

## **BRABHAM BT16**

### **HISTORY**

The BT16 was the 1965 Formula 2 model.

Most of these cars were fitted with the 1 litre Cosworth SCA engine.

Brabham experimented the Honda engine in one of the works cars.

Graham Hill raced a BRM engined car.

Some BT16s were used in Formula 3 by those drivers who wanted to take advantage of and could afford the better brakes of the BT16 chassis, that used Lockheed alloy calipers and larger rear discs.

In total, 33 BT16s were produced.

The history of this particular car is not completely known at this moment.

It has no Brabham chassis plate.

The frame has the Arch Motor number **AM56 J**, which is in the correct range for a 1965 car. Unfortunately, no correspondence table exists between Arch Motor and Brabham numbers, which would have allowed to identify the car.

It was owned until 2009 by Mr Gilbert Gex from Monthey in Switzerland.

He had acquired the car in the mid-seventies from Franco Sbarro, the former mechanic of Scuderia Filipinetti.

Gilbert Gex had supplied a batch of chassis to Sbarro for the BMW 328 replicas Sbarro was manufacturing at the time. Mr Gex received the Brabham as payment for the work carried out.

Mr Gex had been told at the time that the car had won the French hillclimb championship in the hands of a Mr Musset or Mieusset. This information proved to be wrong as Robert "Jimmy" Mieusset never drove a Brabham, let alone won any championship with one.

The decals found on the car do however indicate that the car spent some time in France.

When contacted, Franco Sbarro could not provide any information about the origin of the car. He said that he did not remember it, having owned, worked on and built so many cars over the years, although the car does have a (totally useless) Sbarro chassis plate.

To quote his own words: "These small four cylinder single seaters were just toys. I was only interested in big V8 cars like the GT40s, T70s, Can Ams, etc.".

Interestingly however, the first Sbarro brochure published shows the photo of the back of a Brabham with an SCA engine. Many similar details indicate that it most likely is this very car.

Recent research has allowed to discover in the October 1973 issue of the French magazine Echappement (p. 144) a photograph of the car at the La Voulte hillclimb driven by Mr André Masson. The car was also advertised in the

December 1973 issue of the same magazine by Mr Masson from Pontchara-sur-Turdine near Lyon in France.

Mr Masson still lives in the same town today, but letters sent to him have so far remained unanswered and no telephone number could be found.

All the above is genuine and based on verified information and validated evidences.

As it is often the case in similar circumstances, a less scrupulous owner could be tempted to claim the identity of a car that has not surfaced in recent years, but this would be identity theft and fraud, which I simply cannot tolerate.