

brabham register

1611 Alvina Avenue
Sacramento, CA 95822 USA
916 454-1115

RE BT 29 # 22

29 JULY 2011

I see the early history of your car is not complete. I am enclosing some info, which may not be your # 22, so you can do more research if you wish.

I would ask Jon Milledge:

DID HE RACE ONLY ONE BT29?

OR SEVERAL?

DID HE OWN IT (THEM)?

AT WHAT RACES DID HE RACE EACH BT29. GET PHOTOS.

DID IT EVER WRECK? WHERE, WHEN?

HOW DID HE GET RID OF IT.

TO WHOM DID HE SELL IT?

HE USED TO RACE PORSCHE 944 TURBOS AND TENDS TO BE PRIVATE. YOU MAY BE ABLE TO FIND HIM THRU SAN DIEGO PORSCHE

club contacts.

Let me know if I can help?

Feel free to use me as a reference, because I understand that Jon is rather private and only responds to people he already knows.

If I had his e-mail, mailing address or phone, I would be glad to contact him on your behalf.

JWH

You are trying to find the history of one car. I am trying to keep the race history of all of them. So anything you find, including race results from CAC CLUB SCCA, please send copies to me.

JWH

LastName: Turner

OWNERSHIP HISTORY:

GENERAL N

Brabham Register
1611 Alvina Avenue
Sacramento, CA 95822

Alvina Avenue
Sacramento, CA 95822
USA
@sbcglobal.net

Wires
78

Jeanne: This info is
20-25 years old.

NOTE: your gear box info
does not match.

NAME	From	To	SaleDate	Driver Notes	Note 1:	Note 2:	Note 3:	Note 4:	Note 5:	Note 6:	Note 7:	Note 8:	Note 9:	Note 10:
Owner1: Fred Opert	69	69			Original engine	Also has Wolf W								
Owner2: Archie Snyder	69	69												
Owner3: Larry Wright	69	74												
Owner4: Gerhard Klose	74	84		Sat Outside										
Owner5: Doug Turner	84	P												
Owner6:														
Owner7:														
Owner8:														

SPARE INFORMATION

Spare1:
Spare2:

END OF RECORD*****

LastName: Klose

OWNERSHIP HISTORY:

GENERAL NOT

FName: Gerhard Joachim
Company:
AddressL1: 1933 Lucile Avenue
AddressL2:
City: Los Angeles
State: CA
Zip: 90039
Country: USA
Home Phone:
FAX:
Work Phone:

MFG: BRABHAM
Model: BT29
Chassis: 22
Frame: AM6953
EngType: Twin Cam
Disp: 1600
Serial#: FT-200
GBox#: QuestSubm:
Photo:

NAME	From	To	SaleDate	Driver Notes	Note 1:	Note 2:	Note 3:	Note 4:	Note 5:	Note 6:	Note 7:	Note 8:	Note 9:	Note 10:
Owner1:														
Owner2:														
Owner3:														
Owner4:														
Owner5:														
Owner6:														
Owner7:														
Owner8:														

SPARE INFORMATION

Spare1:
Spare2:
Spare3:
Spare4:

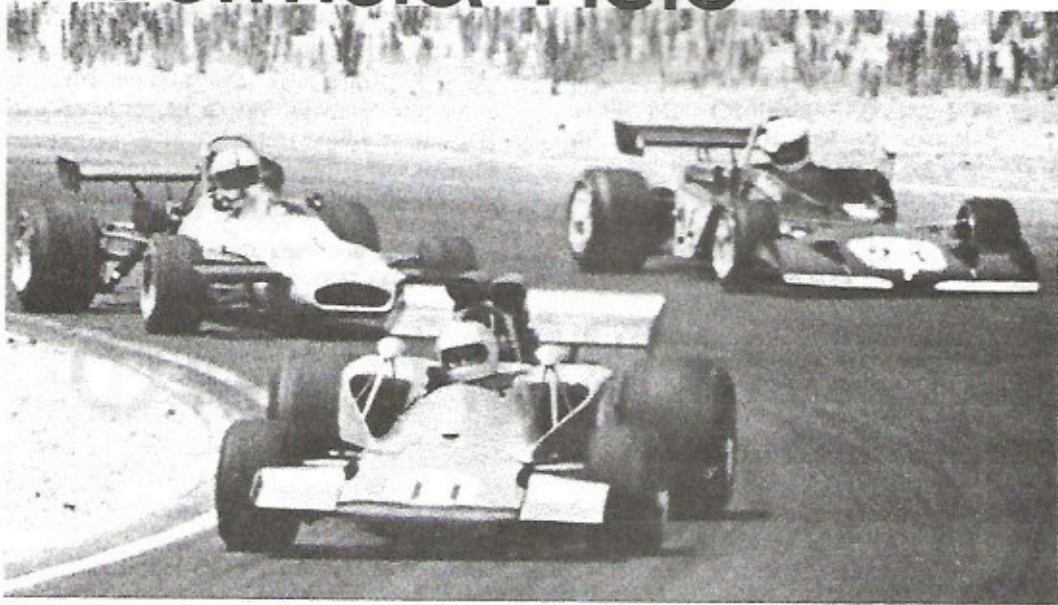
WHEEL INFO:

Qty1: Size1:
Qty2: Size2:
Qty3: Size3:
Qty4: Size4:

Competition Class: PB

END OF RECORD*****

Ongais overwhelms Formula Field



Danny Ongais (#11) leads Peter Halmser (#19) and Ron Southern (#24) through one of OMS's many, many turns. Ongais was an easy winner in F SCCA. Halmser won 2nd and FB. Southern was 7th. (Marty George photo)

OMS NATIONAL

AT

BY NATALIE RICE-KRISPIES, PEGGY HAMMONDS, BEVERLY McAFEE, ED PITZ,
HENRY KIM, BOB SCHILLING AND A CAST OF DOZENS

By August, many competitors who last February had such high hopes of trips to Flowery Branch, Georgia in the fall have fallen by the wayside, victims of too much money spent getting too few points. So it isn't surprising that the flow of entries for the August 17-18 National at Ontario Motor Speedway was sluggish. Then, suddenly it picked up at the last minute and turned into a 200-plus bonanza which turned into first rate racing in almost every event.

Danny Ongais again showed everyone that his background in drag racing doesn't mean that he can't get around corners as he dominated the Formula SCCA event. He has to be the best prospect for pro-

fessional stardom in club racing.

On the pace lap for Race 1 for F-G-Hp, Cs and Dsr, it appeared that Don Devendorf's Cs Datsun, in the front row, would not come around to take the green, as it appeared to be smoking in a thoroughly terminal manner. The car continued to smoke very badly, but led every lap of the race and Devendorf took the checker quite a bit ahead of everyone else. Clarke Kneisel (Fp AH 100M) and Danny McKeever (Fp Spitfire) were early mechanical fatalities as the long track and hot weather began to take its toll of the cars. Doug Brown moved past the failing Kneisel into 2nd spot on Lap 2, stayed there until Lap 8, and then began steadily dropping back, to finish 6th overall, but first in Fp. Rob Walker

(Cs Datsun), meanwhile, had been steadily improving his position, sneaking by Bud Patterson (Dsr PBS MKIV) and Brown into 2nd overall and in class. Patterson hung in place to take the Dsr win and 3rd overall ahead of Dick Colburn's Dsr Kangaroo Astech. Ron Hedstrom moved into 5th spot on the last lap, just before Start/Finish, to take Gp points in his Sprite. The next three cars, on the same lap, were the Hp contenders, Leonard Johnson, Dwayne Anderson, and Lance McBride, all in Sprites. Jim Lawrence, who had run as high as 6th, dropped back to finish 10th overall and 3rd in Dsr ahead of John Faull and Tom Douglas (Hp Sprites). Tom McCarthy held on to 2nd spot in Gp, in his Spitfire, and Judy Wiens took 2nd in Fp in her Datsun 1600.

brabham register

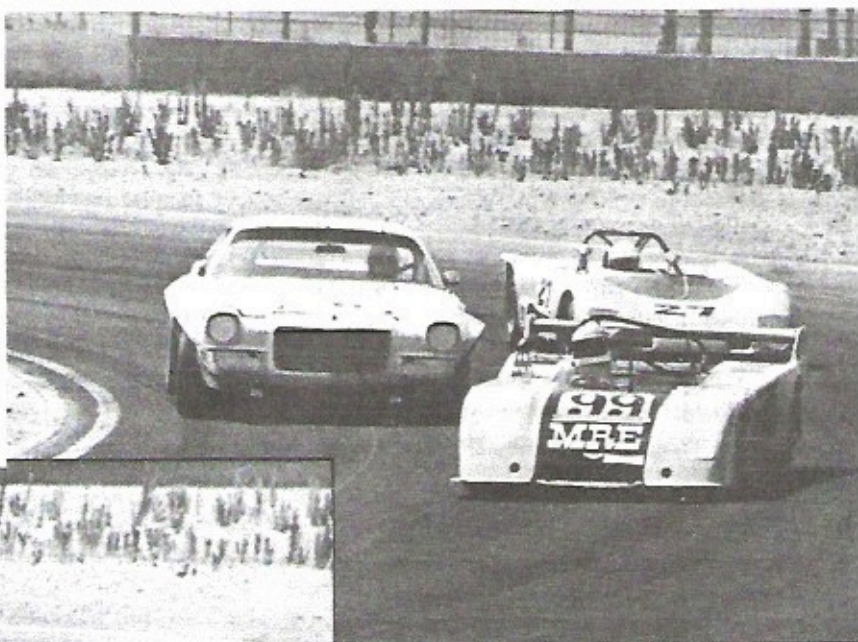
Dedicated to the preservation of Brabham racing cars

John Hafkenschiel

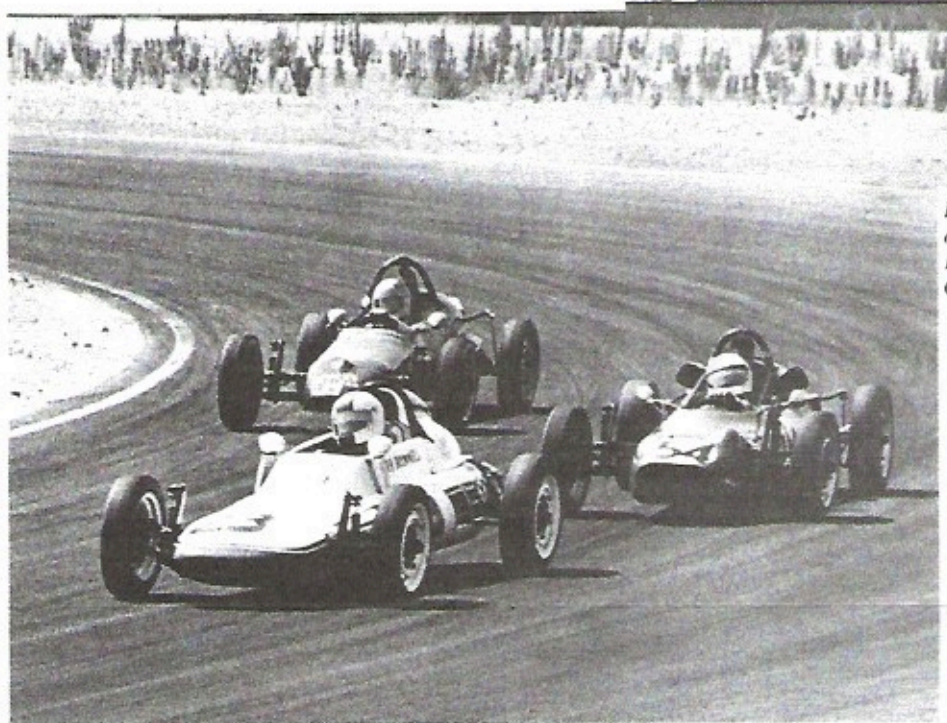
1611 Avina Avenue
Sacramento, CA 95822
USA

brabworld@sbcglobal.net

* This is probably #22 BT29-



Bobby Fisher (#99) and John Korn (#27) go around Nick DeCourville (#6) in the Big Bore event won by Fisher. (Marty George photo)



Herb Brownell (#23), Tim Kuykendall (#54) and Brent Milner (#4) keep close company in the Vee race. Milner was 2nd behind Bob Klingler. (Marty George photo)

In the field of 36 cars, only 5 were classed as DNF's, but some of the normally fast cars, including drivers Joe and Fred Forg, Bill Yates, Jim Bailie, Karl Siwek seemed to be plagued with problems, and did not do as well as would normally be expected.

If Danny Ongais had left any doubt about how he would dominate the Formula SCCA and Super Vee race when he qualified more than 5½ seconds better than anyone, he set things straight by jumping into a 7 second lead after only one lap of Race 2. Robert Hall (FB March 722) moved into 2nd on the initial tour, then got into a fine old dice first with Don Breidenbach (FB March) and later Peter Halmser (Brabham BT-29). Breidenbach ran into trouble on the final lap and fell back to 8th while Halmser took 2nd from Hall about 47 seconds behind Ongais' FA Lola T-300.

* A five car battle for 4th had Larry Wright (FB Brabham BT-29), Don Infererra (FA Lola T-142), Dick Renard (FSV Lola), Bill Baker (FA Lola T-300) and Ron Southern (FB Brabham BT-40) all in a cluster at the 2/3 distance. Baker was actually charging through the cluster, making up ground after a first lap miscue, but after getting up to 5th, he slipped back to 8th on the penultimate lap, then scrambled back to 5th at the end, behind Wright. Renard in 6th claimed SV honors ahead of Southern, Breidenbach, Infererra (a lap off the pace), Warren Pauge (FB Brabham BT-21) and Len Guncau (FA Surtees). Gary Jarlson (Brabham) pipped Byron Snow (Lotus 20) for Formula C points and 25th overall. Snow's car not only dates back to 1961, but was the oldest Lotus 20 running out here even when the model was current.

Dennis Firestone, driving his new ADF, took the pole and led Race 3 (Formula Ford) wire to wire, but it wasn't easy. The ADF was handling poorly through the twists and he had to drive like hell to hold off Marty Loft in the ex-Dykes Crossle. Loft, in turn, was hampered by too much understeer and finally lost by three lengths.

Bill Pugh (IRS Dulon), ending a streak of bad luck, snatched 3rd after a race-long dice with Richard Shirey (ADF) and Hugh Mooney (Elden). Sam Nicolosi (Morylyn) and Dick Ferguson (Lola) were close behind for much of the race before falling back into a private dispute for 6th. Both were zapped by Chuck Pittenger on the penultimate lap: the MRE driver charging back after a Turn 10 spin while pushing Firestone on the second lap having dropped him back to 20th copped 5th.

Bobby Fisher (Bsr Chevron) led the A-Bsr, A-Bp, As race from start to finish — at least across the Start/Finish line. John Korn (Bsr Lola) could and did catch him in the tight stuff and then Fisher would pull away in the straights. During the ninth lap, though Korn just tried a little too hard and spun in Turn 19, dropping to 4th behind Bruce Ponder (Bsr Chevron) and Jim Jensen (Asr Lola). The following lap Korn repassed Jensen to finish 3rd overall.

BRABHAM REGISTER APPLICATION

Enclose a good photo of your car with the completed application. Fill out one application for each car you have. additional applications available on request.

Model # BT-29 Owner name DOUG TURNER
 Serial # 29-22 Address 416 COLTON
NEWPORT BEACH. 92646
 Day phone 714 960-2895
 Night " 714 548-3857

Class Formula A Previous Classes FB - 5/4 Formula A
 Formula A prod 5/2/86
 Sports racing _____

Car History ? Previous Owners Archie Snider
LARRY WRIGHT 8/73 - 1/76
FRANK MORISE
GERHARD KLAUS

Car Specification (check if applicable) List upgrades
 stock _____
 rebodied _____
 upgraded WING IN GEORGE HOUNS POSITION
 re-engineered _____


Drive Train
 current engine WAGS 416 serial number ? approx. HP 190
 engine type _____ engine size 1600
 carburetors _____ fuel injection Lucas (specify type)
 current transaxle FT200 serial number ? # speeds 5
 front wheels
 Manufacturer Brosnan width 10 diameter 13
 rear wheels " 17 13
 hubs
 bolt circle diameter 4" # of studs 4 stud diameter 7/16
 front tires SLICK
 rear tires ?

SPARE PARTS INFO

If you have a list of those spares. Incl the page and your name, address on file for the use of other parts. There is no obligation

If you have a set of body molds, or are reproduced what you have on a separate

If you have a standard size postcard or a photo and phone #. condition and phone #. The Brabham Formula 1 act as a referral service for buying parts.



ITW Interpreting Services
 Toll Free: 877.489.7378

LOOKS LIKE
 Larry Wright, who is a philosophy professor at UC Riverside got it from Archie Snider.

INFO

Do you have chassis specifications and instructions for your car? No
 Do you have engine specifications or manuals? (specify) No

March 2, 2006

I'm enclosing the Logbooks for the Brabham. Would you just quickly call to confirm that you've receive them? I took copies of some of the pages, particularly some with Doug's handwriting, and the autograph of Jack Brabham (I red stickered that page for you). Sir Jack drove the car at the Palm Springs event in November of 1986, and I have some pictures from that weekend, which I will also share with you as I collect other ones for you in my "forthcoming" picture sorting project.

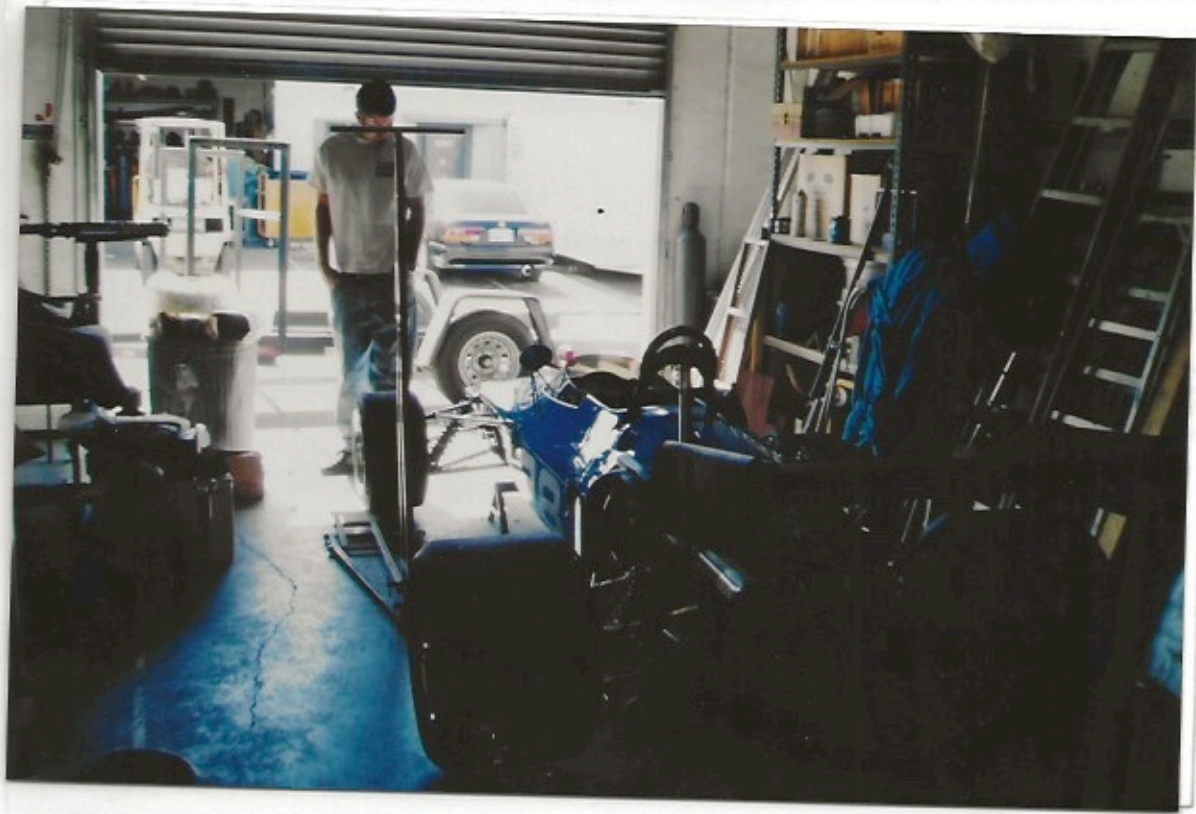
I will be in the desert at the Masters Tennis Tournament (spectating) from next Wednesday, the 8th until the morning of the 19th when I do plan to drive in to Fontana to watch you on the track. I had left you a phone message some days ago, hoping you would place me on your list for an overpass when I arrive that day. Also, Tom and Lori Watson (the insurance fellow for drivers and tracks and our long-time and very close friends) are driving down from Bakersfield to be with me/us. Would you please put their names on there as well?

I had, also, in that phone message, inquired of you if you wanted me to prepare anything further in the way of a Sales Document, and if so, if you had any specific language or pricing you wished me to include. This question is still on the table.

I hope your preparing of the car to your specifications is going well. I look forward to seeing you on the 19th. Should anything happen that the car will not be on the track, I'd appreciate a call - I probably would stay in the desert in that case. My cell number is You could also leave a message on the home number if there are a few days heads up

My best to you and Sharon.

A handwritten signature in cursive script, appearing to read "Loretta".

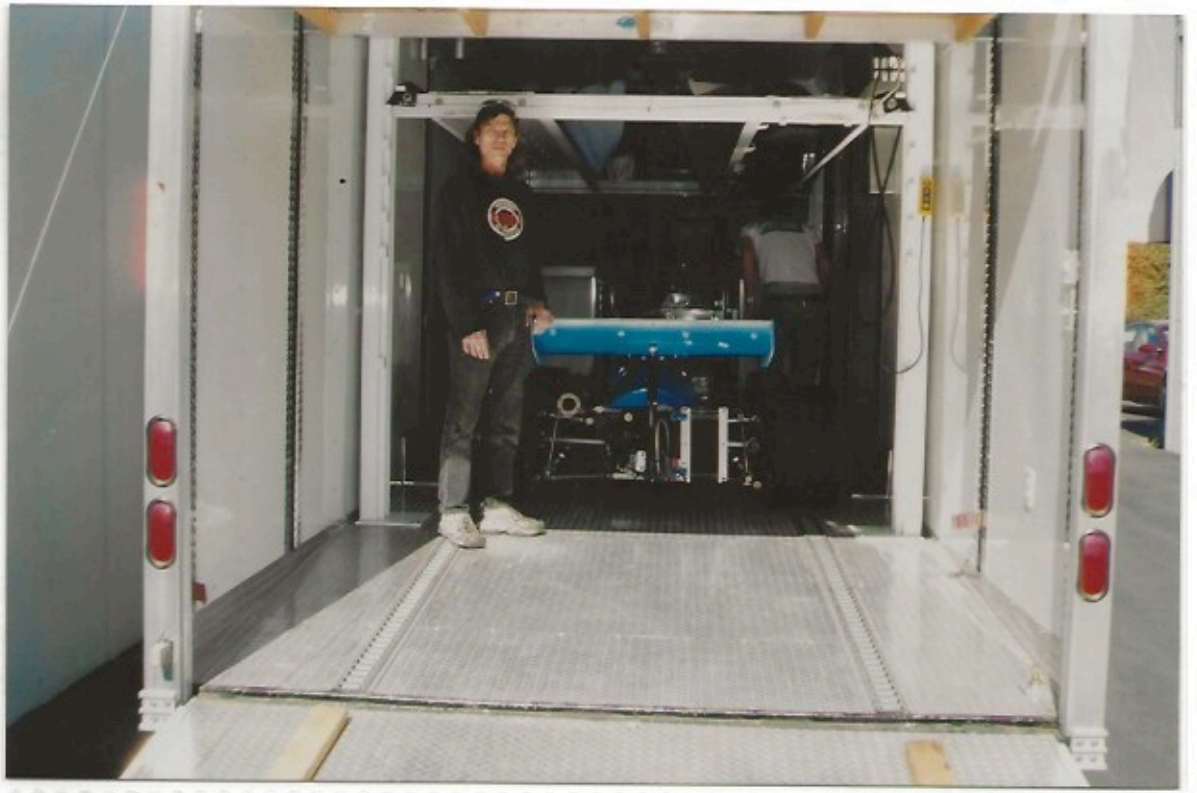




ALVOLINE

23

23



2006
MARCH 17-19

CALIFORNIA SPEEDWAY

Route 66 Classic

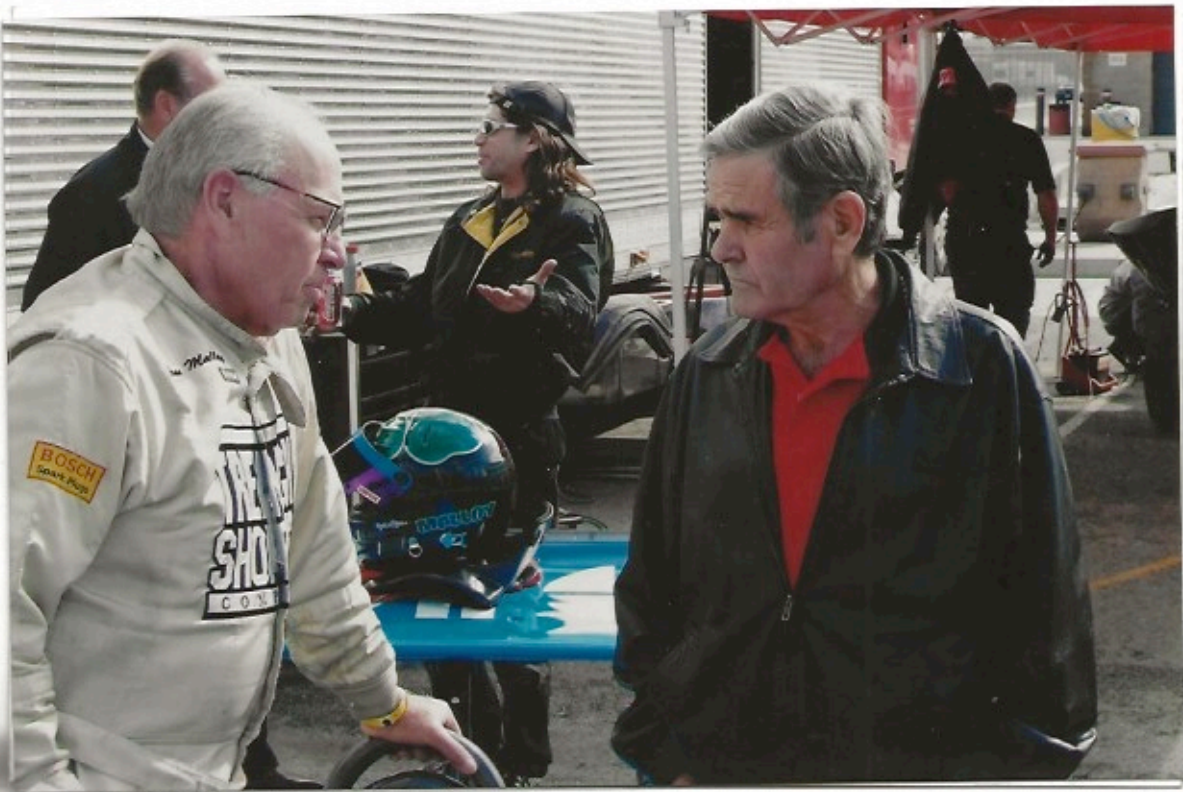
GROUP 3: CSR, F2, FA, FC2, INDY, SR2000, SSB, STAR MAZDA, WSR



Wayne McAtee



Wayne McAtee



SALES & SERVICE 670-670-670





April 3, 2004

Dear

Sorry the screen is blurry to
of those pics to you. Lots
of computer stuff in part
of the issue. Anyway, hope
you enjoy them.

I was just seeing you
and Zettie at the Spring.
You really are the perfect
person to steward Dave's
M and Dennis Zettie
appreciate it greatly.

If you would like and
need paper I can think of
print up to 8x10.

Hope this finds you well
and will see you at the next.
Sincerely, Dave



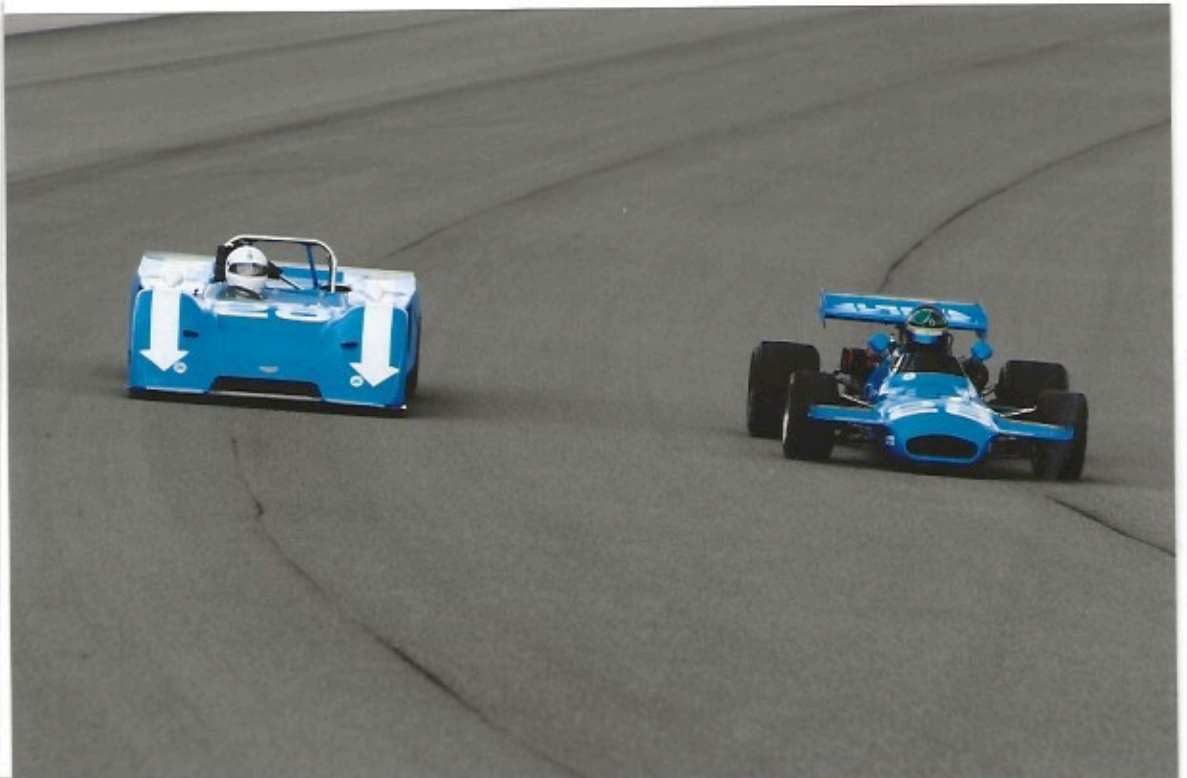


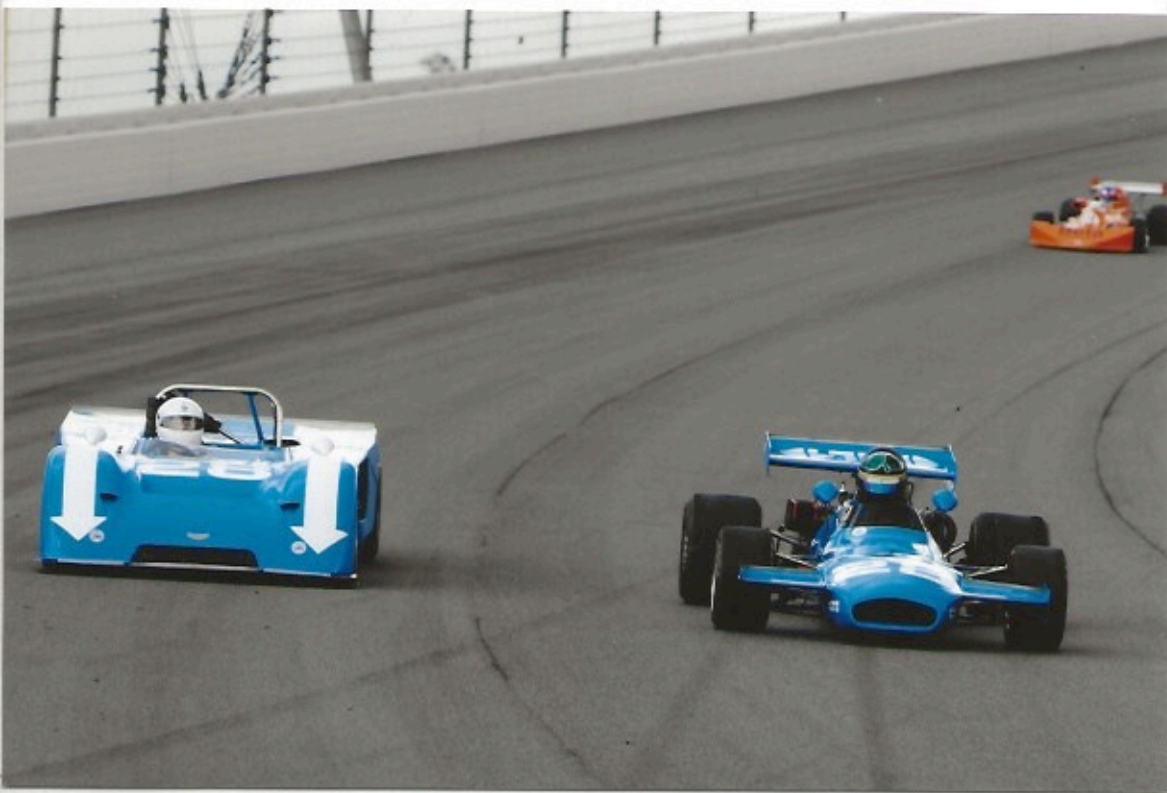
JUNE 2006 FONTANA





000100 20012 116_26 B DR/HC RICHER
0002000 H H N RRZ101-4 10-0









May 13, 2006

Every year we have a huge rummage sale at our church to benefit missions. And every year, as I'm working it, I keep my eye out for "treasurers". I spotted the picture I'm sending you. I have no idea of the level of "treasure" it may represent, however, I thought of you and your collection of old Indy cars. Could this have any value to you? I thought you might even be able to identify the cars themselves. If you would like to have it, good. If not, it's now your responsibility to "off it".

I look forward to visiting your shop/collection. Would it be best to wait for your new facility to be finished? Let me know. Meantime, I send along another thank you for your obvious enthusiastic embrace of the Brabham. You brought such smiles to my face at Fontana the way you raced that wonderful little car. Please know that Doug and I will always be sending you good vibes each time you slip into the seat.

Have a really good racing and personal Summer, and give my best to Sharron.

Sincerely,

A handwritten signature in cursive script, appearing to read "Loretta", with a long horizontal flourish extending to the right.

Loretta Turner
408 Evening Star Lane
Newport Beach, CA 92660

Volume Fifty

Number Three

\$5.00

VINTAGE VOICE

FALL 2006

A Quarterly Publication of the Vintage Auto Racing Association

VARA

British Extravaganza

Spring Mountain

Member Appreciation Race

Golden State Classic



JUNE 3 - 4, 2006

Spring Mountain Raceway
Road Races at the Ranch

GROUP 4: CAN AM, FA, FC, FSV, Star Mazda, WSR

Wayne McAtee



Wayne McAtee



Opposite Page Top: sets up an apex in his classic Brabham B1-29.

Opposite Page Bottom: Warwick Bryan (Lola T620) leads the WSRs of Joe Desimone and Ken Provencio.



Wayne McAtee

Above: and Brabham; at speed.

RACE RESULTS

Pos	No.	Name	Make	Class	Best Time
1	4	Dan Longacre	Ralt RT-5	FSV3	02:24.1
2	2	Tony Holden	March	FSV3	02:24.6
3	3	Steve Brown	Formula Mazda	Star Mazda	02:22.2
4	74	Tom Beattie	McLaren Mk12	CAN AM	02:27.1
5	11	Alan Bryan	Van Diemen	FC2	02:30.6
6	24	Scott Wallace	World Sports Racer	WSR	02:34.4
7	48	Lanie Sechrest	Toyota	WSR1	02:37.0
8	28	Daniel Martinez	Toyota	WSR	02:38.6
9	68	James Sechrest	Toyota	WSR	02:38.1
10	6	Warwick Bryan	Lola T620	FSV2	02:47.2
11	7	R. Wilkinson	Ralt RT5	FSV3	02:29.1
12	28		Brabham BT-29	FA	02:33.0
13	25	Joe Desimone	WSR	WSR1	02:35.1
14	117	Ken Provencio	World Sports Racer	WSR	02:44.7



Wayne McAtee



Wayne McAtee

Above Middle: Dan Longacre figured out the new Spring Mountain configuration quickly, and won!

Group 4 cars put the new Spring Mountain Raceway to the test, with the Can Am cars blasting down the straights and the high-powered Formula cars screaming through every kind and variety of Spring Mountain corner on the ragged edge. When the Nevada dust settled (literally) – Dan Longacre bested this blistering pack with a

Above: Steve Brown was fast in his Formula Mazda.

224.1 in his Ralt RT-5, followed closely by Tony Holden in his March. This, despite a fastest lap set by Steve Brown (222.2) in his Star Mazda. Centermost amid the rapid clamor, Tom Beattie's McLaren MK12 was poetry to see and listen to, as was Tom Malloy's Brabham BT-29.

5th Annual Southern California Historic Sports Car Festival 2006



Peter Giacobbi, Alfa Romeo winner group 1



Bill Lyon, Porsche 912, First in 2.0 liter.



*Stewart and Andy Paterson and Chuck Pittenger
Stewart #11 overall winner & Chuck # 56 class winner*



*Bernard Juchli Chevron B34 overall winner and
Scott Bader # 63 class winner in March F/A.*



Geary Smith Porsche 914-6 winner group 3.



Steve Schoellhorn # 24 winner group 5.

David Kopf 1927 - 2004

We lost another friend, ex- historic racer and collector when David Kopf passed away due to an unfortunate accident. For many years David ran Chevron Sports Racers on East and West coast. He also created his own "Keiler" World Sports Racer. Our sympathies go out to his wife Carol and all other family members.



Doug Turner 1943 - 2004

We are very sad to report that on March 11 Doug Turner passed away after a brave battle with a vicious cancer. We all remember Doug driving his light blue Brabham # 28 skilful and fast for so many years. Doug was a great supporter of Vintage racing and we will all miss him very much. Our deepest sympathies go out to his wife Loretta and all other family members.



The March 2nd. Annual Fontana Historic Races was a two day exciting event with 125 participants in six run groups, a One Hour enduro and it was a points race for most Challenges.

Group 1: Formula Ford Pacific Challenge.

Todd Strong won this race but he was closely followed By Bob Hatle, driving his new Titan. Third was John Viggers. Marshall Kahn was fourth overall and first in Club Ford.

Group 2: Porsche 2.0 Ltr. West Challenge

The overall winner was Klaus Holthaus in his Porsche 914-4 winning also class 2J/P. Second was Don Clark in his Porsche 911T winning class 3L/P and third was Davey Jordan in a 914-6 winning class 4L/P. Bill Kreidler was fourth in his 356 winning class 1L/P.

Group 3: BOSS Super + Formula 2.0 Chal.

Imran Husain driving his Arrows Formula One was the overall winner and class F10 winner of an exciting race. Second was Phil Stratford in his new Tyrrell F1. Patrick Van Schoote was third in his G. Force winning class F11. Randall Smith in his Brabham FB was 10th overall and first in class. Dick Jutras and Bob Catalano were class winners in F8/A and F9/A.

One Hour enduro:

Steven Bernheim won the enduro in a Porsche RSR with Keith Meggs and Klaus Holthaus in second place. A total of 18 cars were entered in this enduro.

Group 4: Big Bore Production Challenge.

Overall winner was Norm Cowdrey in a Cobra in the exhibition class. Bruce Leven was the winner of the Historic Big Bore Challenge in his Chevy Corvette. Other class winners were Steve McDonald in his Camaro and Jason Len in a Cobra.

Group 5: Sports Racers.

Randall Smith won the race of the large group of Sports racers in his Chevron B19 also winning class 3C, second was Tim Long in a Lola also winning class 3CA, Jeff Holladay in his Tiga won class S2 and Gabe Lakatos in his Lotus 23B was winner of class C2.

Group 6: Medium & Small Bore Production

Overall winner of this large group was Mike Eckhaus, in his Datsun 240Z. Steven Bernheim was second overall and Keith Meggs third, both in Porsche RSR's. Other class winners were Dan Ferguson 3J/X, Mickey Cohen 3R, Jack Hinze 3L and Jon Wong F5.

Lotus Sports Challenge:

Michael Szulborski driving his Lotus Elise won the Challenge. Gabe Lakatos was second in his 23B and Edward Carden third in a Lotus Elan.

October 2, 2008

Loretta Turner
408 Evening Star Lane
Newport Bach, CA 92660

Dear Loretta,

I appreciate your note and 'treasure'. The scene is about 1935 showing an Alpha/Mercedes/ and Auto Union type D somewhere in Europe.

I have really enjoyed the Brabham. It fits well in my shop. I am in my new place and would love to have you come by.

Thanks also for the BT-29 show box with flags. It will also show well here.

Try to come by.

My best,

brabham register

1611 Aivina Avenue Sacramento California 95822 U.S.A. (916) 454-1115

REGISTRY FORM

Enclose a good photo of your car along with this completed form and payment. Fill out a form for each Brabham you have.

Serial number on ID plate: BT 29-22

Frame number: AM 69 53 The frame number is stamped on the rear frame gusset inboard of the left Rear upper damper mount or, on early cars, on the upper surface of the steering column support bracket.

Owner name _____

Address _____

CAR HISTORY

Car first built to race in: FORMULA B (F/1, F/2, F/3, etc) Drivers: ASSORTED

Car raced previously in: _____

See RACE HISTORY SHEET

CAR SPECIFICATION (check or elaborate, if applicable) (How is yours different from others like it?)

Original—perfectly stock

Upgraded

Modified

Under restoration

DRIVE TRAIN

Current engine FORD COSWORTH Serial number _____ Apprx. HP 280 cc 2,200

Current transaxle _____ Serial number _____ #speeds _____

Wheels	Brand	Width ← Wheel →	Diameter	Quantity	Tire size
Front	<u>GOODYEAR</u>	<u>10</u>	<u>13</u>	<u>2</u>	<u>4.8/10.20 x 13</u>
Rear	<u>GOODYEAR</u>	<u>14</u>	<u>13</u>	<u>2</u>	<u>5.9/13.5 x 13</u>

On a separate sheet of paper please list the parts you need or the assistance you require.

brabham register

1611 Alvina Avenue
Sacramento, CA 95822 USA
916 454-1115

June 16 2011

congratulations on your BT29 acquisition. most of what I know is undocumented hearsay so I will leave it up to you to fill in the blanks.

ABOUT LARRY WRIGHT. He was a professor in the Philosophy Department at UC Riverside. He had 2 BT29s. The first, BT29 #44, he bought new in December 1970 and wrote it off June 24, 1973. I believe he bought your # 22 to replace it. Contact him or his wife for details. I would be interested in learning its history from 1969 to August 1973 when Larry bought it. His phone (from Fall of 1973) maybe the one shown in the FB wheels/slicks ad in finish line.

Try to find out who bought it new and get a results sheet from any race it was in.

I think ARCHIE SNIDER was from the SF Bay Area. I do not know, now, how to contact SNIDER.

FRANKIE MONISE JR had several recycled BT29s and had a shop in Pasadena. I believe Gerhard is KLOSE. He is from the LA Area.

over.

DID NOT OWN CHASS 22

after you have done some research,
please fill out the enclosed application
& return it to me.

I hope the enclosed info will get
you started on the research project.

Best wishes,

J. Hoffschue

BRABHAM DELETED ADDITION

Enclose a good photo of your car with the completed application. Fill out one application for each car you have, additional applications available on request.

Model # BT-29 Owner name DOUG TURNER
 Serial # 29-22 Address 416 COLTON
AM 6953 NEWPORT BEACH. 92646
 Day phone 714 960-2495
 Night " 714 548-3857

Class Formula Previous Classes FR
 Sports racing ✓ paid 5/2/86

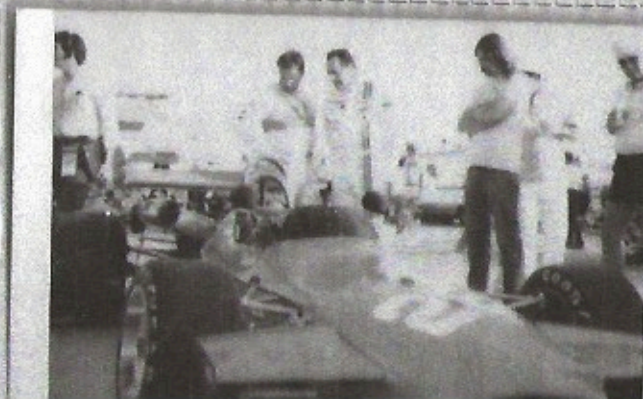
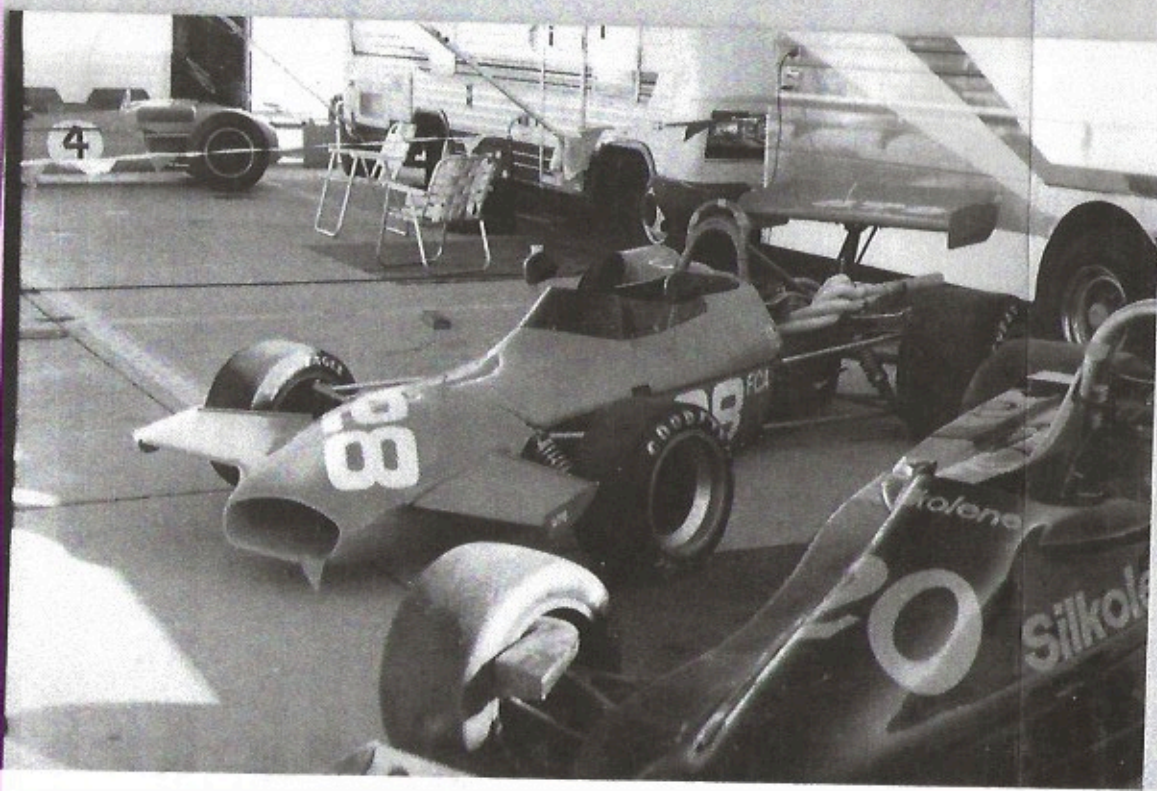
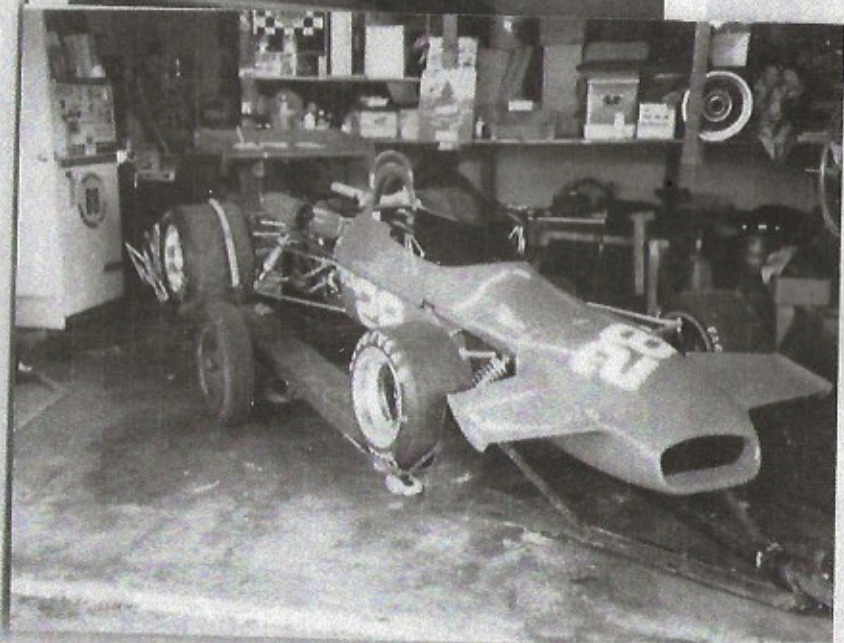
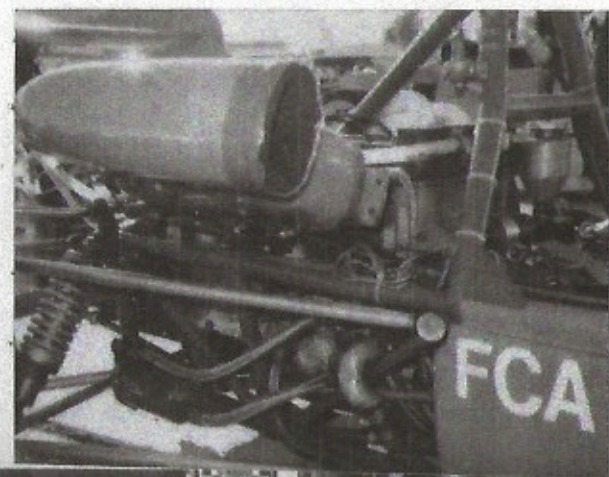
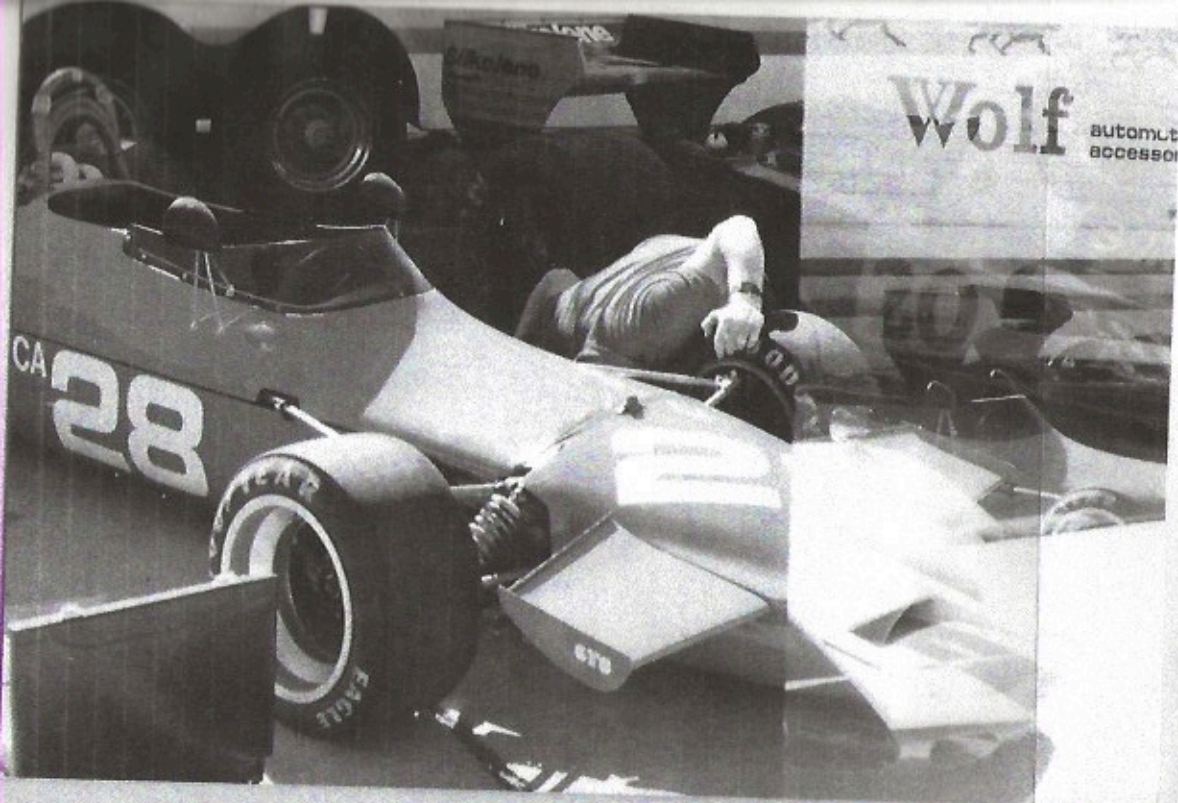
Car History ? Previous Owners Archie Snyder
LARRY WRIGHT 8/73- -/76
FRANK MONISE
GERHARD KLAUS

Car Specification (check if applicable) List upgrades
 stock WING IN GEARBOX HOUSING POSITION
 rebodied
 upgraded -
 re-engineered

Drive Train
 current engine WAGS 416 serial number ? approx. HP 190
 engine type _____ engine size 1600
 carburetors _____ fuel injection Lucas (specify type)
 current transaxle FT 200 serial number ? # speeds 5
 front wheels
 Manufacturer Brosnan width 10 diameter 13
 rear wheels " " 14 13
 hubs
 bolt circle diameter 4" # of studs 4 stud diameter 7/16
 front tires SLICK

NEW BRABHAM PER MONISE
 ① ARCHIE SNIDER
NO CAR
DRIVER FOR MILLEDGE
 ③ GERHARD KLAUS
NEVER RAN IT
 ② DICK SNYDER JAN GABRIEL
RAN IT RARELY
FRANK ABOVE WAGS
 ④ DOUG TURNER

NOT CARRY & NOT FRANK
 en list of those of the page and put on file for parts. There is
 es, or body molds, y what you have
 a standard size tion and d phone #. l act as a lling parts.
 for your car? No
 fy) No





brabham register

Dedicated to the preservation of Brabham racing cars

John Hafkenschiel

1611 Alvina Avenue
Sacramento, CA 95822
USA
brabworld@sbglobal.net

To make this original, you may want to get rid of the BT40 rear wing, and go back to 9" front @ 12" rear wheels @ get tall tires for it.

Don't toss the BT40 wing, I'll pick it up for "recycling"

California Fig Advisory Board
www.californiafigs.com

John

PALM SPRINGS 1986?

From: Abe's Custom Paint <abe@abescustompainting.com>
Sent: Monday, June 08, 2020 7:36 AM
To:
Subject: race car
Attachments:

Good morning attached are updated pictures and the invoice for race car. we stripped all old paint paint down to primer the lower part that is in bad shape we sent out to have it blasted,. He will do a test sample before he does complete part. If you have any questions please let me know.

Thanks, Abe

Abe's Custom Paint

INVOICE

Riverside, CA 92509
Phone (951) 961-0281

6/8/2020

TO:

FOR:

Race car #28

BRABHAM BT-29

DESCRIPTION	HOURS	RATE/HR	AMOUNT
Disassemble: remove mirrors, zues fastners, dissemble wing, windshield	50	\$50.00	\$2500.00
Strip (remove old paint)			
Begin bodywork on front nose			
			0
<i>OK PER MM</i>			
		TOTAL	\$2,500.00

Thank you for your business!
Please make all checks payable to Abe's Custom Painting

