it's his birthday.
- BT14. Various engines were used as Formula Libre enjoyed a revival in popularity at club level. From this class of racing would spring Formula A-5000 in the late 1960s. Some cars, however, were used for hill climbing.
- BT15. Same chassis as the BT14 and BT 16, but with Girling brakes and Hewland Mk 6 gearbox. Almost all had Cosworth-Ford MAE engine. Very successful car which won 42 major races.
- BT16. Mainly powered by the Cosworth SCA engine, but some cars had BRM units. Jack Brabham ran a Honda dohc engine in three late-season races prior to using them for the works team in 1966. Lockheed brakes rather than the Girlings on the BT15, and a Hewland Mk 7 gearbox.
- BT16A A Formula Three car built largely to Formula Two chassis specification.

Brabham Formula One Racing Record

BRO retained its 1964 cars, but they were run with rubber doughnuts as well as universal joints in the drive train, this was a first in Formula One.

Rob Walker Racing entered BT7-2 for Jo Bonnier and BT11-6 for Jo Siffert.

John Willment Automobiles bought BT11-4 from Rob Walker and continued to enter BT10-4.

The cars which Rodney Bloor and John Cardwell raced occasionally in Formula One races were Ford-powered.

The Brabham Racing Organisation continued to use combinations of the three cars it had bought from MRD.

South African Grand Prix, East London, 1.1.65

BT11-1	Brabham	3	8	
BT11-2	Gurney	9	rtd	ignition
BT7-2	Bonnier	7	rtd	clutch
BT11-5	Anderson	12	16	
BT11-6	Siffert	14	7	
BT11-4	Gardner	15	12	
BT10-4	Hawkins	16	9	
BT10-10	Prophet	19	14	

Race of Champions, Brands Hatch, 13.3.65

BT11-1	Brabham	5	rtd	oil leak
BT11-2	Gurney	13	rtd	accident
BT7-2	Bonnier	4	3	
BT11-5	Anderson	8	rtd	throttle linkage
BT11-6	Siffert	12	6	
BT11-4	Gardner	14	4	
BT3	Raby	15	9	

Syracuse Grand Prix, Siracusa, 4.4.65

BT7-2	Bonnier	3	4	
BT11-6	Siffert	4	rtd	con-rod
BT11-5	Anderson	10	6	
BT3	Raby	11	8	

Sunday Mirror Trophy, Goodwood, 19.4.65

BT11-1	Brabham	5	3	
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BT11-2	Gurney	7	9	
BT11-5	Anderson	4		disqualified, missed chicane
BT7-2	Bonnier	8	5	
BT11-6	Siffert	9	rtd	accident
BT14-6	Bloor	13	12	
BT14-8	Cardwell	14	11	

International Trophy, Silverstone, 15.5.65

BT11-1	Brabham	6	rtd	
BT11-2	Hulme	7	rtd	oil leak
BT7-2	Bonnier	8	5	
BT11-4	Gardner	10	rtd	clutch
BT11-5	Anderson	14	14	
BT3	Raby	18	12	

Monaco Grand Prix, Monte Carlo, 30.5.65

BT11-1	Brabham	2	rtd	con-rod
BT7-1	Hulme	8	8	
BT11-5	Anderson	9	9	
BT11-6	Siffert	10	6	
BT11-4	Gardner	11	rtd	engine mounting
BT7-2	Bonnier	13		

Belgian Grand Prix, Spa, 13.6.65

BT11-1	Brabham	10	4	
BT11-2	Gurney	5	10	
BT7-2	Bonnier	7	rtd	ignition
BT11-6	Siffert	8	8	
BT11-4	Gardner	18	rtd	ignition

French Grand Prix, Charade, 27.6.65

BT11-2	Gurney	5	rtd	engine
BT11-1	Hulme	6	4	
BT7-2	Bonnier	11	rtd	alternator drive
BT11-6	Siffert	14	6	
BT11-5	Anderson	15	9	

British Grand Prix, Silverstone, 10.7.65

BT11-2	Gurney	7	6	
BT7-1	Hulme	9	rtd	alternator drive
BT11-4	Gardner	12	8	
BT7-2	Bonnier	13	7	
BT11-5	Anderson	15	rtd	gearbox
BT11-6	Siffert	16	9	
BT3	Raby	18	11	

Dutch Grand Prix, Zandvoort, 18.7.65

BT11-2	Gurney	5	3	
BT11-1	Hulme	7	5	
BT11-6	Siffert	10	13	
BT11-4	Gardner	11	11	
BT7-2	Bonnier	15	rtd	valve spring
BT11-5	Anderson	16	rtd	head gasket

German Grand Prix, Nürburgring, 1.8.65

BT11-1	Brabham	14	5	
BT11-2	Gurney	5	3	
BT7-1	Hulme	13	rtd	fuel leak
BT7-2	Bonnier	9	7	
BT11-6	Siffert	11	rtd	engine

BT11-4	Gardner	17	rtd	gearbox
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Mediterranean Grand Prix, Enna, 15.8.65

BT11-1	Brabham	8	6	
BT11-6	Siffert	3	1	
BT7-1	Hulme	5	4	
BT11-4	Gardner	6	3	
BT7-2	Bonnier	7	rtd	oil pressure
BT16-1	Rees	10	rtd	piston
BT16-2	Rindt	12	rtd	drive shaft

Italian Grand Prix, Monza, 12.9.65

BT7-1	Baghetti	19	rtd	con-rod
BT11-2	Gurney	9	3	
BT11-1	Hulme	12	rtd	front suspension
BT11-6	Siffert	10	rtd	gearbox
BT7-2	Bonnier	14	7	
BT11-4	Gardner	16	rtd	engine

United States Grand Prix, Watkins Glen, 3.10.65

BT11-1	Brabham	7	3	
BT11-2	Gurney	8	2	
BT7-2	Bonnier	10	8	
BT11-6	Siffert	11	11	

Mexican Grand Prix, Mexico City, 24.10.65

BT11-1	Brabham	4	rtd	oil leak
BT11-2	Gurney	2	2	
BT11-6	Siffert	13	4	
BT7-2	Bonnier	14	rtd	front wishbone mounting

Rand Grand Prix, Kyalami, 4.12.65

BT11-2	Brabham	1	1	
BT11-6	Siffert	8	5	
BT11-5	Anderson	4	rtd	oil pressure
BT11A-5	de Klerk	3	2	

Race run to 3-litre formula; Brabham used car already sold to a customer fitted with 2.7-litre Coventry Climax FPF engine. De Klerk's car was to International spec.

Drivers' Championship

1, Jim Clark (Lotus)	54
2, Graham Hill (BRM)	40 (+7)
3, Jackie Stewart (BRM)	33 (+1)
4, Dan Gurney	25
5, John Surtees (Ferrari)	17
6, Lorenzo Bandini (Ferrari)	13
10, Jack Brabham	9
11= Denny Hulme	5
11= Jo Siffert	5

Constructors' Cup

1, Lotus-Climax	54 (+4)
2, BRM	45 (+16)
3, Brabham-Climax	27 (+4)
4, Ferrari	26 (+1)
5, Cooper-Climax	14
6, Honda	11

Swedish Formula Three: Picko Troberg

Australian Gold Star Championship: Bib Stillwell

New Zealand Gold Star Championship: Jim Palmer

Brabham Formula Two Victories

Denny Hulme	Oulton Park
Graham Hill	Snetterton
Jochen Rindt	Reims
Jack Brabham	Karlskoga
Alan Rees	Pergusa
Silvio Moser	Syracuse

Brabham Tasman Cup Victories

Graham Hill	New Zealand GP
Jack Brabham	Sandown Park

1966 MRD Production

Type	Description	Number Made	Running Total
BT17	Sports	1	15
BT18	Formula Two	6	35
BT18A	Formula Three	32	104
BT18B	School Car	8	18

BT19	Formula One	1	6
BT20	Formula One	2	8
BT22	International	1	11
	Total	51	247

The 1967 Formula Three car, the BT21, made its debut in 1966, at the Boxing Day Brands Hatch Meeting. It was driven by Derek Bell, who won. Since two BT21s were racing in Argentina in January 1967, at least three must have been made in 1966, but they are all included in the 1967 production figures.

1966 saw the start of the three-litre Formula One and the last year of the one-litre Formula Two. The Southern African Championship was also run to a three-litre Formula, and actually jumped the gun by holding its first race in late 1965. The Brabhams which raced in it, those of Dave Charlton (BT11-2) and Piet de Klerk (BT11A-5) were fitted with Coventry Climax FPF units. In December 1966, Luki Botha acquired the ex-de Klerk car.

BT17. Prototype Group 7 sports racer, basically a stretched BT8A with wider wheels, bigger brakes etc. Originally fitted with 4.3-litre Repco engine, which proved unreliable and it was scratched from the one race in which it was entered. A Repco three-litre V8 engine was substituted and it was raced just once by the works, driven by Brabham in the 1966 Tourist Trophy where it had problems with its oil system. It was later sold to a private owner. Front wheels: 13x8, rear wheels:13x10.

BT18. Longer (by 2½ inches) engine bay improved accessibility and longer uprights to cope with the stresses generated by ever-wider tyres. Front track increased.

The works Formula Two team (Brabham and Hulme, with Chris Irwin filling in on occasion) used dohc Honda engines and they also had rubber doughnuts in the driveshafts. All customer Brabhams used the Cosworth SCA unit.

BT18B Special order for the Honda racing school with a tuned Ford Kent engine. This was, in essence, a Formula Ford 1600 car some 18 months before Formula Ford was launched.

- BT19. Originally designed for the stillborn Coventry Climax 1½-litre flat-16 engine in 1965, BT19 was a one-off converted to run with 3-litre Repco RB620 V8 unit and Hewland DG300 gearbox. Front wheels: 15x8; rear wheels: 15x10.
- BT20. Improved BT19 with longer wheelbase and stiffer frame; 3-litre Repco RB620 engine Hewland DG300 gearbox.
- BT21. Arrived late in season so most production was destined for 1967. A further development of the BT18, but with Hewland H6 gearbox it was to be, in its various forms, the most popular Brabham model, Virtually all drivers used Ford-based engines in Formula Three in 1966.
- BT22. Formula Libre car with a 2½-litre FPF engine originally built for a Scottish customer. It was based on a BT11A but used BT19 suspension geometry. Later it was sold to the New Zealand driver, Jim Palmer, who used it in the Tasman series.

Brabham Formula One Racing Record

Denny Hulme's BT11 was fitted with a Coventry Climax FPF engine, as was Bob Anderson's. Rob Walker's BT11-1 (run for Jo Siffert) received an FPF unit at the French GP,

Chris Irwin was occasionally entered in BT11-1 after Hulme switched to BT20-2.

South African Grand Prix, East London, 1.1.66

BT19	Brabham	1	rtd	injector drive belt
BT11-1	Hulme	3	rtd	gearbox
BT11-5	Anderson	8	disqualified, outside assistance	
BT11-2	Charlton	10	4	
BT11-6	Siffert	12	2	

Syracuse Grand Prix, Siracusa, 1.5.66

BT19	Brabham	10	rtd	fuel metering unit
BT11-1	Hulme	11	rtd	oil leak

BT11-6	Bonnier	4	5
BT11-5	Anderson	non-starter, piston	

International Trophy, Silverstone, 14.5.66

BT19	Brabham	1	1
BT11-1	Hulme	5	4
BT11-5	Anderson	8	7
BT11-4	Taylor, J	9	6

Monaco Grand Prix, Monte Carlo, 22.5.66

BT19	Brabham	11	rtd	gearbox
BT11-1	Hulme	6	rtd	drive shaft coupling
BT11-5	Anderson	8	rtd	engine
BT11-6	Siffert	13	rtd	clutch

Belgian Grand Prix, Spa, 13.6.66

BT19	Brabham	4	4	
BT11-1	Hulme	12	rtd	crash

French Grand Prix, Reims, 3.7.66

BT19	Brabham	4	1	
BT20-2	Hulme	9	3	
BT11-1	Siffert	6	rtd	overheating
BT11-5	Anderson	13	7	
BT11-4	Taylor, J	15	6	

British Grand Prix, Brands Hatch, 16.7.66

BT19	Brabham	1	1
BT20-2	Hulme	2	2
BT11-1	Irwin	12	7

BT11-5	Anderson	10	13	
BT11-1	Siffert	11	12	
BT6-2	Bonnier	15	rtd	clutch

Dutch Grand Prix, Zandvoort, 24.7.66

BT19	Brabham	1	1	
BT20-2	Hulme	2	rtd	ignition
BT11-5	Anderson	14	rtd	engine
BT11-4	Taylor, J	17	8	

German Grand Prix, Nürburgring, 7.8.66

BT19	Brabham	5	1	
BT20-2	Hulme	15	rtd	ignition
BT11-5	Anderson	14	rtd	engine
BT11-4	Taylor, J	24		fatal accident

Italian Grand Prix, Monza, 4.9.66

BT19	Brabham	6	rtd	fuel problem
BT20-2	Hulme	10	3	
BT11-5	Anderson	15	6	
BT11-6	Amon	DNQ		

International Gold Cup, Oulton Park, 17.9.66

BT19	Brabham	1	1	
BT20-2	Hulme	2	2	
BT11-5	Anderson	6	rtd	engine

United States Grand Prix, Watkins Glen, 2.10.66

BT20-1	Brabham	1	rtd	engine
BT20-2	Hulme	7	rtd	oil pressure

Mexican Grand Prix, Mexico City, 29.10.66

BT20-1	Brabham	4	2
BT20-2	Hulme	6	3

Drivers' Championship

1, Jack Brabham	42 (+3)
2, John Surtees (Ferrari and Cooper)	28
3, Jochen Rindt (Cooper)	22 (+2)
4, Denny Hulme	18
5, Graham Hill (BRM)	17
6, Jim Clark (Lotus)	16
17= Bob Anderson	1

Constructors' Cup

1, Brabham-Repco	46 (+7)
2, Ferrari	31 (+1)
3, Cooper-Maserati	30 (+5)
4, BRM	22
5, Lotus-BRM	13
6, Lotus-Climax	8

Brabham Formula Two Victories

Jack Brabham	Goodwood
Jack Brabham	Pau
Jochen Rindt	Nürburgring
Jack Brabham	Barcelona

Jack Brabham	Zolder
Jack Brabham	Crystal Palace
Jack Brabham	Reims
Denny Hulme	Rouen
Jack Brabham	Karlskoga
Jack Brabham	Kaimola
Jack Brabham	Montlhery
Denny Hulme	Le Mans
Jack Brabham	Albi
Jochen Rindt	Brands Hatch

The only F2 race of the year not won by a Brabham was the Formula Two section of the German Grand Prix - but then all the main Brabham drivers were in the Formula One section.

As in 1965, there was no European Championship, but the French made their races into a series: 1, Brabham (36 points), 2, Hulme (28 points), 3, Rees (Brabham BT18-Cosworth, 14 points).

Jack Brabham also won The Autocar British F2 Championship.

British Formula Three: Harry Stiller

Italian Formula Three: Tino Brambilla

Argentine Temporada (F3): Charles Crichton-Stuart

Australian Gold Star Championship: Spencer Martin

Jack Brabham also won The Autocar British F2 Championship.

British Formula Three: Harry Stiller

Italian Formula Three: Tino Brambilla

Argentine Temporada (F3): Charles Chrichton-Stuart

Australian Gold Star Championship: Spencer Martin

1967 MRD Production

Type	Description	Number Made	Running Total
BT21	Formula Three	47	153
BT21A	Formula Libre	10	28
BT23	Formula Two	9	44
BT23A	International	1	12
BT23B	International	3	15
BT23C	Formula Two	16	51
BT23D	International	1	16
BT23E	International	1	17
BT24	Formula One	3	11
	Total	91	336

New Formula Two which stipulated engines of no more than 1600cc and no more than six cylinders. The engine had to be derived from a production unit of which not fewer than 500 examples had been made. There was a minimum weight of 420 kgs.

BT21. More shallow spaceframe than before, detail revisions to suspension, including wider track, and a new, slimmer, body.

BT21A Formula Libre car with Lotus-Ford 'Twin-Cam' engine.

- BT23. Spaceframe stiffened by stress-bearing panels and small tubes stiffened the engine bay. Brabham-made uprights and stub axles.
- BT23A 2½-litre Repco engine, used by Jack Brabham in the 1967 Tasman series. Winner at Longford.
- BT23B Hill climb car with Coventry Climax FPF engine.
- BT23C The 1.6-litre Cosworth FVA engine was standard wear (it was basically half of a DFV Formula One engine) and it drove through a Hewland FT200 gearbox.
- BT23D Tasman car with Alfa Romeo Tipo 33 engine built for Kevin Bartlett who won the 1968 Australian Gold Star Championship.
- BT23E Tasman car with Repco V8.
- BT24. These followed the BT23A Tasman car quite closely except in having a wider engine bay. They were therefore nearly as compact as a Formula Two car. A more powerful version of the Repco V8, designated 740 produced about 330 bhp and drove a Hewland DG300 transmission.

Brabham Formula One Racing Record

From the British Grand Prix, Guy Ligier drove BT20-2.

Bob Anderson was killed testing his car at Silverstone on 16th August.

South African Grand Prix, Kyalami, 2.1.67

BT20-1	Brabham	1	6
BT20-2	Hulme	2	4
BT11-5	Anderson	10	5

BT11-2	Charlton	8	7	not running at the finish
BT11-5	Botha	17	8	not running at the finish

Race of Champions, Brands Hatch, 12.3.67

BT20-1	Brabham	5	9	
BT20-2	Hulme	13	rtd	camshaft belt drive
BT11-5	Anderson	16	rtd	ignition

Spring Trophy, Oulton Park, 15.4.67

BT20-1	Brabham	4	1	
BT20-2	Hulme	2	2	
BT11-5	Anderson	7	7	

International Trophy, Silverstone, 29.4.67

BT20-1	Brabham	6	2	
BT20-2	Hulme	4	rtd	oil leak
BT11-5	Anderson	7	8	

Monaco Grand Prix, Monte Carlo, 7.5.67

BT19	Brabham	1	rtd	engine
BT20-2	Hulme	4	1	
BT11-5	Anderson	DNQ		

N.B. Anderson's time was equal twelfth fastest, but he was eliminated by the method of seeding which the organisers employed.

Dutch Grand Prix, Zandvoort, 4.6.67

BT19	Brabham	3	2	
BT20-2	Hulme	7	3	
BT11-5	Anderson	17	9	

Belgian Grand Prix, Spa, 18.6.67

BT24-1	Brabham	7	rtd	engine
BT19	Hulme	14	rtd	engine
BT11-5	Anderson	17	8	

French Grand Prix, Le Mans, 1.7.67

BT24-1	Brabham	2	1	
BT24-2	Hulme	6	2	
BT11-5	Anderson	14	rtd	ignition

British Grand Prix, Silverstone, 15.7.67

BT24-1	Brabham	3	4	
BT24-2	Hulme	4	2	
BT20-2	Ligier	21	10	
BT11-5	Anderson	17	rtd	engine

German Grand Prix, Nürburgring, 6.8.67

BT24-1	Brabham	7	2	
BT24-2	Hulme	2	1	
BT20-2	Ligier	17	6	

Canadian Grand Prix, Mosport Park, 27.8.67

BT24-1	Brabham	7	1	
BT24-2	Hulme	3	2	

Italian Grand Prix, Monza, 10.9.67

BT24-1	Brabham	2	2	
BT24-2	Hulme	6	rtd	head gasket
BT20-2	Ligier	18	rtd	dropped valve

International Gold Cup, Oulton Park, 16.9.67

BT24-1	Brabham	1	1	
BT18	Garner	4	rtd	ignition

United States Grand Prix, Watkins Glen, 1.10.67

BT24-1	Brabham	5	5	
BT24-2	Hulme	6	3	
BT20-2	Ligier	17	rtd	camshaft

Mexican Grand Prix, Mexico City, 22.10.67

BT24-1	Brabham	5	2	
BT24-2	Hulme	6	3	
BT20-2	Ligier	19	11	

Spanish Grand Prix, Jarama, 12.11.67

BT19	Brabham	7	3	
BT21-30	Lambert	14	12	
BT23-4	Rees	10	11	
BT21A-8	Lamplough	18	rtd	gearbox

N.B. Non-Championship race run in order to qualify for Championship status in 1968.

Drivers' Championship

1, Denny Hulme	51
2, Jack Brabham	46 (+2)
3, Jim Clark (Lotus)	41
4= Chris Amon (Ferrari)	20
4= John Surtees (Honda)	20

6= Graham Hill (Lotus)	15
6= Pedro Rodriguez (Cooper)	15
15= Bob Anderson	2
18= Guy Ligier	1

Constructors' Cup

1, Brabham-Repco	63 (+4)
2, Lotus-Cosworth	44
3, Cooper-Maserati	28
4= Ferrari	20
4= Honda	20
6, BRM	17

Brabham Formula Two Victories

Jochen Rindt	Snetterton*
Jochen Rindt	Silverstone*
Jochen Rindt	Pau
Jochen Rindt	Nürburgring*
Robin Widdows	Hockenheim*
Jochen Rindt	Reims
Jochen Rindt	Rouen
Frank Gardner	Hockenheim
Jochen Rindt	Tulln-Langenlebarne*
Jochen Rindt	Brands Hatch*
Jochen Rindt	Ahvenisto

* denotes round of the European Championship

European Formula Two Championship

1, Jacky Ickx	Matra MS7-FVA	41 (+4)
2, Frank Gardner	Brabham BT23-FVA	33
3, Jean-Pierre Beltoise	Matra MS7-FVA	27
4, Piers Courage	McLaren M4A-FVA	24
5, Alan Rees	Brabham BT23-FVA	23
6= Chris Irwin	Lola T100-FVA	15
6= Johnny Servoz-Gavin	Matra MS5-FVA	15

N.B. Graded drivers like Rindt and Stewart competed but were ineligible to score points.

British Formula Three: Harry Stiller

French Formula Two: Jochen Rindt

British Formula Two: Jochen Rindt

The Autocar Formula Two: Alan Rees

Australian Gold Star Championship: Spencer Martin

New Zealand Gold Star Championship: Roly Levis

South African Drivers' Championship: John Love

Swedish Formula Three: Reine Wisell

1968 MRD Production

Type	Description	Number Made	Running Total
BT21B	Formula Three	30	183
BT21C	Formula Libre	19	47
BT23F	SCCA Formula B	1	1
BT23G	SCCA Formula B	2	2
BT25	Indianapolis	2	3
BT26	Formula One	2	13
	Total	56	402

BT21B. A detailed up-date of the BT21 chassis but with 13 inch wheels (front: 13x7, rear:13x9) and Hewland FT 200 gearbox. These wheel sizes were standard on the small-engined cars.

The improvements were insufficient to keep pace with the opposition, notably Tecno, and during the season a works development car was raced. This was nicknamed the 21X, but never officially designated as such, and featured a stiffer spaceframe based on the BT23.

Ernesto and Vittorio Brambilla built a copy of the BT21B which they called the Birel, and Vittorio won a race and took good placings in the Italian Championship. They then built Birel karts (which were copies of the Tecno) and later revised the car and raced it again. It is believed that more than one Birel was made, but the brothers reverted to running Brabhams.

BT23. Built for SCCA Formula B, the model for Formula Atlantic elsewhere, but with tighter engine restrictions. It used a Lotus-Ford 'Twin-Cam' engine, the BT23F had a Hewland FT200 gearbox, the BT23G used a Hewland Mk V gearbox.

BT25. The first Brabham to feature monocoque construction, not because that was considered superior, but because Indy regulations required bag fuel tanks.

In fact, although the press called it a monocoque it was really a tubular structure with stressed aluminium panels, rather like the first Ferrari 'monocoques'.

It used a 4.2-litre Repco V8 engine and Hewland LG500 gearbox. Front wheels: 15x8½; rear wheels: 15x9½.

BT26. Further development of the BT24 but longer and with a wider track. It used the new dohc four-valve, central exhaust Repco 740 engine, which proved very unreliable. Front wheels: 15x11; rear wheels: 15x14.

The last Formula One car ever to be made with a chassis which was *primarily* a tubular frame, but it did have stress-bearing body panels. Aerofoils appeared at the Belgian Grand Prix.

Brabham Formula One Racing Record

Denny Hulme left to join McLaren and was replaced in the works team by Jochen Rindt.

In Southern Africa, Scuderia Scribante ran BT11-2 (used by Dan Gurney, 1964-5) fitted with a Repco 620 engine. The main drivers were Tony Jefferies and Dave Charlton.

Swiss privateer, Silvio Moser bought BT20-2.

After the South African Grand Prix, BT24-2-Repco - the car mainly used by Hulme in his Championship season - went to Team Gunston for the use of Sam Tingle in what was then Rhodesia, now Zimbabwe.

Also in Southern Africa, Team STP bought BT24-1 and it was driven by Basil van Rooyen. It later went to Gordon Henderson.

South African Grand Prix, Kyalami, 1.1.68

BT24-1	Brabham	5	rtd	valve spring
BT24-2	Rindt	4	3	
BT20-1	Love	17	9	
BT11-2	Charlton	14	rtd	crown wheel and pinion
BT11A-5	Pretorius	23	10	not running at the finish

Race of Champions, Brands Hatch, 17.3.67

BT20-2	Moser	11	rtd	oil pressure
BT21-33	Gethin	15	10	not running at the finish

International Trophy, Silverstone, 25.4.68

BT20-2	Moser	13	7	
BT23B-3	Lanfranchi	14	rtd	oil pressure*

*Coventry Climax FPF engine.

Spanish Grand Prix, Jarama, 12.5.68

BT26-1	Brabham	DNS	engine	
BT24-3	Rindt	9	rtd	oil pressure

Monaco Grand Prix, Monte Carlo, 26.5.68

BT26-1	Brabham	12	rtd	radius arm
BT24-2	Rindt	5	rtd	crash
BT20-2	Moser	DNQ		

Belgian Grand Prix, Spa, 9.6.68

BT26-1	Brabham	18	rtd	throttle slide
BT26-2	Rindt	17	rtd	valve insert

Dutch Grand Prix, Zandvoort, 23.6.68

BT26-1	Brabham	4	rtd	spin and stall
BT26-2	Rindt	2	rtd	ignition
BT24-3	Gurney	12	rtd	throttle slide
BT20-2	Moser	17	5	

French Grand Prix, Rouen, 7.7.68

BT26-1	Brabham	13	rtd	fuel
BT26-2	Rindt	1	rtd	driver sickness

British Grand Prix, Brands Hatch, 20.7.68

BT26-1	Brabham	8	rtd	engine
BT26-2	Rindt	5	rtd	fire
BT20-2	Moser	19	11	not running at the finish

German Grand Prix, Nürburgring, 4.8.68

BT26-1	Brabham	15	5	
BT26-2	Rindt	3	3	
BT24-3	Ahrens	17	12	

International Gold Cup, Oulton Park, 17.8.68

BT26-1	Brabham	4	rtd	engine
BT26-2	Rindt	9	rtd	engine

Italian Grand Prix, Monza, 8.9.68

BT26-1	Brabham	16	rtd	oil pressure
BT26-2	Rindt	10	rtd	engine
BT20-2	Moser	DNQ		

Canadian Grand Prix, Mont Tremblant, 22.9.68

BT26-1	Brabham	10	rtd	wishbone
BT26-3	Rindt	1	rtd	overheating

United States Grand Prix, Watkins Glen, 6.10.68

BT26-1	Brabham	8	rtd	cam follower
BT26-3	Rindt	6	11	not running at the finish

Mexican Grand Prix,

BT26-1	Brabham	8	10	not running at the finish
BT26-3	Rindt	10	rtd	ignition

Drivers' Championship:

1, Graham Hill (Lotus)	48
2, Jackie Stewart (Matra)	36
3, Denny Hulme (McLaren)	33
4, Jackie Ickx (Ferrari)	27
5, Bruce McLaren (McLaren)	22
6, Pedro Rodriguez (BRM)	18
12, Jochen Rindt	6
22=Jack Brabham	2

Constructors' Cup

1, Lotus-Cosworth	64
2, McLaren-Cosworth	48
3, Matra-Cosworth	47
4, Ferrari	35
5, BRM	28
6, Honda	14

8, Brabham-Repco

10

Brabham Formula Two Victories

Jochen Rindt	Thruxton*
Jochen Rindt	Crystal Palace*
Jochen Rindt	Hockenheim
Jonathan Williams	Monza
Jochen Rindt	Tulln-Langenlebarne*
Jochen Rindt	Enna*

* denotes round of the European Championship

European Formula Two Championship

1, Jean-Pierre Beltoise	Matra MS7-FVA	48
2, Henri Pescarolo	Matra MS7-FVA	30 (+1)
3, Tino Brambilla	Ferrari Dino 166	26
4, Derek Bell	Ferrari Dino 166	15
5, Jackie Oliver	Lotus 48-FVA	14
6= Kurt Ahrens	Brabham BT23C-FVA	13
6= Piers Courage	Brabham BT23C-FVA	13
6= Clay Regazzoni	Tecno 68-FVA	13

British Formula Three: Tim Schenken

Australian Gold Star Championship: Kevin Bartlett

South African Drivers' Championship: John Love

1969 MRD Production

Type	Description	Number Made	Running Total
BT27	Formula One (4WD)	not built	
BT28	Formula Three	42	225
BT29	Formula B	29	32
BT30	Formula Two	26	77
BT30X	Hill climb	2	2
BT31	International	1	18
	Total	100	502

The records show cars for this year which were actually built in 1970. New regulations due in 1971 meant that there was reduced demand for new Formula Two and Three cars after the end of 1969 and no new models were introduced *for the 1970 production year*. See comments on BT28 and see also comments on production in 1970.

BT27. This got no further than a design study. Ron could not see how it was possible to bring a car close to the weight limit and also figured that power loss through friction would be high. The drive train would mean a wide car, which would make it less aerodynamically efficient. He could not see how it could possible work and he was right. BRM, Cosworth, Lotus, Matra and McLaren all built 4WD cars and discovered the same thing the hard way.

BT28. Based on the so-called BT21X, the BT28 had a stiffer frame than previous Formula Three Brabhams and featured entirely new bodywork. Early versions were not without their problems and production was slow. Most customers took delivery late in the 1969 season and it came into its own in 1970.

Tyres had grown even fatter and the BT28's were nine inches wide at the front and twelve inches wide at the rear.

- BT29. In specification closer to Formula Two than Formula Three, and like the F2 version had ten-inch wide tyres at the front and fourteens at the rear. One or two examples were later uprated to run in Formula Two, but it was not a successful experiment.
- BT30. The Formula Two car had a more complex spaceframe than its Formula Three sibling, but was also late in being delivered and more drivers won points in the F2 Championship with BT23s than those with BT30s. Wings appeared in Formula Two in 1969.
- Cars which continued to run in 1970 had bag tanks housed in distinctive bulges at the side.
- BT30X. Built specifically for hill climbs, the two examples had stronger drive shafts, tiny fuel tanks, 1.8-litre FVA engines and smaller brakes.
- BT31. Fitted with one of the Coventry Climax *two-litre* V8 engines which some F1 teams had used as a stop-gap in 1966.

Brabham Formula One Racing Record

For Formula One in 1969, the works cars retained its BT26s, but adapted them to take Cosworth DFV engines.

BT26-1 (fitted with a Cosworth DFV engine) was bought by Frank Williams for Piers Courage to drive.

BT24-3 was bought by Frank Williams for Piers Courage to drive in the Tasman series. A Cosworth engine replaced the original Repco unit, Courage was third in the series, and then the car was sold to Silvio Moser.

Jack Brabham missed several races through injury and BT26-2 was written off.

BT20-1 Repco was sold to J. Holme in South Africa who entered it for Piet de Klerk and Clive Puzey..

South African Grand Prix, Kyalami, 1.3.69

BT26-2	Brabham	1	rtd	wing breaking
BT26-3	Ickx	13	rtd	wing breakage
BT20-1	de Klerk	17	unclassified	
BT24-2	Tingle	18	8	

Race of Champions, Brands Hatch, 16.3.69

BT26-2	Brabham	5	rtd	ignition, fuel leak
BT26-3	Ickx	10	rtd	sticking throttle

International Trophy, Silverstone, 30.3.69

BT26-2	Brabham	2	1	
BT26-3	Ickx	4	4	

Spanish Grand Prix, Montjuich. 4.5.69

BT26-2	Brabham	5	rtd	con-rod
BT26-3	Ickx	7	6	not running at finish

Monaco Grand Prix, Monte Carlo, 18.5.69

BT26-2	Brabham	8	rtd	accident
BT26-3	Ickx	7	rtd	broken rear upright
BT24-3	Moser	15	rtd	drive shaft

Dutch Grand Prix, Zandvoort, 21.6.69

BT26-2	Brabham	8	6	
BT26-3	Ickx	4	5	
BT24-3	Moser	14	rtd	steering
BT26-1	Courage	9	rtd	clutch

French Grand Prix, Clermont-Ferrand, 6.7.69

BT26-3	Ickx	4	3	
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BT26-1	Courage	11	rtd	loose bodywork
BT20-3	Moser	13	7	

British Grand Prix, Silverstone, 19.7.69

BT26-3	Ickx	4	2	
BT26-1	Courage	10	5	

German Grand Prix, Nürburgring, 2.8.69

BT26-3	Ickx	1	1	
BT26-1	Courage	7	rtd	accident

International Gold Cup, Oulton Park, 16.9.69

BT26-3	Ickx	2	1	
BT20-2	Moser	7	11	not running at the finish

Italian Grand Prix, Monza, 7.9.69

BT26-4	Brabham	7	rtd	fuel line
BT26-3	Ickx	15	10	not running at finish
BT26-1	Courage	4	5	
BT20-3	Moser	13	rtd	engine

Canadian Grand Prix, Mosport, 20.9.69

BT26-4	Brabham	6	2	
BT26-3	Ickx	1	1	
BT26-1	Courage	10	rtd	oil leak
BT20-3	Moser	20	rtd	accident

United States Grand Prix, Watkins Glen, 5.10.69

BT26-4	Brabham	10	4	
BT26-3	Ickx	8	rtd	engine

BT26-1	Courage	9	2
BT20-3	Moser	19	6

Mexican Grand Prix, Mexico City, 19.10.69

BT26-4	Brabham	1	3
BT26-3	Ickx	2	2
BT26-1	Courage	9	10
BT20-3	Moser	13	rtd fuel leak

Drivers' Championship

1, Stewart (Matra)	63
2, Ickx	37
3, McLaren (McLaren)	26
4, Rindt (Lotus)	22
5, Beltoise (Matra)	21
6, Hulme (McLaren)	20
8, Courage	16
10, Brabham	14
16, Moser	1

Constructors' Cup

1, Matra-Cosworth	66
2, Brabham-Cosworth	49 (+2)
3, Lotus-Cosworth	47
4, McLaren-Cosworth	38 (+2)
5= BRM	7
5= Ferrari	7

Brabham Formula Two Victories

Brian Hart	Hockenheim
Piers Courage	Enna*
Robin Widdows	Monza
Robin Widdows	Neubiberg

* denotes round of European Championship.

European Formula Two Championship

1, Johnny Servoz-Gavin	Matra MS7-FVA	37
2, Hubert Hahne	BMW	28
3, Francois Cevert	Tecno-FVA	21
4, Henri Pescarolo	Matra MS7-FVA	13
5= Derek Bell	Brabham BT30-FVA	11
5= Peter Westbury	Brabham BT30-FVA	11

New Zealand Gold Star Championship: Roly Levis

1970 MRD Production

Type	Description	Number Made	Running Total
BT32	Indianapolis	1	4
BT33	Formula One	4	17
	Total	5	507

Production figures for 1970 should be read in conjunction with those for 1969. Part of the reason for the confusion is that the BT28 was late in appearing, it came on stream during 1969 - it was not until late June that as many as six appeared in any one race - an unusually low figure for a new Brabham - and it continued production into 1970.

Then again, cars were unusually late in 1970, possibly a knock-on effect of 1969. John Watson recalls having to finish his Formula Two BT36 (together with a friend) and it being ready less than 48 hours before practice for the first race of the season.

People who worked at Brabham at the time recall that there was no diminution of production during 1970, but their memories may be clouded by the fact that there were nearly 500 Brabhams in circulation and most Formula Three grids featured a fair number of 1967 and 1968 cars, let alone BT28s.

With accident damage repair work and the supply of spares continuing at a high level, there is no reason why the factory should have been less busy than in previous years. There was also the matter of modifying existing BT36s to carry the bag tanks which became mandatory. These were housed in bulged nacelles on either side of the car.

To complicate matters even further, is the fact that 1970 was the last year of the one-litre Formula Three and it would have been unusual, given the normal practice of the time, had there not been a slackening of demand. especially since there was no new model.

1970 and 1969 production figures, therefore, should be read together. The notable thing is that, during 1970, total Brabham production reached 500 units. This was not a record, Lotus sold more competition cars in the same period, but it was a remarkable achievement especially given that Brabham made no Formula Ford cars.

BT32. Indycar with turbocharged 2.6-litre Offenhauser engine, Weisman gearbox and 15x10 front wheels and 15x14 rear wheels.

BT33. The first monocoque Brabham Formula One car but, like the BT25, the form of construction was necessary to accommodate bag fuel tanks. Cosworth DFV engine and Hewland DG300 gearbox, front wheels: 13x11, rear wheels: 13x16.

Brabham Formula One Racing Record

Rolf Stommelen joined the works team alongside Jack Brabham.

Tom Wheatcroft bought BT26-4 and entered Derek Bell in it.

In Southern Africa, Gordon Henderson drove BT24-1, Ivor Robertson drove BT11-2 and Piet de Klerk took over BT26-1.

BT33-1 was damaged after Stommelen's accident during practice for the British Grand Prix, but refettled for the first part of the 1971 season.

South African Grand Prix, Kyalami, 7.3.70

BT33-2	Brabham	3	1	
BT33-1	Stommelen	15	rtd	spring valve
BT26-1	de Klerk	21	11	

Race of Champions, Brands Hatch, 22.3.70

BT33-2	Brabham	2	4	
BT26-4	Bell	DNS		crash

Spanish Grand Prix, Jarama, 19.4.70

BT33-2	Brabham	1	rtd	engine seized
BT33-1	Stommelen	17	rtd	broken valve springs

International Trophy, Silverstone, 26.4.70

BT33-2	Brabham	5	rtd	engine
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combined F1/F5000 race

Monaco Grand Prix, Monte Carlo, 10.5.70

BT33-2	Brabham	4	2
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BT33-1	Stommelen	DNQ	
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Belgian Grand Prix, Spa, 7.6.70

BT33	Brabham-2	5	rtd	loose clutch ring gear
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BT33	Stommelen	7	5
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BT26-1	Bell	15	rtd	gear linkage
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Dutch Grand Prix, Zandvoort, 21.6.70

BT33-2	Brabham	12	11
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BT33-1	Stommelen	DNQ	
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French Grand Prix, Clermont-Ferrand, 5.7.70

BT33-2	Brabham	5	3
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BT33-1	Stommelen	14	7
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British Grand Prix, Brands Hatch, 18.7.70

BT33-2	Brabham	2	2
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BT33-1	Stommelen	DNQ	crash
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German Grand Prix, Hockenheim, 2.8.70

BT33-2	Brabham	12	rtd	broken oil union
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BT33-3	Stommelen	11	5
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Austrian Grand Prix, Osterreichring, 16.8.70

BT33-2	Brabham	8	13
BT33-3	Stommelen	17	3

Italian Grand Prix, Monza, 6.9.69

BT33-2	Brabham	8	rtd	accident
BT33-3	Stommelen	17	5	

Canadian Grand Prix, St. Jovite, 20.9.70

BT33-2	Brabham	19	rtd	oil leak
BT33-3	Stommelen	18	rtd	damaged steering

United States Grand Prix, Watkins Glen, 4.10.70

BT33-2	Brabham	16	10	
BT33-3	Stommelen	19	12	
BT26-3	Hutchinson	22	rtd	lost fuel tank

Mexican Grand Prix, Mexico City, 25.10.70

BT33-2	Brabham	4	rtd	engine
BT33-3	Stommelen	17	rtd	loss of fuel pressure

Drivers' Championship:

1, Rindt (Lotus)	45
2, Ickx (Ferrari)	40
3, Regazzoni (Ferrari)	33
4, Hulme (McLaren)	27
5= Brabham	25
5= Stewart (March & Tyrrell)	25
11, Stommelen	10

Constructors' Cup:

1, Lotus-Cosworth	59
2, Ferrari	52
3, March-Cosworth	48
4= Brabham-Cosworth	35
4= McLaren-Cosworth	35
6= BRM	23
6= Matra	23

Brabham Formula Two Victories

Derek Bell	Montjuich*
Jackie Stewart	Crystal Palace
Alan Rollinson	Phoenix Park

* denotes round of the European Formula Two Championship.

European Formula Two Championship

1, Clay Regazzoni	Tecno-FVA	44
2, Derek Bell	Brabham BT30-FVA	35
3, Emerson Fittipaldi	Lotus 69-FVA	25
4= Ronnie Peterson	March 702-FVA	14
Dieter Quester	BMW	14
6= Francois Cevert	Brabham BT30-FVA	9
Tetsu Ikuzawa	Lotus 69-FVA	9
Robin Widdows	Brabham BT30-FVA	9

Swedish Formula Three: Torsten Palm

1971 MRD Production

Type	Description	Number Made	Running Total
BT34	Formula One	1	18
BT35A	SCCA Formula A	3	3
BT35B	Formula B	7	39
BT35C	Formula Three	27	252
BT35X	Hill Climb	4	6
BT36	Formula Two	9	86
	Total	52	569

Formula Three regulations changed in 1971; engine capacity rose to 1600cc and the block and head had to be derived from a production car, of which at least 5000 had been made in a year. The same applied to the gearbox and differential casings, but these could be from a different car. There was a minimum weight of 440 Kgs, minimum wheelbase and track requirements and a limit on tyre width,

- BT34. Nicknamed the 'lobster claw' from its twin water radiator nacelles in front of the front wheels, with an adjustable aerofoil section linking them. Built for the exclusive use of Graham Hill, it had a slab-sided monocoque and outboard suspension and front brakes. Its front track of 62" was four inches wider than on the BT33.
- BT35. A development of the BT30 with inboard rear brakes and a Ford 'Twin Cam' engine. On the Formula Three versions, tyres were limited to 13x9 front and 13x10 rears and a Hewland Mk 8 gearbox was fitted. Formula Three cars frequently ran without aerofoils in 1971. Although it sold strongly, the BT35 won few races in 1971 and was not competitive in 1972.

The Formula Atlantic and Formula B versions had wider tyres (13x10 and 13x14, respectively) and a Hewland FT200 gearbox.

BT35X. These featured the usual hillclimb modifications such as heavy-duty driveshafts. Two were fitted with 1600cc 'Twin Cam' engines and one with an 1800cc Cosworth FVC engine - all three had Formula Atlantic sized wheels and a Hewland FT200 transmission.

A fourth car had 16 inch wide rear wheels, a 5-litre Repco V8 engine and a Hewland DG300 gearbox. It was delivered to Mike MacDowell who won the RAC Hill Climb Championship with it.

BT36. The Formula Two version was similar to the B/Atlantic car, but had the Cosworth FVA engine.

Brabham Formula One Racing Record

Graham Hill was joined in the works team by Tim Schenken after the first race of the World Championship.

Alain de Cadenet bought BT33-2 and usually entered it for Chris Craft.

Dave Charlton was entered by the works in the South African Grand Prix, usually he drove a Lotus 49.

Jackie Pretorius campaigned BT26-1 in Southern Africa.

South African Grand Prix, Kyalami, 6.3.71

BT33-4	Hill	19	9	
BT33-3	Charlton	12	rtd	broken valve spring
BT26-1	Pretorius	20	rtd	broken camshaft

Race of Champions, Brands Hatch, 21.3.70

BT34	Hill	4	rtd	engine
BT33-1	Schenken	9	4	

United States (West) Grand Prix, Ontario, 28.3.70

BT34	Hill	6	rtd
BT33-1	Schenken	14	5

combined F5/F5000 race

Spanish Grand Prix, Montjuich, 18.5.71

BT34	Hill	16	rtd	steering damage
BT33-1	Schenken	22	9	

International Trophy, Silverstone, 8.5.71

BT34	Hill	7	1	aggregate of two heats
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Monaco Grand Prix, Monte Carlo, 23.5.70

BT34	Hill	9	rtd	accident
BT33-1	Schenken	18	10	

Dutch Grand Prix, Zandvoort, 20.6.70

BT34	Hill	16	10	
BT33-3	Schenken	19	rtd	accident damage

French Grand Prix, Le Castellet, 4.7.70

BT34	Hill	4	rtd	loss of oil
BT33-3	Schenken	14	12	

British Grand Prix, Silverstone, 17.7.71

BT34	Hill	16	rtd	start line collision
BT33-3	Schenken	7	12	not running at the finish

German Grand Prix, Nürburgring, 1.8.71

BT34	Hill	13	9	
BT33-3	Schenken	9	6	

Austrian Grand Prix, Österreichring, 15.8.71

BT34	Hill	8	5	
BT33-3	Schenken	7	3	

Italian Grand Prix, Monza, 6.9.71

BT34	Hill	14	11	not running at the finish
BT33-3	Schenken	9	rtd	broken shock absorber mounting

Canadian Grand Prix, Mosport, 19.9.71

BT34	Hill	15	rtd	accident damage
BT33-3	Schenken	17	rtd	ignition
BT33-2	Craft	DNS		engine

United States Grand Prix, Watkins Glen, 3.10.71

BT34	Hill	18	7	
BT33-3	Schenken	15	rtd	broken valve spring
BT33-2	Craft	27	rtd	broken rear cross-member

Drivers' Championship:

1, Stewart (Tyrrell)	62
2, Peterson (March)	33
3, Cevert (Tyrrell)	26

4= Ickx (Ferrari)	19
4= Siffert (BRM)	19
6, Fittipaldi (Lotus)	16
14= Schenken	5
21, Hill	2

Constructors' Cup

1, Tyrrell-Cosworth	73
2, BRM	36
3= Ferrari	33
3= March-Cosworth	33 (+1)
5, Lotus-Cosworth	21
6, McLaren-Cosworth	10
9, Brabham-Cosworth	5

Brabham Formula Two Victories

Alan Rollinson	Bogotá
Graham Hill	Thruxton*
John Watson	Mondello Park
Rolf Stommelen	Mendig
Carlos Reutemann	Hockenheim
Carlos Reutemann	Porto Allegre
Tim Schenken	Cordoba

*denotes round of the European Championship

European Formula Two Championship

1, Ronnie Peterson	March 712-FVA	54
2, Carlos Reutemann	Brabham-FVA	40
3, Dieter Quester	March 712-BMW	27
4, Tim Schenken	Brabham-FVA	27
5, Francois Cevert	Tecno-FVA	22
6, Wilson Fittipaldi	March 712-FVA	16

There were new regulations for Formula Two in 1972, but during the five years of the 1600cc Formula Two, Brabham won 32 races, to the 18 of Lotus and of Matra. The fourth most successful marque, surprisingly, was the newcomer, March, on 11 wins. Tecno had ten, Ferrari five, BMW four and Lola two, but Lola's pair were by cars sold to the BMW works. No other maker, and the listed included names like Cooper and McLaren, scored a win.

Shell Super Oil (British) F3 Championship

1, David Walker	Lotus 69-Ford	86
2, Roger Williamson	March 713-Ford	56
3, Bev Bond	Ensign LN1-Ford & March 713-Ford	48
4, Colin Vandervell	Brabham BT35-Ford	21
5, Barrie Maskell	Chevron B18-Ford	16
6, Jochen Mass	Brabham BT35-Ford	16

Lombard North Central (British) F3 Championship

1, Roger Williamson	March 713-Ford	90
2, Colin Vandervell,	Brabham BT35-Ford	63
3, Jody Scheckter	EMC 606-Ford & Merlyn Mk 21-Ford	28

4, Alan Jones	Brabham BT28-Ford	21
5, David Purley	Ensign LN2-Ford	20
6, Bernard McNerney	Brabham BT35-Ford	13

New Zealand Gold Star Championship: Graeme Lawrence

Swedish Formula Three: Torsten Palm

1972 MRD Production

Type	Description	Number Made	Running Total
BT36X	Hill Climb	1	7
BT37	Formula One	2	19
BT38	Formula Two	16	102
BT38B	Formula B	5	44
BT38C	Formula Three	14	266
BT39	Formula One	1	20
	Total	39	598

Ron Tauranac left MRD at the beginning of 1972.

Rules governing Formula Two were changed. The upper capacity was raised to 2000cc, but engines had to be derived from production units of which at least 1000 had been made. Drive had to be through no more than five gears and two wheels. Four-cylinder cars had a minimum weight limit of 450 kg, 6-cylinder cars had a limit of 475 kg and there was a limit of 500 kg for cars with more than six cylinders.

In practice, however, virtually everyone used an enlarged Ford BDA engine. Those who tried to ease this iron block unit out close to the 2-litre limit suffered unreliability and many were content to run the 1800cc Cosworth version.

BT36X. Hill climb car with 5-litre Repco V8 engine, DG300 Hewland gearbox and 16-inch wide rear wheels.

BT37. A revision of Ron Tauranac's BT34 undertaken by Ralph Bellamy, but with a conventional front radiator and slightly narrower track front and rear.

BT38. Designed by largely Geoff Ferris, this was the first Brabham customer car with a monocoque chassis and, like previous monocoque Brabhams the main impetus was the need to house bag tanks. It was a square section construction to the back of the cockpit and then there was a tubular frame.

The suspension layout was similar to the BT36 so the Tauranac influence was present, but the shape was entirely new with a chisel nose and side radiators mounted behind the cockpit.

Production was slow and there was not the traditional help from the factory, so customers had to iron out the bugs themselves. These factors did nothing to help the cars, which were largely unsuccessful.

There were the usual variations between Formula Two, Three, B/ Atlantic versions.

BT39. A Formula One car based on a BT38 chassis, but with a Weslake V12 engine and a Hewland FG400 gearbox. It underwent testing, but was not raced.

Brabham Formula One Racing Record

Works cars were fielded for Graham Hill and, variously, Carlos Reutemann and Wilson Fittipaldi.

Willie Ferguson drove BT33-1 in Southern Africa where John Love drove BT33-4 for Team Gunston.

Argentine Grand Prix, Buenos Aires, 13.1.72

BT33-3	Hill	16	rtd	puncture, fuel pump
BT34	Reutemann	1		

South African Grand Prix, Kyalami, 4.3.72

BT33-3	Hill	14	6	
BT34	Reutemann	15	rtd	broken fuel line
BT33-1	Ferguson	DNS		engine

Brazil Grand Prix, Interlagos, 30.3.72

BT34	Reutemann	1		
BT33-3	Fittipaldi, W	3		

N.B. Non-Championship event run prior to inclusion in 1972.

Spanish Grand Prix, Jarama, 1.5.72

BT37-1	Hill	23	10	
BT33-3	Fittipaldi, W	14	7	

Monaco Grand Prix, Monte Carlo, 14.5.72

BT37-1	Hill	19	12	
BT33-3	Fittipaldi, W	21	9	

Belgian Grand Prix, Spa, 4.6.72

BT37-1	Hill	16	rtd	rear upright
BT34	Fittipaldi, W	18	rtd	gearbox
BT37-2	Reutemann	9	13	

French Grand Prix, Clermont-Ferrand, 2.7.72

BT37-1	Hill	20	10	
BT34	Fittipaldi, W	14	8	
BT37-2	Reutemann	17	12	

British Grand Prix, Brands Hatch, 15.7.72

BT37-1	Hill	21	rtd	accident
BT34	Fittipaldi, W	22	12	
BT37-2	Reutemann	10	8	

German Grand Prix, Nürburgring, 30.7.72

BT37-1	Hill	15	6	
BT34	Fittipaldi, W	12	7	
BT37-2	Reutemann	6	rtd	transmission

Austrian Grand Prix, Osterreichring, 13.8.72

BT37-1	Hill	14	rtd	metering unit fuel valve
BT34	Fittipaldi, W	15	rtd	metering unit fuel valve
BT37-2	Reutemann	5	rtd	metering unit fuel valve

Italian Grand Prix, Monza, 10.9.72

BT37-1	Hill	13	5	
BT34	Fittipaldi, W	15	rtd	suspension
BT37-2	Reutemann	11	rtd	accident

Canadian Grand Prix, Ontario, 24.9.72

BT37-1	Hill	17	8	
BT34	Fittipaldi, W	11	rtd	gearbox
BT37-2	Reutemann	9	4	

United States Grand Prix, Watkins Glen, 8.10.72

BT37-1	Hill	27	11	
BT34	Fittipaldi, W	13	rtd	engine
BT37-2	Reutemann	5	rtd	engine

Drivers' Championship:

1, Emerson Fittipaldi (Lotus)	61
2, Jackie Stewart (Tyrrell)	45
3, Denny Hulme (McLaren)	39
4, Jackie Ickx (Ferrari)	27
5, Peter Revson (McLaren)	23
6, Clay Regazzoni (Ferrari)	16
15, Graham Hill	4
16=Carlos Reutemann	3

Constructors' Cup

1, Lotus-Cosworth	61
2, Tyrrell-Cosworth	51
3, McLaren-Cosworth	49
4, Ferrari	33
5, Surtees-Cosworth	18
6, March-Cosworth	15
9, Brabham	7

Brabham Formula Two Victories

Dave Morgan	Mallory Park*
Jean-Pierre Jaussaud	Hockenheim*
Graham Hill	Monza
Jean-Pierre Jaussaud	Albi*
Tim Schenken	Hockenheim
*denotes round of the European Championship	

European Formula Two Championship

1, Mike Hailwood	Surtees TS10-FVA	55
2, Jean-Pierre Jaussaud	Brabham BT38-FVA	37
3, Patrick Depailler	March 722-FVA	27
4, Carlos Reutemann	Brabham BT38-FVA	26
5, Niki Lauda	March 722-FVA	24
6, David Morgan	Brabham BT38-FVA and Tui BH2-FVA	23

Shell Super Oil (British) F3 Championship

1, Roger Williamson	March 723 & GRD-Ford	78
2, Colin Vandervell	Ensign-Ford	44
3, Jacques Coloun	Martini-Ford	26
4, Mike Walker	Ensign-Ford	23
5, Rikki von Opel	Ensign-Ford	21
6, Tony Brise	Brabham & GRD-Ford	18

Lombard North Central (British) F3 Championship

1, Rikki von Opel	Ensign-Ford	61
2, Tony Brise	Brabham & GRD 373-Ford	55
3, Andy Sutcliffe	GRD 373-Ford	53
4, Roger Williamson	March 723& GRD 373-Ford	30
5, Damian Magee	Palliser & Brabham-Ford	24
6, Bob Evans	March-Ford	21

Forward Trust (British) F3 Championship

1, Roger Williamson	GRD-Ford	50
2, Rikki von Opel	Ensign-Ford	48
3, Mike Walker	Ensign-Ford	46
4, Tony Brise	Brabham & GRD-Ford	18
5, Barrie Maskell	Lotus-Ford	13
6, Andy Sutcliffe	GRD-Ford	10

Swedish Formula Three: Conny Andersson

Production of Brabham customer cars, none of which had a Tauranac input, continued only for one more year. It consisted of nine BT40s for Formula Two and 19 for Formula B. There were 21 BT41s for Formula Three and a single BT43, a car for Formula 5000 built over the winter of 1973/4.

None was very successful, but this was due more to a lack of interest by the new management of MRD in developing them, rather than through any intrinsic flaws in their design.

Extracted, with permission, from Brabham, Ralt and Honda - The Ron Tauranac Story by Mike Lawrence, publ. Motor Racing Publications, 1999.