



1966 F1 Repco-Brabham BT19

rivals, John Surtees and Jackie Stewart, also dropped out. A second BT20 had been tried in practice, and was found to handle better than the faithful old BT19, but its engine was down on power and so the original car was raced.

The non-Championship Oulton Park Gold Cup then came before the trip across the Atlantic for the US and Mexican GPs, and there Jack won again in the BT19, with Hulme right behind him

in the BT20. The Formula 1 Constructors' Championship was won by Repco-Brabham at the US GP, when Lotus-BRM—the outsider—won and both the Brabhams and their only possible rivals retired, but with a brace of BT20s Jack and Denny finished second and third to Surtees' Cooper-Maserati in the Mexican GP, while the BT19 became the spare.

So, out of 11 F1 races started in 1966, the Repco-Brabham BT19 won six, finished fourth in one and retired from the other four—successes achieved perhaps by the failure of the opposition, but made possible by the intelligent combination of moderate power, high torque, light weight, good handling and a lot of driving skill. Four Repco V8s have been used during the season, putting out about 300 bhp at 7,800 rpm. Transmission has been via Hewland five-speed gearboxes—a more robust one, specially commissioned for the job, being used in the latter part of the season.

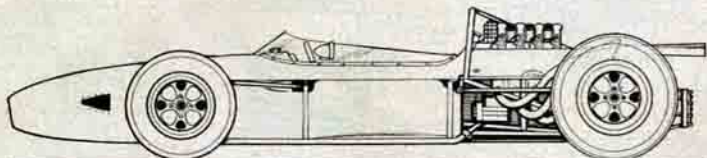
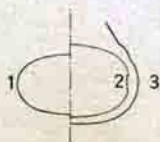
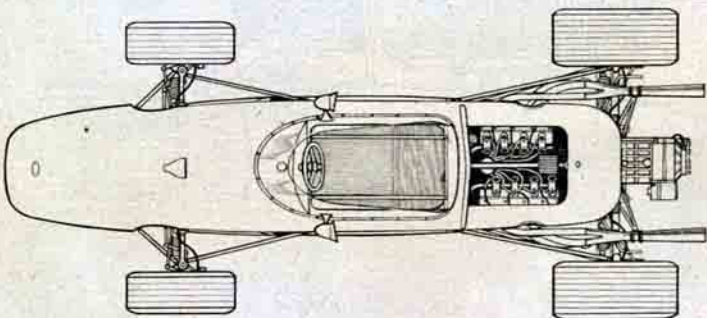
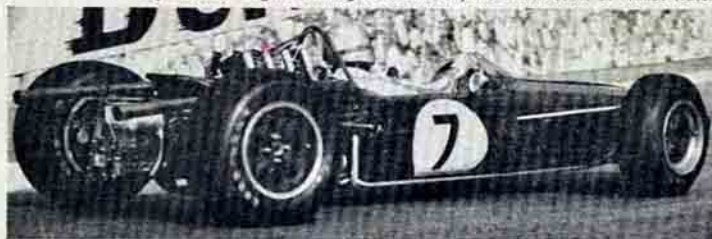
The BT20 differs most obviously from

the early car in using 15 inch diameter wheels all round, instead of just on the rear as the BT19 did from the British GP on, but it also has more bulged side tanks and a two-piece engine cover just covering the cam boxes on both sides of the engine. Colours are dark green with a gold stripe, and the cast wheels—which are of six-lobe design on the BT20—are a matt dark grey. Goodyear tyres and Esso fuels and oils were used all season.

Finally, the two works BT20s finished fourth and sixth in the first round of the 1967 World Championship, the South African GP, at the Kyalami circuit on January 2, Denny Hulme finishing ahead of Jack Brabham after both had had troubles on the way—and Denny had led for 59 of the 80 laps.

Both are now racing 2½ litre Repco-Brabhams in the Tasman Championship series in Australia, and these new engines feature redesigned cylinder heads with the exhausts mounted in the vee of the engine as on the Ford engine shown in our Indy Lola drawings (December issue). If this arrangement is successful it will be used on new Repco-made pure racing blocks for the rest of 1967's 3 litre Formula 1 races.

Below: The BT19 at Monaco, driven by an unwell Jack Brabham. Note external coolant pipe, cut-out in side tank for forward radius arm mounting, gearbox detail, early, unplated, tail-pipes and 'duck's tail' engine cover. Right: Winning its second GP, the British event at Brands Hatch.



Vital prototype statistics: Wheelbase, 7 feet 9 inches; front track, 4 feet 5½ inches; rear track, 4 feet 6½ inches; overall length, 12 feet 6 inches (including exhaust pipes); overall height, 2 feet 8½ inches (at roll-over bar); overall body width, 2 feet 6 inches; overall width across tyres, 5 feet 3½ inches (front), 5 feet 4½ inches (rear); ground clearance, 3½ inches; tyre diameters, 1 foot 11½ inches (front), 2 feet 3½ inches (rear); tyre tread width, 6½ inches (front), 10 inches (rear). Official measurements supplied by the works.

1:32 scale drawings by JOHN BARBER

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