
1973 Brabham BT40

Lot sold	USD 103 664 - 111 910 EUR 88 000 - 95 000 (listed)	Drive	LHD
Year of manufacture	1973	Condition	Used
Country VAT	IT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Red
Lot number	42	Car type	Other

Description

- Eligible for the most prestigious historic formula racing events.
- Thoroughly restored by Mauro Pane.
- One of only nine BT40s built for F2.
- Race ready.

The model

Brabham Racing Organization has been one of the most prominent Formula 1 racing teams and race car builder between 1962 and 1992. Founded by the 3 times F1 World Champion Jack Brabham with the engineer Ron Tauranac, the team won 2 consecutive Formula 1 Constructors Titles and 4 World Drivers' Championships between the 60s and 80s. Being the only world champion that won a Championship with its very own-built racing car, Jack Brabham is remembered as one of the most prominent Australians racing drivers of all times. In 1973, Brabham introduced the BT40, designed by Geoff Ferris and derived from the previous BT38, from which it shared many technical details. Based on a full monocoque chassis made of 16 gauge NS4 alloy panels with tubular frame, it had tubular sub-frames made to hold the drivetrain and suspension components. The tubular frame was dressed in a fiberglass-shaped body and fitted with a Formula 1 style wing. The BT40 had a quite conventional set up with coil springs damping units, magnesium alloy wheels and was powered by both Cosworth and BMW 2000 cc engines, very popular in the F2 series until 1976.

The Car

Chassis 4032 is one of only 9 BT40 built as a Formula 2, out of a total of 28 including the 19 cars for Formula B and Atlantic, making it a rare catch for the vintage racing enthusiast. According to the HTP document, issued by the FIA, the car is actually 1973, as year of production (date of original manufacture asserted). The FIA Passport also reports 1976, as year asserted; in that year, the car probably received the latest updates and specifications. Purchased by the CSAI Federal School of Vallelunga it was used extensively for tests and driving courses between 1974 and 1976 before being retired in 1977, due to regulation changing and the takeover from more advanced models from Ralt and March. In 1978 it was sold to a Turinese collector who kept it in his garage for 30 years, without ever using it. In 2010 it was bought by Mauro Pane, the famed F1 restorer, who restored it completely. After the death of Pane in 2014, the car participated in the first Memorial Mauro Pane in 2015, possibly the car first ever public outing since restoration. The aluminum monocoque has been overhauled in 2014 by David Gathercole Race Engines in the UK, where chassis 4032 received a new Cosworth BDA engine and a new Hewland FG400 gearbox. Presented in ready-to-race conditions, this BT40 represents a wonderful opportunity to acquire a rare and exciting piece of racing history.

State of the art

Full restoration. Race ready.

Litterature

- Alan Henry, Brabham, The Grand Prix Cars, Hazleton Publishing, 1985
- Jack Brabham, When the Flag Drops, William Kimber Publishing, 1971.

Documents

FIA/CSAI HTP

Documents

FIA/CSAI HTP

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