machine, painted park railings green, was not a good investment. It was at Watkins Glen that the name Brabham as a *marque* gained fame. His fourth place marked the first time ever that World Championship points had been scored by a driver in a car of his own manufacture. Already his F1 machines were selling in considerable numbers, so this success gave the Brabham concern even greater prestige.

The Brabham-Coventry Climax was always a menace in the 1963 F1 races, but his best in Championship events was a second place in Mexico. He won both the Solitude and the Austrian races, and again won the Australian GP with a *formule libre* version.

In 1964 he again won the Australian GP, as well as races at Warwick Farm and Lakeside. In the F2 Brabham-Ford he took first places at Karlskoga, Albi, Oulton Park and Paris. In the championship races he scored a couple of thirds in Belgium and France, while team-mate Dan Gurney won the Grands Prix of Mexico and France. Gurney set the fastest-ever lap at Spa-Francorchamps with the fantastic speed of 137.6 mph. For his superb achievements in cars of his own construction during 1964, Brabham was awarded the Ferodo Gold Trophy.

The following season was not a good one for the Brabham set-up, both Jack and Dan Gurney suffering from various mechanical break-downs. A significant event was the introduction of the Honda-powered F2 machine which, despite many teething troubles, Jack brought into second place at Albi. There was no problem with the space-frame chassis, evolved by Ron Tauranac, but with Coventry Climax going out of the racing business, Brabham had to look elsewhere for engines if he was to continue in F1.

The result was that he agreed to use the Australian-designed and built Repco V8 in 1966, a unit which had been originally based on a GM block for the Tasman formula, but was subsequently enlarged to 3 litres. It was virtually a new F1 engine, but with its single ohc critics believed that it would be underpowered.

As everyone knows, Jack Brabham proved them all wrong. In the Belgian GP he was fourth, then came four successive victories at Rheims, Brands Hatch, Zandvoort and Nürburgring. He led the World Championship of Drivers by an almost unassailable margin, and his car was also top in the constructors' contest.

Although he retired in last Sunday's Italian Grand Prix, his team-mate Denny Hulme ensured that the name of Brabham was in the first three. With the retirement of Stewart and Surtees, Jack's third championship was assured.

As for F2, the Brabham-Honda has been virtually invincible. Jack himself has won at Goodwood, Pau, Barcelona, Zolder, Crystal Palace, Rheims and Karlskoga, while team-mate Denny Hulme took the chequered flag at Rouen. In F3 the ubiquitous Brabhams have scored countless victories, and there have also been many successes to Brabham sports-racing machines.

This quiet, unassuming Australian has made a host of friends. Even when fortune frowns, he never loses his good humour. He is an exceptionally skilled engineer, but has never been known to try to impress anyone with his knowledge. Jack declares that he is no businessman, but I am of the opinion that his accurate judgment of equipment and the formation of a close-knit and supremely loyal staff, together with really outstanding driving ability, have produced a race-winning set-up which has put Australian engineering on the map.

Jack is a proud parent, but his numerous activities leave him little time for an ordered home-life. He must be glad that in 1950 he married Betty Beresford, who has been one of the leading factors in a life which began in a modest way in Australian automotive engineering and has culminated in three world championships and an unrivalled reputation as producer of meticulously constructed racing cars.

BRABHAM'S MAIN SUCCESSES

1955

Australian GP	1st	Cooper-Bristol

1956

South Pacific NSW	2nd	Cooper-Bristol
BARC Aintree 200	3rd	Maserati
Vernell Trophy, Snetterton	3rd	Maserati

1957

Formula 2

BRSCC Brands Hatch (Race 1)	1st	Cooper-CC
BRSCC Brands Hatch (Race 2)	1st	Cooper-CC
BARC Crystal Palace	1st	Cooper-CC
Prix de Paris	1st	Cooper-CC
Rouen (with McDowell)	1st	Cooper-CC
BRSCC Brands Hatch	1st	Cooper-CC
Gold Cup, Oulton Park	1st	Cooper-CC
BARC Goodwood	2nd	Cooper-CC

1958

Formula 1

Monaco GP	6th	Cooper-CC
French GP	6th	Cooper-CC
British GP	6th	Cooper-CC

Non-Championship

Goodwood	2nd	Cooper-CC
Aintree	2nd	Cooper-CC
Silverstone	7th	Cooper-CC

Formula 2

Goodwood	1st	Cooper-CC
Casablanca	1st	Cooper-CC
Brands Hatch	2nd	Cooper-CC
Avus	3rd	Cooper-CC

Sports Cars

Nürburgring (with Stirling Moss)	1st	Aston Martin

1959

WORLD CHAMPION DRIVER

Formula 1

Monaco GP	1st	Cooper-CC
Dutch GP	2nd	Cooper-CC
GP d'Europe	2nd	Cooper-CC
Italian GP	3rd	Cooper-CC
British GP	1st	Cooper-CC
GP of USA	4th	Cooper-CC

Non-Championship

Goodwood 100	2nd	Cooper-CC
Silverstone	1st	Cooper-CC
Gold Cup, Oulton Park	2nd	Cooper-CC
Snetterton	2nd	Cooper-CC
Lady Wigram Trophy	2nd	Cooper-CC
New Zealand GP	1st	Cooper-CC

Formula 2

Goodwood	1st	Cooper-CC
Silverstone	1st	Cooper-CC
Brands Hatch	2nd	Cooper-CC

1960

WORLD CHAMPION DRIVER

Formula 1

Dutch GP	1st	Cooper-CC
Belgian GP	1st	Cooper-CC
French GP	1st	Cooper-CC
British GP	1st	Cooper-CC
Portuguese GP	1st	Cooper-CC
GP of USA	4th	Cooper-CC

Non-Championship

Warkins Glen	2nd	Cooper-CC
Silverstone International Trophy	2nd	Cooper-CC
Oulton Park Gold Cup	2nd	Cooper-CC
Tasmania Trophy	1st	Cooper-CC
Longford	1st	Cooper-CC

Formula 2

Brussels GP	1st	Cooper-CC
Pau GP	1st	Cooper-CC

1961

Formula 1

Dutch GP	6th	Cooper-CC
British GP	4th	Cooper-CC

Sportscars

500 Miles	9th	Cooper-CC

1962

Formula 1

Belgian GP	6th	Lotus-CC
British GP	5th	Lotus-CC
GP of USA	4th	Brabham-CC
South African GP	4th	Brabham-CC

Non-Championship

Silverstone International Trophy	6th	Lotus-CC
Mallory Park	2nd	Lotus-CC
Rheims GP	4th	Lotus-CC
Copenhagen GP	1st	Lotus-CC
Oulton Park Gold Cup	3rd	Brabham-CC
Mexican GP	2nd	Brabham-CC

Formula Libre

Longford (Race 1)	2nd	Cooper-CC
Longford (Race 2)	1st	Cooper-CC
Tasmania	3rd	Cooper-CC
New Zealand GP	2nd	Cooper-CC

1963

Formula 1

French GP	4th	Brabham-CC
Italian GP	5th	Brabham-CC
GP of USA	4th	Brabham-CC
Mexican GP	2nd	Brabham-CC

Non-Championship

Goodwood 100	6th	Brabham-CC
Solitude	1st	Brabham-CC
Karlskoga	3rd	Brabham-CC
Austrian GP	1st	Brabham-CC
Oulton Park Gold Cup	4th	Brabham-CC

Formula 1.2litre

Australian GP	1st	Brabham-CC
Levin	1st	Brabham-CC
Sandown	2nd	Brabham-CC
Lady Wigram Trophy	2nd	Brabham-CC
Tasmania	4th	Brabham-CC

1964

Ferodo Gold Cup Winner

Formula 1

Belgian GP	3rd	Brabham-CC
French GP	3rd	Brabham-CC
GP d'Europe	4th	Brabham-CC

Non-Championship

Aintree 200	1st	Brabham-CC
Silverstone International Trophy	1st	Brabham-CC

Formula 2

Karlskoga	1st	Brabham-CC
Albi GP	1st	Brabham-CC
Oulton Park Gold Cup	1st	Brabham-CC
Gr de France GP	1st	Brabham-CC
Rheims GP	2nd	Brabham-CC
Brands Hatch	2nd	Brabham-CC

Formule Libre

Australian GP	1st	Brabham-CC
Warwick Farm	1st	Brabham-CC
Lakeside	1st	Brabham-CC
Lady Wigram Trophy	2nd	Brabham-CC

Sports-Racing

Guards Trophy	3rd	Brabham-CC

1965

Formula 1

GP d'Europe	4th	Brabham-CC
German GP	5th	Brabham-CC
GP of USA	3rd	Brabham-CC

Non-Championship

Goodwood	3rd	Brabham-CC
Mediterranean GP	4th	Brabham-CC

Formula 2

Snetterton	3rd	Brabham-Honda
Rouen GP	1st	Brabham-Cosworth
Albi GP	2nd	Brabham-Honda

Tasman Formula

Sandown Park	1st	Brabham-CC
Australian GP	2nd	Brabham-CC

1966

WORLD CHAMPION DRIVER

Formula 1

Belgian GP	4th	Brabham-Repco
French GP	1st	Brabham-Repco
British GP	1st	Brabham-Repco
Dutch GP	1st	Brabham-Repco
German GP	1st	Brabham-Repco

Non-Championship

Silverstone International Trophy	1st	Brabham-Repco

Formula 2

Goodwood	1st	Brabham-Honda
Pau GP	1st	Brabham-Honda
Barcelona GP	1st	Brabham-Honda
Zolder	1st	Brabham-Honda
Crystal Palace	1st	Brabham-Honda
Rheims 4GP at France	1st	Brabham-Honda
Karlskoga	1st	Brabham-Honda

Tasman Formula

Longford	3rd	Brabham-Repco

Summary

First Places	53
Second Places	26
Third Places	16
Other Places	26