

Autosport

GRAND PRIX GUIDE 85

brabham

BRABHAM



Bernie's boys

Such is the way of the world that the name 'Brabham' is now synonymous more with Bernie Ecclestone than with the three-time World Champion who put his name to cars more than 20 years ago.

Jack's first Brabham F1 car made its debut at the Nurburgring in 1962, but several years would pass before the Australian's proudest day. At Reims in 1966 he became the first man in history to win a Grand Prix in a car of his own construction.

Since then Brabham has become the fourth most successful marque in World Championship history, behind Ferrari, Lotus and McLaren.

Brabham and McLaren: we could be talking about two of the most powerful teams in Grand Prix racing today — or about the two Cooper works drivers in 1959-61. Jack and Bruce both eventually left to set up the teams which bear their names.

Brabham was twice World Champion with Cooper but left at the end of 1961. He and fellow Australian Ron Tauranac had earlier set up Motor Racing Developments, initially to build Formula Junior cars. The first of these was raced as an MRD, and Jack agreed to the name 'Brabham' only when it was pointed out that 'MRD' could sound unfortunate from the mouth of a French commentator...

He raced a Brabham for the first time in the German GP. The Climax-



Below: The latest Brabham-BMW BT54 incorporates beautifully smooth lines — and a new sponsor in Olivetti. Above: Nelson Piquet puts the Pirelli-shod car through its paces.



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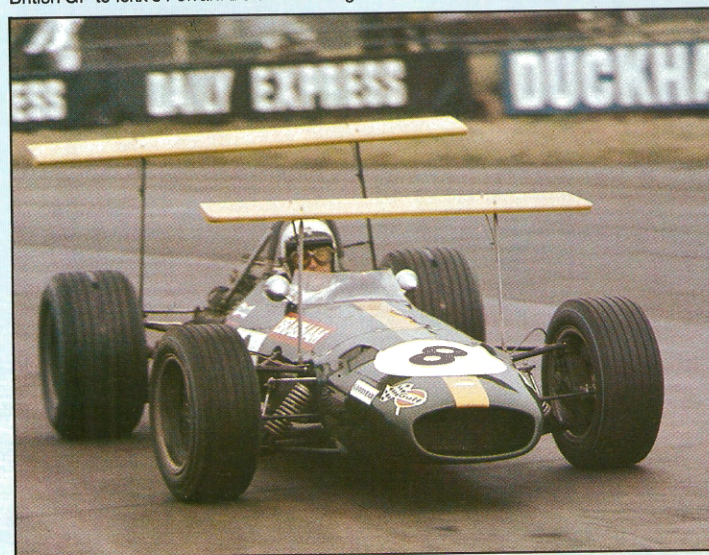
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Above: Brabham takes his BT19 to victory in the '66 International Trophy, here leading Surtees (Ferrari) and Rindt (Cooper). Right: Brabham (BT33) loses the lead of the '70 British GP to Ickx's Ferrari. Below: Winning the International Trophy in '68 with a BT26.



BRABHAM GRAND PRIX CARS

Type	Years raced	Engine	Drivers
BT3.....	1962.....	1494cc Coventry Climax FMVW V8	Jack Brabham
BT7.....	1963-4.....	1496cc Coventry Climax FMVW V8 or 1498cc BRM P56 V8	Dan Gurney, Jack Brabham, Jo Bonnier, Ian Raby, Luki Botha
BT11.....	1964-7.....	1496cc Coventry Climax FMVW V8 or 1498cc BRM P56 V8 or 1998cc Coventry Climax FPF V8 or 2751cc Coventry Climax FPF V8 or 1916cc BRM V8	Bob Anderson, Jo Bonnier, Jochen Rindt, Hap Sharp, Dan Gurney, Jack Brabham, Denny Hulme, Jo Siffert, Frank Gardner, Ian Raby, Giancarlo Baghetti, John Taylor, Chris Amon, Chris Irwin, Dave Charlton
BT19.....	1966.....	2996cc Repco 620 V8.....	Jack Brabham
BT20.....	1966-9.....	2996cc Repco 620 V8.....	Denny Hulme, Jack Brabham, Guy Ligier, Silvio Moser, John Love, Peter de Klerk
BT24.....	1967-9.....	2996cc Repco 640 V8 or 2993cc Ford Cosworth DFV V8	Denny Hulme, Jack Brabham, Jochen Rindt, Dan Gurney, Kurt Ahrens, Silvio Moser, Sam Tingle
BT26.....	1968-71.....	2996cc Repco 860 V8 or 2993cc Ford Cosworth DFV V8	Jochen Rindt, Jack Brabham, Piers Courage, Derek Bell, Peter de Klerk, Gus Hutchison, Jackie Pretorius
BT26A.....	1969.....	2993cc Ford Cosworth DFV V8	Jacky Ickx, Jack Brabham
(BT23B).....	1969.....	2751cc Coventry Climax FPF V8	John Cordts
BT33.....	1970-2.....	2993cc Ford Cosworth DFV V8	Jack Brabham, Rolf Stommelen, Tim Schenken, Graham Hill, Dave Charlton, Chris Craft, Wilson Fittipaldi
BT34.....	1971-2.....	2993cc Ford Cosworth DFV V8	Graham Hill, Carlos Reutemann, Wilson Fittipaldi
BT37.....	1972-3.....	2993cc Ford Cosworth DFV V8	Graham Hill, Carlos Reutemann, Andrea de Adamich, Wilson Fittipaldi, John Watson
BT42.....	1973-4.....	2993cc Ford Cosworth DFV V8	Carlos Reutemann, Wilson Fittipaldi, Andrea de Adamich, John Watson, Hans-Joachim Stuck, Koinigg, Eppie Wietzes
BT44.....	1974.....	2993cc Ford Cosworth DFV V8	Carlos Reutemann, Carlos Pace, John Watson, Richard Robarts, Rikki von Opel
BT44B.....	1975-6.....	2993cc Ford Cosworth DFV V8	Carlos Reutemann, Carlos Pace, Lella Lombardi, Bob Evans, Loris Kessel, Patrick Neve
BT45.....	1976-7.....	2995cc Alfa Romeo 115-12 flat-12	Carlos Pace, Carlos Reutemann, Rolf Stommelen, Larry Perkins, John Watson, Hans-Joachim Stuck
BT45C.....	1978.....	2995cc Alfa Romeo 115-12 flat-12	Niki Lauda, John Watson
BT46.....	1978-9.....	2995cc Alfa Romeo 115-12 flat-12	Niki Lauda, John Watson, Nelson Piquet
BT46B.....	1978.....	2995cc Alfa Romeo 115-12 flat-12	Niki Lauda, John Watson
BT48.....	1979.....	2991cc Alfa Romeo 1260 V12	Niki Lauda, Nelson Piquet
BT49.....	1979-80.....	2993cc Ford Cosworth DFV V8	Nelson Piquet, Ricardo Zunino, Hector Rebaque
BT49C.....	1981.....	2993cc Ford Cosworth DFV V8	Nelson Piquet, Hector Rebaque
BT49D.....	1982.....	2993cc Ford Cosworth DFV V8	Riccardo Patrese, Nelson Piquet
BT50.....	1982.....	1499cc BMW M12/13 4-cyl turbo	Nelson Piquet, Riccardo Patrese
BT52.....	1983.....	1499cc BMW M12/13 4-cyl turbo	Nelson Piquet, Riccardo Patrese
BT52B.....	1983.....	1499cc BMW M12/13 4-cyl turbo	Nelson Piquet, Riccardo Patrese
BT53.....	1984.....	1499cc BMW M12/13 4-cyl turbo	Nelson Piquet, Teo Fabi, Corrado Fabi, Manfred Winkelhock

powered BT3 did not make a momentous debut but it did score points that year, and Jack hired Dan Gurney as his partner for 1963.

Ironically, it was the American who was to score the first Grand Prix win for Brabham, at Rouen in 1964, and Dan followed up with another win in Mexico.

There was little success the following year, although Gurney and Brabham were always competitive. And at the end of '65 it was Dan's turn to leave to set up his own team.

For 1966, with the start of the 3-litre Formula 1, Brabham and Tauranac turned to the Australian Repco company for a suitable engine. Based on an elderly Oldsmobile block, the twin-cam V8 did not produce enormous power but had good torque and reliability.

In the French GP Jack triumphed, and it was the start of an amazing sequence. After Reims he won at Brands Hatch, Zandvoort and the Nurburgring. And that was enough for his third World Championship.

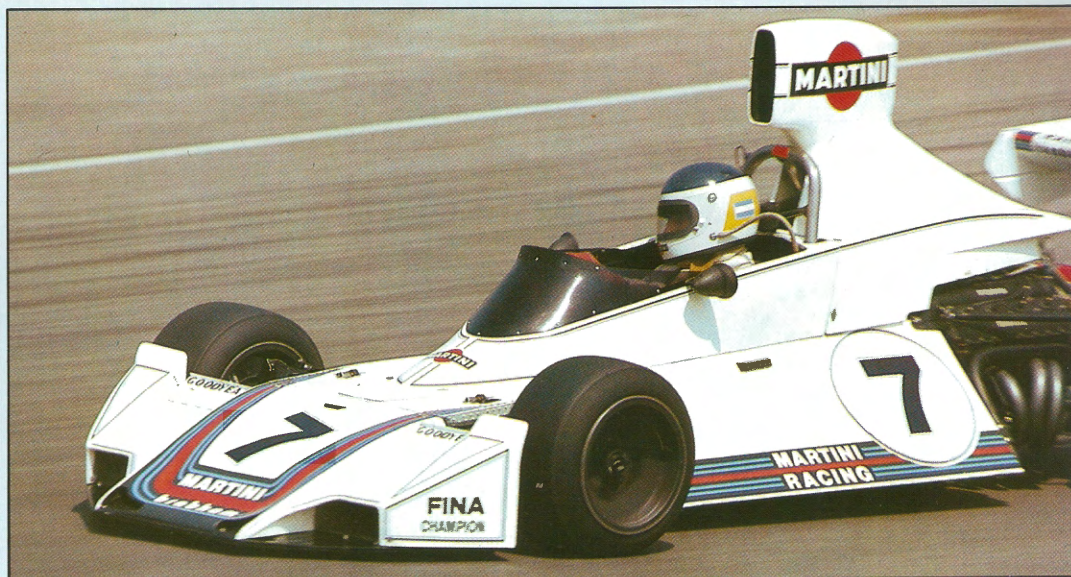
It was Denny Hulme's turn in 1967. He won only twice, in Monaco and Germany, but scored well everywhere. Indeed his only rival for the title was his boss! For Jack there was the consolation of a second Constructors' Cup.

Hulme went to McLaren for 1968, replaced by the mercurial Jochen Rindt. Repco built a new four-cam engine to combat the new Cosworth menace, but its reliability was dreadful. Brabham and Rindt finished hardly a race.

Jack and Ron faced the inevitable for 1969, using the DFV for their new BT26 cars. Jacky Ickx joined the team, and came good at the Nurburgring, brilliantly beating Stewart's Matra. Later the Belgian took the Canadian GP, but at the end of the year returned to Ferrari.

Tauranac came up with the BT33, his first monocoque F1 car, for 1970. Brabham, now 44, had decided this was his last season, and began it superbly with a win at Kyalami.

Incredibly, Jack threw away a win at Monaco at the last corner, then ran out of fuel when leading the last lap at Brands. He finished fifth in the final points table, and then went home to



Reutemann scored a couple of wins during the '74 Grand Prix season with the gorgeous Gordon Murray-designed Brabham BT44.

BRABHAM 3-LITRE FORMULA 1 VICTORIES

Year	Car	Driver (Nat)	Event
1966*	Brabham-Repco BT19	Jack Brabham (AUS)	French GP
	Brabham-Repco BT19	Jack Brabham (AUS)	British GP
	Brabham-Repco BT19	Jack Brabham (AUS)	Dutch GP
	Brabham-Repco BT19	Jack Brabham (AUS)	German GP
1967*	Brabham-Repco BT20	Denny Hulme (NZ)	Monaco GP
	Brabham-Repco BT24	Jack Brabham (AUS)	French GP
	Brabham-Repco BT24	Denny Hulme (NZ)	German GP
	Brabham-Repco BT24	Jack Brabham (AUS)	Canadian GP
1969	Brabham-Ford Cosworth BT26	Jacky Ickx (B)	German GP
	Brabham-Ford Cosworth BT26	Jacky Ickx (B)	Canadian GP
1970	Brabham-Ford Cosworth BT33	Jack Brabham (AUS)	South African GP
1974	Brabham-Ford Cosworth BT44	Carlos Reutemann (RA)	South African GP
	Brabham-Ford Cosworth BT44	Carlos Reutemann (RA)	Austrian GP
	Brabham-Ford Cosworth BT44	Carlos Reutemann (RA)	United States GP
1975	Brabham-Ford Cosworth BT44B	Carlos Pace (BR)	Brazilian GP
	Brabham-Ford Cosworth BT44B	Carlos Reutemann (RA)	German GP
1978	Brabham-Alfa Romeo BT46B	Niki Lauda (A)	Swedish GP
	Brabham-Alfa Romeo BT46	Niki Lauda (A)	Italian GP
1980	Brabham-Ford Cosworth BT49	Nelson Piquet (BR)	US GP West
	Brabham-Ford Cosworth BT49	Nelson Piquet (BR)	Dutch GP
	Brabham-Ford Cosworth BT49	Nelson Piquet (BR)	Italian GP
1981	Brabham-Ford Cosworth BT49C	Nelson Piquet (BR)	Argentine GP
	Brabham-Ford Cosworth BT49C	Nelson Piquet (BR)	San Marino GP
	Brabham-Ford Cosworth BT49C	Nelson Piquet (BR)	German GP
1982	Brabham-Ford Cosworth BT49D	Riccardo Patrese (I)	Monaco GP
	Brabham-BMW BT50	Nelson Piquet (BR)	Canadian GP
1983	Brabham-BMW BT52	Nelson Piquet (BR)	Brazilian GP
	Brabham-BMW BT52B	Nelson Piquet (BR)	Italian GP
	Brabham-BMW BT52B	Nelson Piquet (BR)	European GP
	Brabham-BMW BT52B	Riccardo Patrese (I)	South African GP
1984	Brabham-BMW BT53	Nelson Piquet (BR)	Canadian GP
	Brabham-BMW BT53	Nelson Piquet (BR)	Detroit GP

*Champion Constructor

Total: 32

Piquet (BT49) leads Reutemann at Zolder in '81 on the way to his first World title.



Second-placed Lauda rounds La Rascasse at Monaco in '78 in the Alfa-powered BT46.

Australia.

Tauranac, however, decided to stay. He bought Brabham's shares in MRD and ran cars for Graham Hill and Tim Schenken in 1971. Early in the year Graham won at Silverstone with the 'lobster claw' BT34, but the Grands Prix were a disaster.

Enter Bernie Ecclestone. By the end of the year he was the new owner of MRD but Tauranac was unhappy in the new environment and left.

Ecclestone kept Hill for 1972 and also brought in Carlos Reutemann and Wilson Fittipaldi. In terms of results the year is best forgotten.

One of Tauranac's assistants had stayed on to work for Ecclestone. In 1973 Gordon Murray produced the BT42, followed by the supremely elegant and effective BT44. Reutemann was unstoppable at Kyalami, Zeltweg and Watkins Glen.

In America the team's recent recruit Carlos Pace finished a close second. Ecclestone liked him immensely, and was delighted when he won at Interlagos the following year. The other Carlos took a rather fortunate win at the 'Ring.

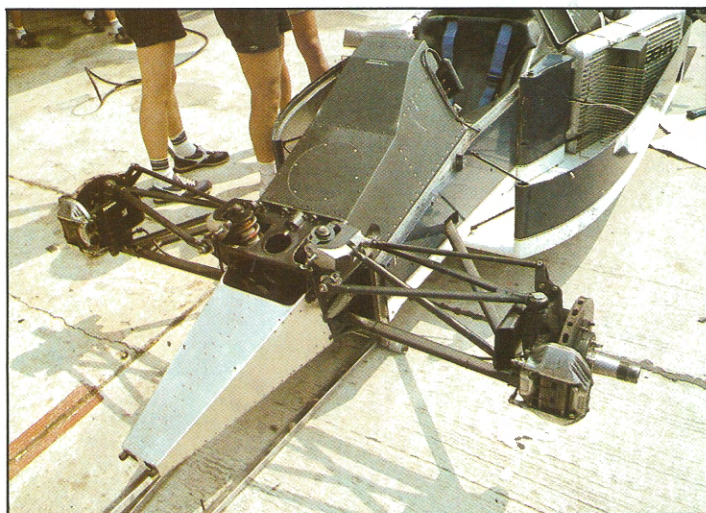
Brabham, with Murray designing and Reutemann and Pace driving, was now extremely strong, but Bernie — no doubt for sound commercial reasons — opted for Alfa Romeo flat-12 engines for 1976. Gordon's BT45 hardly finished a race.

Reutemann quit before the end of the year, to be replaced by John Watson. Sadly Pace died in a 'plane crash early in 1977, Hans Stuck being brought in to take his place.

Watson was consistently brilliant, consistently unlucky in the BT45B, and was joined by Niki Lauda for '78. The Austrian scored two wins, one in the controversial 'fan car' at Anderstorp.

The Piquet story begins in 1979, Nelson partnering Lauda in the BT48s, powered by Alfa's new V12. Before the end of the season a decision was made to revert finally to Cosworths. At Montreal the new BT49 ran impressively in Piquet's hands — and Lauda downed tools, saying he was through racing.

Nelson over the years was to form a Clark-Chapman sort of relationship



A 'crashbox' sits ahead of the newly-mounted pushrod front suspension on the BT54.

with Murray. His first win was at Long Beach in 1980, and then came Zandvoort and Imola. Only Jones beat him to the title.

In 1981 he won it, still with no support from paying second driver, Hector Rebaque. Three wins enabled him to pluck the title from Reutemann at the final race.

There was no chance of a repeat in '82, for the new BT50 was powered by BMW's 4-cylinder turbo engine, very unreliable in its early days. But Piquet won splendidly in Canada and was always near the front. Teammate Riccardo Patrese had a win at Monaco in the Cosworth car.

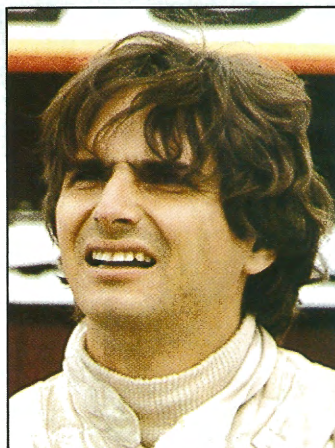
Murray's beautiful BT52 got away to a dream start in 1983, easily winning the Brazilian GP in Nelson's

Long and sleek is the BT54 — can Piquet repeat his World title wins of 81 and 83?

hands. During the second half of the season BMW found a lot more power, and then the combination was unbeatable. Once again Piquet snatched a World Championship at the final race, this one from Prost. And victory at Kyalami went to Patrese, Nelson easing back to third.

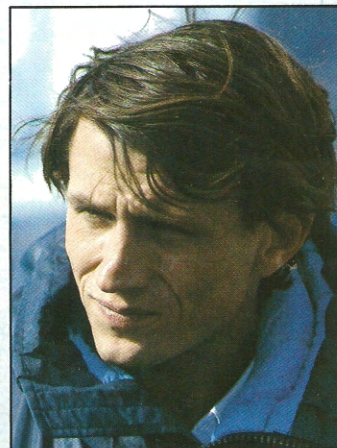
Teo Fabi got the second Brabham for 1984 but was a disappointment — as indeed was the team's entire season. BMW had terrible reliability problems. Piquet won superbly in Montreal and Detroit but most of his glory came in qualifying — nine pole positions!

The unknown quantity for this season is tyres. Pirelli are paying a lot to supply Brabham. Will they cost more in terms of lost races? Or will Nelson have an advantage?



NELSON PIQUET

Nationality: Brazilian. **Born:** August 17, 1952, Brasilia. **Lives:** Monte Carlo. **Divorced.** **Career highlights:** 1976 Brazilian Formula Super Vee Champion, 1978 British Formula 3 Champion. Drove briefly for Ensign and BS Fabrications (McLaren) F1 teams in 1978 before joining Brabham later that year. World Champion in 1981 and 1983. **GP starts:** 94. **First GP:** 1978 German GP (Ensign), DNF. **GP wins:** 12. **First win:** 1980 Long Beach GP (Brabham). **Points scoring average** (points/starts): 2.29 per race. **1984 World Championship position:** 5th (29 points).



FRANÇOIS HESNAULT

Nationality: French. **Born:** December 30, 1956, Paris. **Lives:** Paris, Single. **Career highlights:** 2nd 1982 French Formula 3 Championship. Joined Ligier F1 team in 1984, moves to Brabham for 1985. **GP starts:** 15. **First GP:** 1984 Brazilian GP (Ligier), DNF. **GP wins:** none. **Best result:** 7th, 1984 Dutch GP (Ligier). No points.



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