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DAILY MAIL

Formula One

Race Of Champions

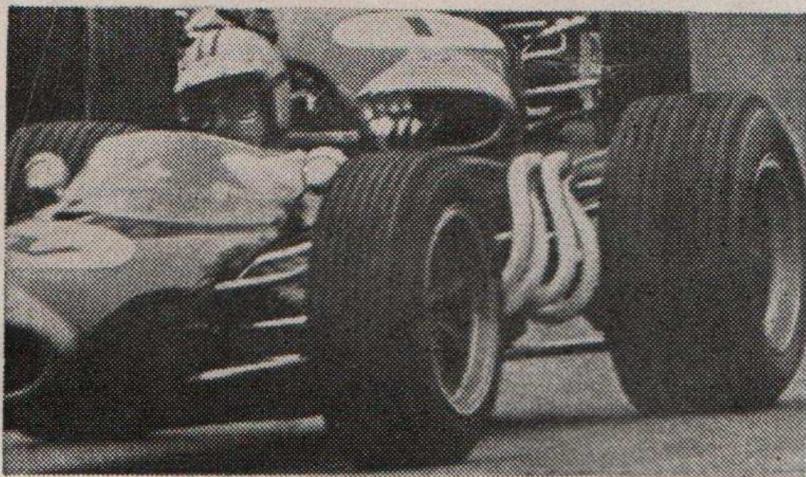
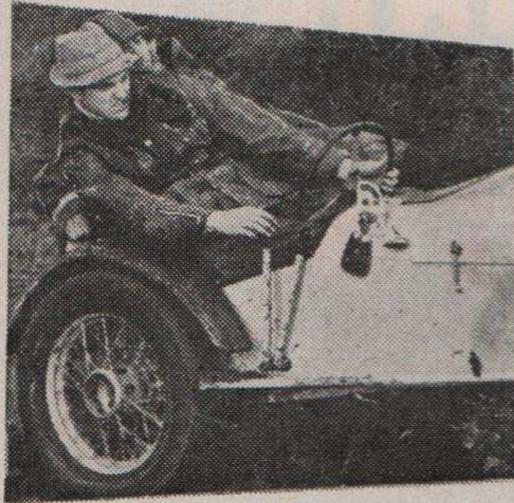
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Brands Hatch, 16th March, 1969

Organised by the British Racing and Sports Car Club



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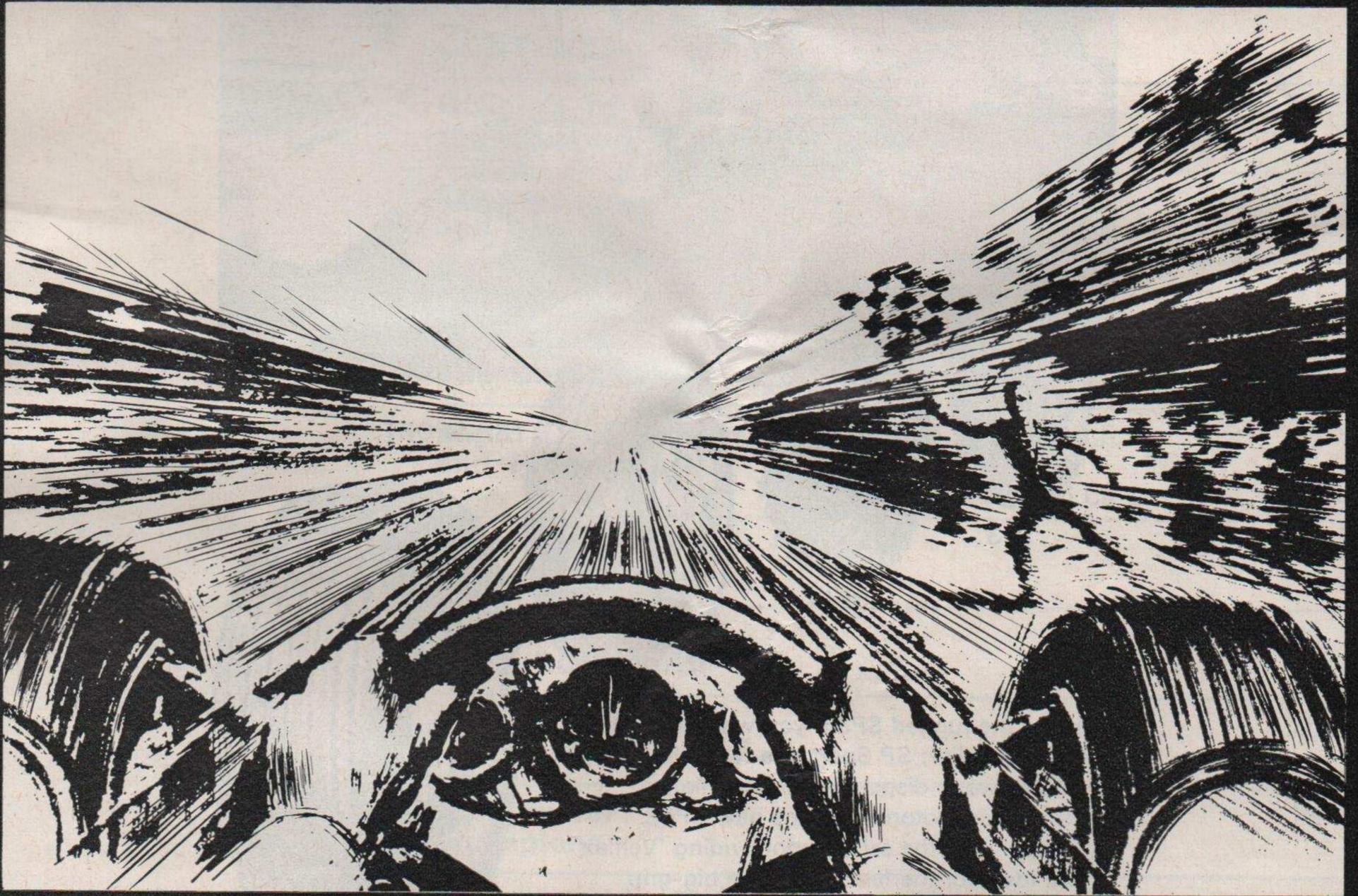
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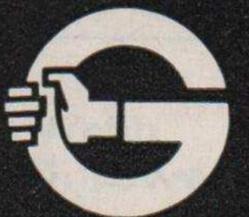
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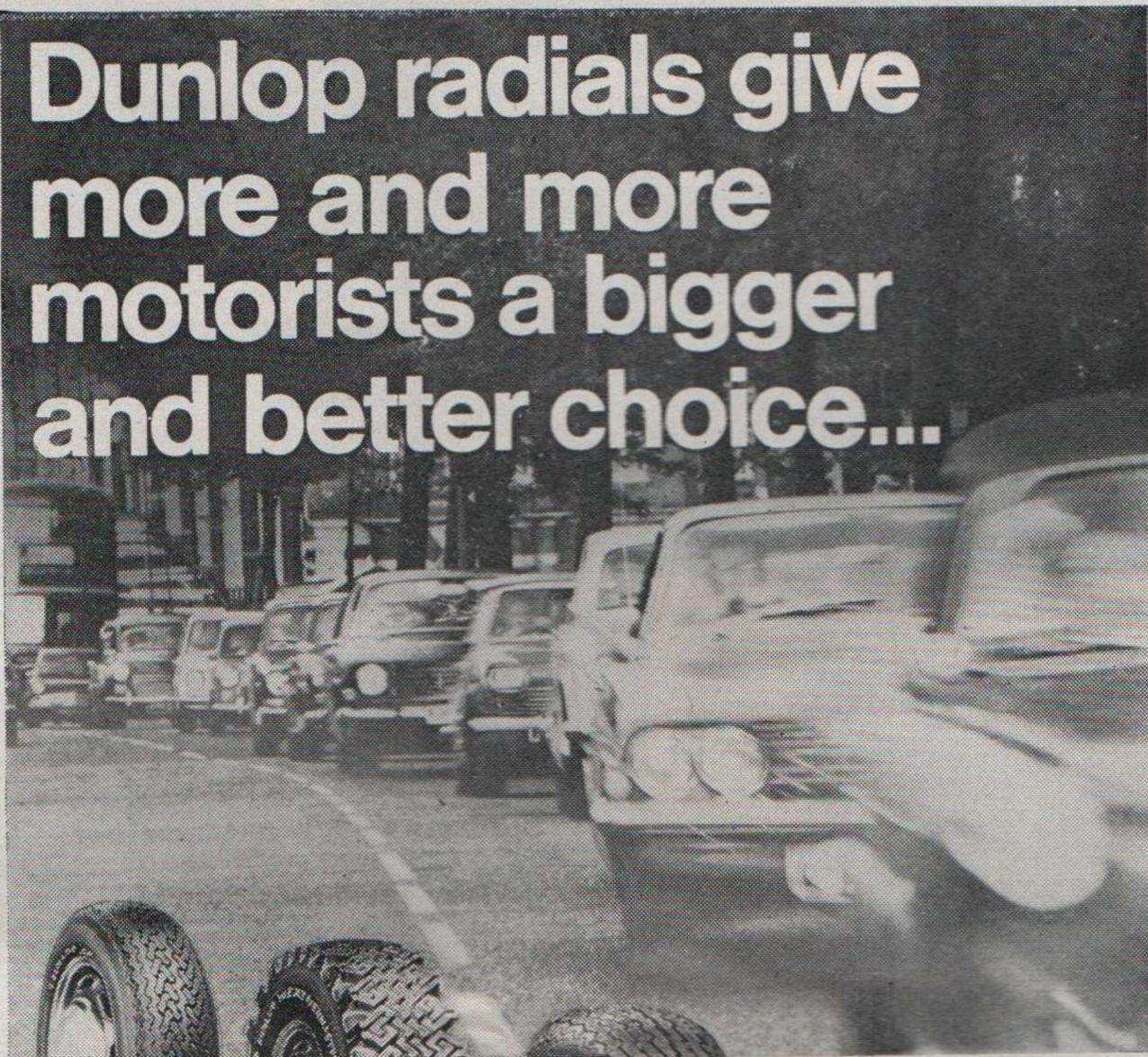
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THE TYRES BUILT ON SUCCESS

DAILY MAIL Formula One Race Of Champions

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Organised by the British Racing and Sports Car Club

Brands Hatch 16th March, 1969

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London, and Bradford, Yorkshire.

FLAG SIGNALS

Union Jack

This flag is used to start all races in the United Kingdom. (It is normal procedure overseas to use the national flag of the country concerned.)

Red Flag

Like the black flag, the red can only be used under the instructions of the Clerk of the Course. It is a warning to all drivers to stop immediately.

Yellow and Red Flag

Oil on the course warning is given by a yellow and red flag held stationary. Should the oil slick appear particularly hazardous the flag will be waved.

Black Flag

A black flag, accompanied by the competition number of the car concerned, is an order for the driver to slow and call at his pit at the end of the lap.

Yellow Flag

A yellow flag is shown to signify an obstruction on the course. Drivers seeing a yellow flag must slow down and be prepared to stop if necessary.

Blue Flag

A blue flag held stationary warns a driver he is being closely followed. Waved, it means the driver behind is trying to overtake.

White Flag

When a white flag is shown it appears simultaneously at various points around the circuit to signify that a service vehicle is actually on the course.

Chequered Flag

The black and white chequered flag signifies the end of a race. It is brought down as the winning car crosses the finishing line.

Conditions of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

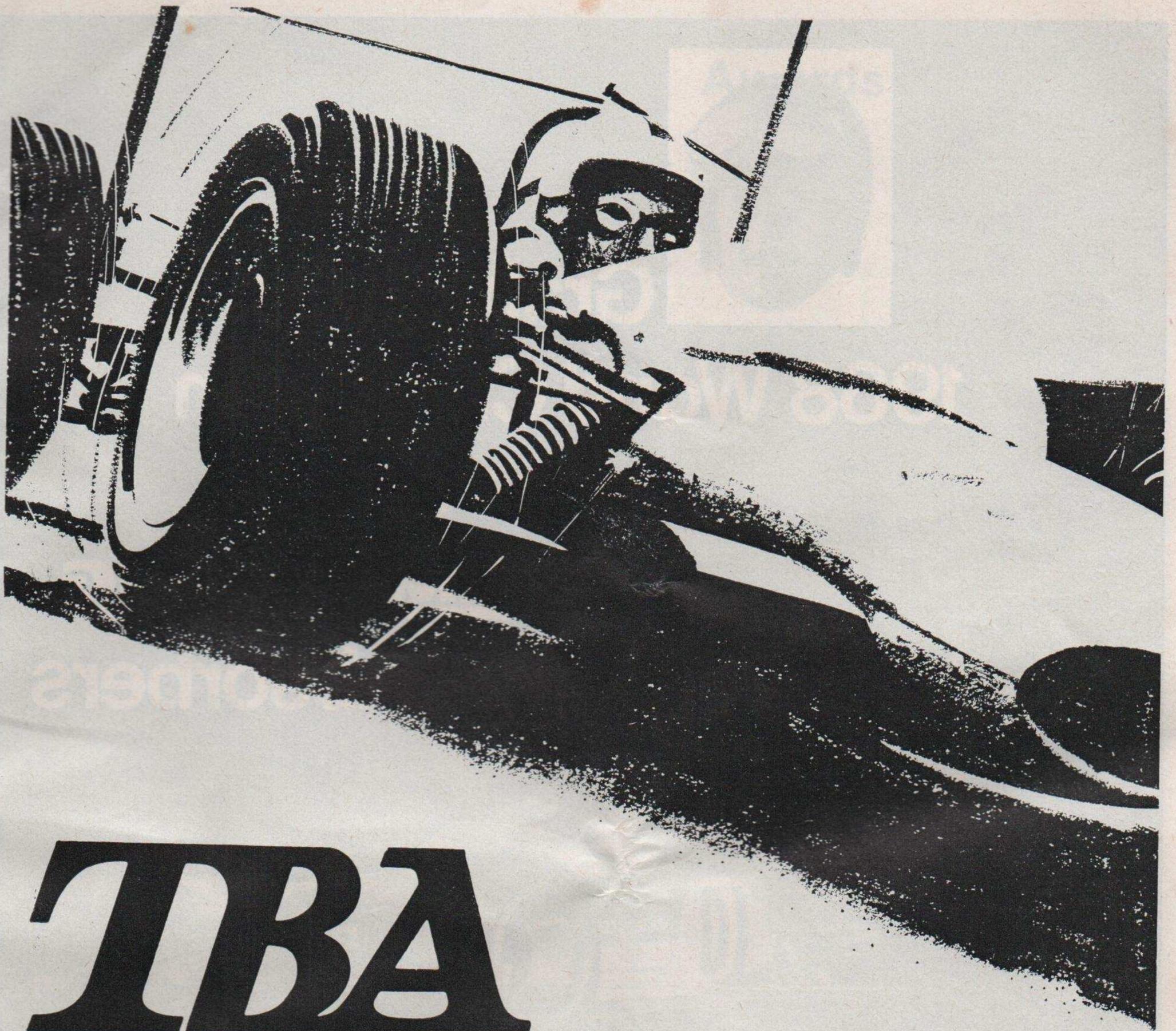
For the attention of Spectators

ANIMALS. Dogs and other pets will only be admitted to the enclosures if they are kept on a leash. This rule will be enforced to safeguard both competitors and the public.
LITTER. Please do not leave litter about the grounds. If you cannot see a proper receptacle, take any rubbish home with you.

ACCIDENTS. Should there be an accident, do not interfere. The situation will be handled by the marshals, the doctor and the St. John Ambulance staff who are in attendance.

PROHIBITED AREAS. Prohibited area notices identify sections of the grounds where the public are not permitted. The fences are there for protection, and any person found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

DRIVING HOME. Drive with care and caution when leaving Brands Hatch. Remember, your conduct on the road before and after the race meeting can either raise or lower the prestige of motor racing generally, and of Brands Hatch Circuit in particular. We could not cater for such a large crowd here today without the friendly co-operation of the Police, so co-operate with them in return, and reach home safely.



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All motor racing is dangerous but the greatest hazard a driver has to face is fire. This is where TBA comes in. Fire marshals in protective suits of TBA Aluminised Asbestos Cloth stand by at critical points throughout the circuit. The shiny, silvered heat-reflective surface of this material gives complete protection and allows the wearer to penetrate deep into the flames to rescue the trapped driver.

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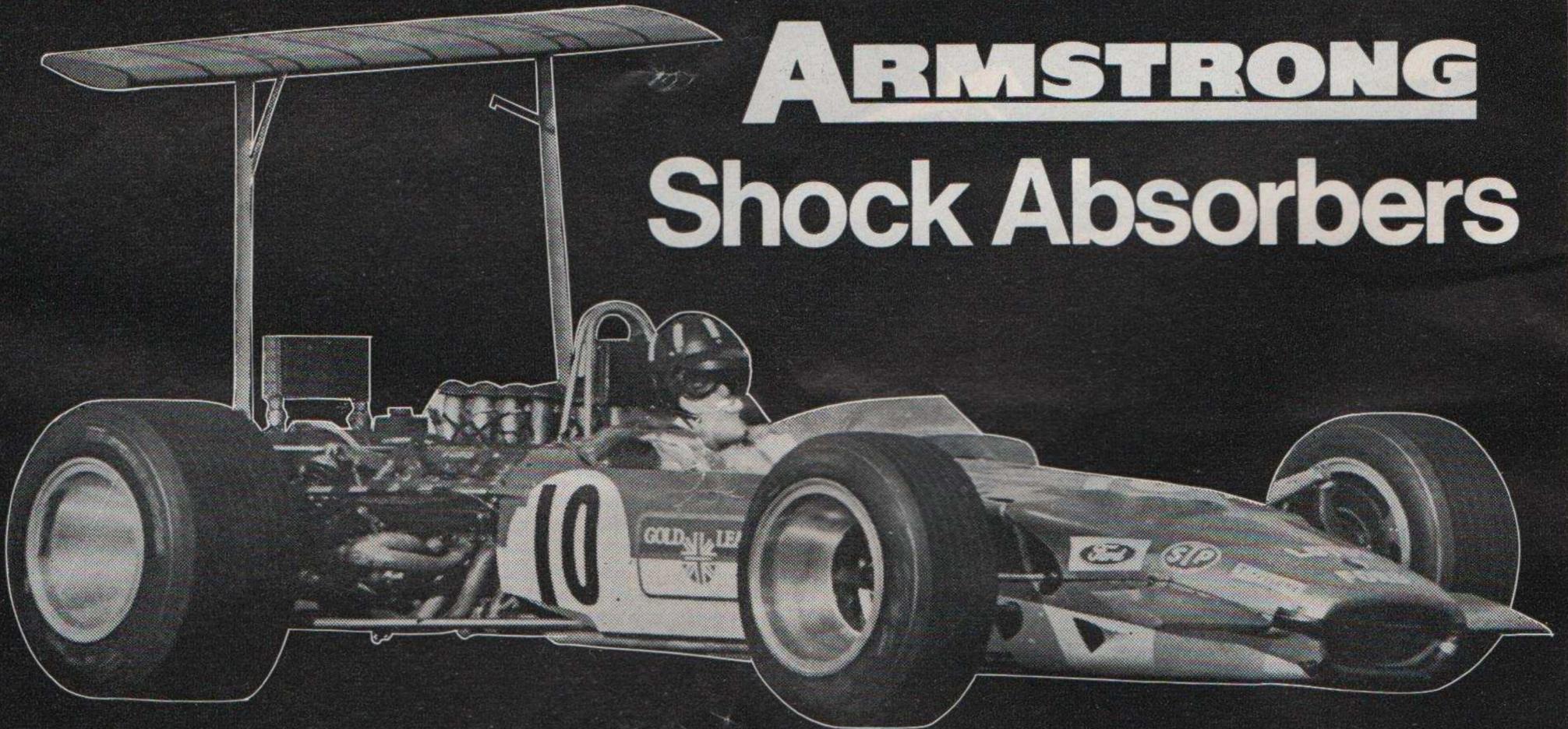
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Graham Hill
1968 World Champion
wins on

ARMSTRONG
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ARMSTRONG
Roadholder
SHOCK ABSORBERS

1968 World Drivers Championship

1st Graham Hill

also 11 out of 12 first placed cars and 79 out of the 99 cars that finished were fitted with Armstrong Roadholder Shock Absorbers.

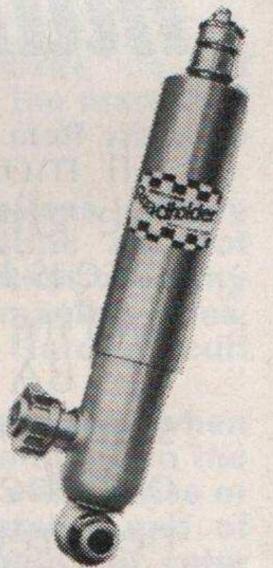
1968 Saloon Car Championship

Won by the Alan Mann prepared Ford Escort TC, driver Frank Gardner, on Armstrong Roadholder.

London/Sydney 10,000 Miles Marathon

Won by Rootes Hillman Hunter, also 2nd, 3rd, 5th, 6th, 8th also fitted with Armstrong Shock Absorbers.

Improve the roadholding of your car — ask at your speed shop for Armstrong Shock Absorbers.



'THE CHOICE OF CHAMPIONS'

Programme of Events and Awards

		<i>Laps</i>	<i>Start</i>
Event 1	THE STAR OF TOMORROW RACE	10	12.00 hrs
	For Formula Ford Single-Seater Racing Cars		
	1st - £30. 2nd - £25. 3rd - £20. 4th - £15. 5th - £10.		
Events 2 & 4	THE GUARDS TROPHY RACE	20	12.45 hrs
	For Special Touring Cars complying with Appendix 'J' Group 5 to the International Sporting Code.		& 15.50 hrs
	1st - £300. 2nd - £200. 3rd - £150. 4th - £100. 5th - £95.		
	6th - £90. 7th - £85. 8th - £80. 9th - £75. 10th - £70.		
	11th - £65. 12th - £60. 13th - £55. 14th - £50. 15th - £45.		
	16th - £40. 17th - £35. 18th to 24th - £30. 25th to 30th - £25.		
	31st to 26th - £20.		
	In each Class, except Overall Winner:		
	1st - £30. 2nd - £20. 3rd - £10.		
Event 3	THE 'DAILY MAIL' RACE OF CHAMPIONS	50	14.05 hrs
	For Single-Seater Racing Cars complying with the FIA International Formula 1.		
	1st - £500. 2nd - £250. 3rd - £150. 4th - £100. 5th - £75.		
	6th - £60. 7th - £40. 8th - £20. 9th - £15. 10th - £10.		

New-style battle for the grid

THIS year's Race of Champions makes motor racing history. It marks a departure from the traditional practice procedure where drivers put in any number of laps they wish in the course of practice sessions, all of which are timed.

Instead of this, the organisers have 'imported' the system used with such success at Indianapolis — one which gives individual drivers the opportunity of setting his practice time without baulking from other competitors, and also provides the spectators with a far more understandable procedure to add to the interest.

The way it works is that after a shakedown period on Friday, the drivers go out on Friday and Saturday afternoons for solo four-lap timed sessions. Times are announced immediately after each flying lap, so that their performance is known even before the cars have returned to the pits.

Just in case the weather makes a nonsense of things — with some drivers getting a dry track and others having rain — the times of all laps during the Friday morning session are recorded, so that they can be used if necessary to compile a fair and reasonable grid.



There are two reasons why the drivers try hard over their qualifying laps. One is to get a good place on the grid. The other is the 100 bottles of champers which the EVENING NEWS gives to the fastest driver in Friday's practice.

Get the Castrol engine protector



Ford do.

Frank Gardner British Saloon Car Champion and his winning Ford Escort in action.

On Castrol!

This is how Castrol is tested. Almost every day. On the track. In the big international rallies. On land, sea and in the air. Wherever engines are pushed to their limits.

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GTX – the Engine Protector. Protection is what GTX is all about.

Protection against corrosion and friction. Against drop in oil pressure and build up of sludge. Protection against engine wear and tear in all conditions.

GTX cuts oil consumption too. Dramatically. But that's a bonus with GTX.

So change to Castrol GTX.

The engine protector



Daily Mail Race of the Champions

IT IS at this time of the year, after appearing to hibernate through the long Winter months, that grand prix racing bursts back into noisy life with all the excitement and activity of a bustling fairground.

Of course there have been races in the far-flung corners of the world while we have been keeping close to our firesides through the weeks of cold and snow. But today, it is back on our doorstep, heralding the start of a new season, rather like the first primrose of Spring. There is that old familiar sound of a powerful engine being 'blipped' in the paddock, the public address system blaring out over familiar Brands Hatch, the crowds of eager spectators, the cars parked on the Kent hillside.

And this year, there is good reason to feel a tingling in the blood at the exciting prospect of a championship year filled with close-fought battles between the best drivers in the world. For there has been no hibernation in the motor racing world, no let-up by the teams and drivers in their constant struggle to produce the best grand prix car that man can devise.

Today, in the well-established 'Daily Mail' Race of Champions, you can see the results of their efforts as the cars are presented in Europe for the very first time.

Burning the candle at both ends throughout the dark Winter months has produced a new BRM, a new McLaren, a new Brabham, and so on. Add to that the intriguing new car/driver combinations that we will be seeing for the first time, and all the ingredients are there for a tremendous send-off to the 1969 season.

Throughout the season, there is not another race with so many exciting 'ifs' and 'buts' as this one. Even the hard-bitten enthusiasts who have kept tabs on the new developments, are anxious to see what it all adds up to. So let's take a detailed look at the entry — the cars, the men, their achievements and their prospects.

There is a completely new and extremely interesting McLaren-Ford, which Bruce McLaren and 1967 world champion Denny Hulme will drive this year. The low, squat and purposeful appearance is the result of building in side fuel tanks between the wheels as part of the monocoque. Even more intriguing is the safety system that Bruce, a canny New Zealander, has incorporated in his new car. For the McLaren

The Champs and their Chasers

'All the ingredients for a tremendous send-off to the 1969 season,' says Brian Groves 'Daily Mail' Motoring Correspondent.



becomes the first grand prix car to be equipped with a built-in fire extinguisher that will douse flames instantly in the event of a bad crash. Heat-sensitive controls in the cockpit and engine compartment will trigger off the system if temperature rises too much. And there are red buttons for the driver or rescuers to press — just in case they are needed. The system is an American one, built in Massachusetts and is likely to appear on many more cars in the future. Those of you who read Dr Michael Henderson's book on motor racing safety will know that he advocates such a system as compulsory life-saving equipment on all grand prix cars.

The new BRMs are interesting, too. The car that John Surtees will drive — and more about him later — is fitted with the powerful new 'Project 142' engine, which is a V12 with four valves to each cylinder. Tony Rudd, who runs the BRM team, is excited about the new engine, which is pushing out a respectable 420 bhp to make it fully competitive with the championship-winning Ford V8s. The Type 138 car is also being seen for the first time in this country, for BRM only introduced it late last season at Monza. They have publicly announced that they are going all out for the championship and the last time they did that — in 1962 — Graham Hill pulled it off for them. Now they have 'Big John' Surtees as their top driver, after his long association with Honda. World champion in 1964 and itching to repeat it, he will certainly make the BRM a force to be reckoned with.

Backing him up in the second BRM is young Jackie Oliver, who had a promising first season with Lotus last year and can go extremely quickly — as he showed in his last outing here in the British Grand Prix last July when he led the field until his car broke down.

Taking his place in the Lotus team — though 'Joint Number one' with Graham Hill — is 26-year-old Jochen Rindt, the brave and dashing Austrian driver who could well be one of the men to watch this year.

He had little luck while driving for

Jack Brabham last year. But in the Tasman Series in Australia a few weeks ago he finished second in the championship and obviously enjoyed his first outings as a member of the Lotus team.

A quick word about the Brabhams. Last year, with the 3-litre Repco engines, was pretty disastrous and very little went right. Now Jack has switched to the Ford V8 and his new car is appearing here today. With that sort of power and his know-how in sorting out a chassis, he should be right back there in the title race.

So will Scotsman Jackie Stewart, who is again driving a Matra-Ford for Surrey timber merchant Ken Tyrrell and is anxious to go one better than his second place in the world championship last year. How he manages to go that quickly despite the weight penalty of all that hair I'll never know!

That only covers a few of the drivers and cars. You must keep your eye on young Chris Amon, the 26-year-old New Zealander who appears at last to have run out of his bad luck streak. Last year he drove the Ferrari brilliantly, set fastest time in practice more often than not, and then ran into trouble in the race. Now he has his tail up after romping away with the Tasman championship, in which he won four out of the seven races, came third twice and was eliminated in a two-car crash the other time. I, for one, will be keeping my fingers crossed that this year he is able to show his real potential and win the grand prix races that he deserves.

If they made the pages of this programme a bit bigger, I could devote more space to Swiss driver Jo Siffert, in Rob Walker's Lotus, and the quiet Mexican, Pedro Rodriguez, in Tim Parnell's BRM. Both are potential winners as their drives last season showed.

I don't really mind who is first past the chequered flag today. The thrill of getting back into the swing of the grand prix circus is exciting enough.

For I am sure it will show that we are in for the best season yet of the powerful, aerofoiled (and later four-wheel driven) 3-litre cars.

Two Imps. One difference. Four seats.

The one without mudguards is a Vixen Imp. Currently Formula Four championship winner. The one with windows is a Sunbeam Imp Sport. Very comfortable. Very quick. And blessed with the same basic engine and suspension as the Vixen. If you can call an ally-head, twin carbs, 10.1 compression, 55bhp at 6100 revs and

up to 90 mph basic. Though with the Imp Sport, you get four seats, superior interior fittings, and 'of course, the usual Imp advantages' to quote Car & Car Conversions.

For only £733*. The Sunbeam Imp Sport. A wolf in sheep's clothing.

*ex works price, inc. p.t. Seat belts extra.



The Sunbeam Imp Sport.

SUNBEAM  ROOTES

Daily Mail Race of the Champions

Current World Champion — Graham Hill, of course! He is driving his Gold Leaf Team Lotus. Supporting him in the 133-mile event is his new team-mate, Jochen Rindt (a "tough driver", say the experts). This is the first major Formula 1 event of the season in Britain, with prizes totalling £1,220.



Jackie Stewart

"Driver of the Year" in 1968 and runner-up in the World Championship to Graham Hill, is at the wheel of a Matra-Ford today. He already has 9 points in the bag for his South African GP win.



Denny Hulme,

1967 Champion, is entered with a McLaren—Ford. You can be sure he will be up with the leaders and going all out to win.



Jack Brabham,

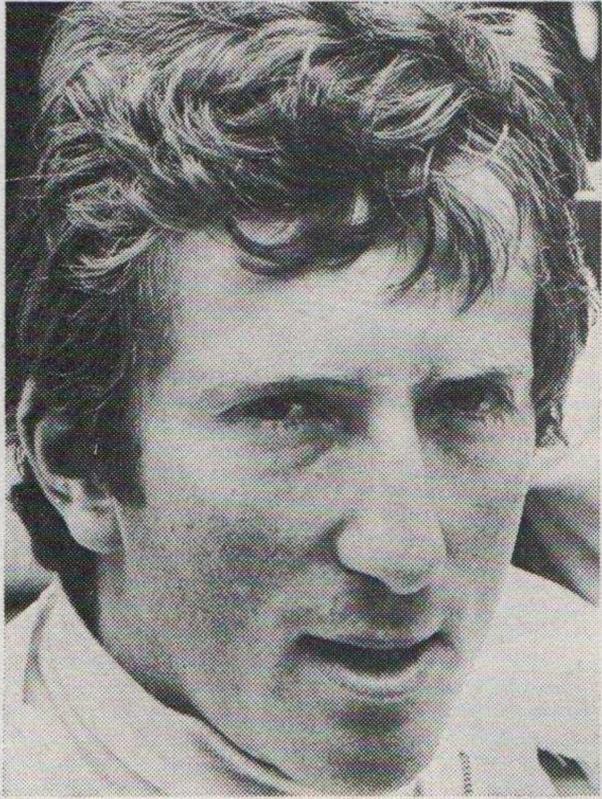
three times World Champion driver from Australia, is giving the new Brabham—Ford its first airing in Europe. Brabham won the drivers' world title in 1959, 1960 and 1966. Today he is confident of more engine power — 15 per cent more than last year's Repco Brabham.



Bruce McLaren

1968 winner of the Race of Champions in a McLaren-Ford. Some winner, too, with a record speed of 100.77 mph.

Daily Mail Race of the Champions



Jochen Rindt

The young Austrian driver is the new team-mate to Graham Hill and he will be determined to get out in front and stay there!



Chris Amon

New Zealander; in a Ferrari. He recently won the Tasman Championship. You can expect a stylish and challenging performance from Chris.

John Surtees

World Champion driver of 1964, drives a V12 BRM in the race. He will be all out to win, not forgetting the *Evening News* prize of 100 bottles of Champagne for the fastest lap in practice.



Jackie Oliver

In a BRM today. Previously Lotus team-mate to Graham Hill. He and Surtees should make a formidable partnership.



Jo Siffert

of Switzerland. Holder of Brands Hatch lap record at 106.35 mph achieved when winning the British Grand Prix last year. He will again be competing in the Rob Walker Lotus.

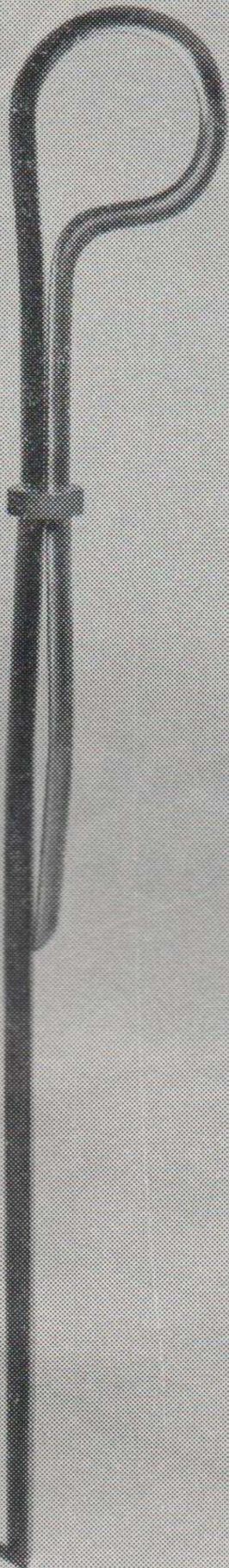


Derek Bell

A new star in Grand Prix racing. In the Ferrari Works Team as No. 2 to Chris Amon. He had his first Formula 1 race at Oulton Park last August.



He's
just said
his
first word



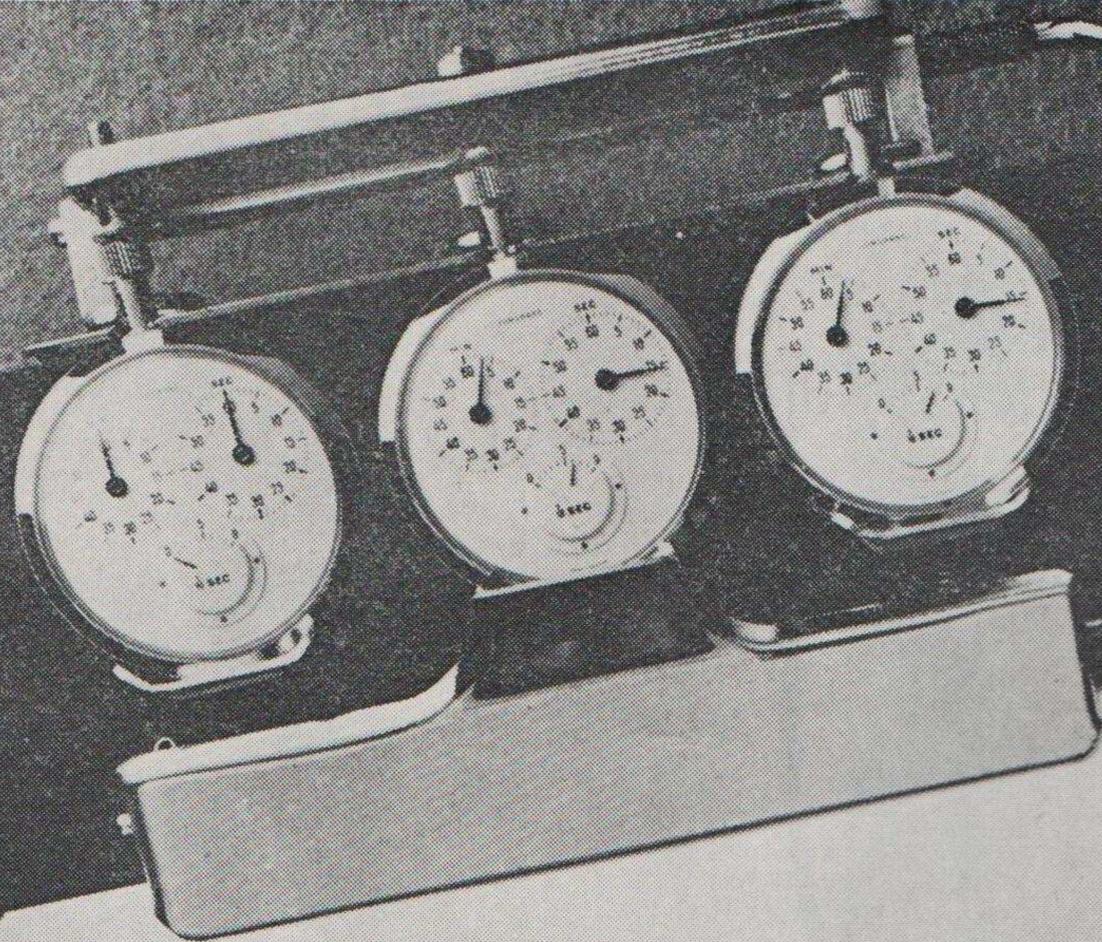
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Champion Spark Plugs are proved continuously on the world's race tracks. No wonder they're the most advanced plugs you can buy.

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CHAMPIONS CHOOSE CHAMPION

Rapid development and progress



from Hubert G. Starley, C.B.E.
Managing Director,
Champion Sparking Plug Co. Ltd.

The current era will be recorded in history as a period of rapid development and progress, to which the motor and allied industries are not only necessarily geared for their own sake but they also make a tremendous contribution in the applications of mobility and motivation.

Motor racing provides thrills and excitement galore for millions of people who enjoy it as spectacular sporting entertainment. But it is also a highly specialised and vital part of the motor industry contributing in various ways to today's rapid expansion and progress.

Race track experience leads to a great deal of development in automotive engineering design, resulting in improvements being constantly built into everyday cars and achieving the high standards of efficiency and safety demanded by modern motoring conditions.

The designers and craftsmen who build racing cars exercise the highest skills, while the drivers expertly demonstrate standards of discipline and safe driving setting an example that, if all motorists would do likewise, might well help to reduce the accident rate on our roads.

The wide extent of international motor racing not only fosters the spirit of sporting fellowship between nations, but also materially promotes world trade in the universal automotive field.

My Company is proud to be associated with this great industry.

Hubert G. Starley

MORE SURPRISES TODAY?

NO doubt about it, you're in for a feast of speed in today's Race of Champions, with exciting new cars and engines, the cream of drivers, and all the teams determined to demonstrate their prowess on the eve of the European Formula 1 season.

Today's race is the fourth in the series, but already it has become firmly established as the traditional curtain-raiser for the world championship battles to come.

It has also been a race that has produced surprises, like the late Mike Spence winning his first F1 race in the 1965 event to beat the established champions, and Dan Gurney dominating the 1967 race to give Eagles their first victory.

The first Race of Champions, in 1965, was run as two 40-lap heats. Jim Clark was in great form with his 1½ litre Lotus-Climax and in winning the first heat he set the first 100 mph lap of the Brands Hatch GP circuit. In the second half, Dan Gurney, driving a works Brabham-Climax, had a terrific battle with Clark, and during this struggle Clark made one of his rare errors at Bottom Bend, leaving the track and badly damaging the Lotus. After Gurney went out with engine trouble, it looked as though Jack Brabham could win on aggregate, but he too retired with mechanical trouble, leaving Mike Spence to motor on fairly comfortably ahead.

Making his first appearance in a BRM before British spectators, Jackie Stewart finished second, about a minute behind on aggregate.

There was no Race of Champions in 1966, but the following year saw a complete domination by Gurney and his 3 litre Eagle-Weslake. Big Dan won both of the 10-lap heats, setting a new lap record of 1 minute 32.6 seconds, 103.02 mph. Dan's team mate, Richie Ginther, came third in the first heat and second in the second heat, and looked like making it an Eagle 1 - 2 in the 40-lap final until he had suspension troubles.

John Surtees, whose ear-splitting Honda gave the Eagles most trouble in the heats — he finished second and third —

was put out in the final by a sticking throttle. But Lorenzo Bandini, in one of three Ferraris present, gave a scintillating performance in the final, and with Gurney nursing an engine running low on oil, the Italian ace narrowly failed to snatch victory. The margin at the line was only 0.4 second!

It was a very thrilling finish; for Jo Siffert, in Rob Walker's rather unwieldy Cooper-Maserati, was only 2 seconds behind at the chequered flag, and showed the Brands Hatch form which was to give him his first championship win in last year's British GP.

Last year's Race of Champions, run over 50 laps, again brought shocks, for Bruce McLaren, driving his new Ford-powered M7A, won his first Formula 1 race since 1962. This was the debut of Bruce's new car. And very impressive it was, for he won at 100.77 mph — the first time a race had been won at over 100 mph on the Brands Hatch GP circuit.

Bruce also set a new lap record in 1 minute 31.6 seconds, 104.15 mph. Denny Hulme brought the other McLaren into third place, and this race was a foretaste of victories to come, for Bruce later won the Belgian GP and Denny took the honours in the Italian and Canadian GPs.

The works BRMs of Mike Spence and Pedro Rodriguez showed a promise which was not really fulfilled in later races. Spence was second fastest to McLaren in practice, and was going really well until he had engine bothers. His fiery Mexican team mate, starting from the third row of the grid, was delayed on the grid for a plug change, but fought back gallantly to a good second place.

The fields for the first three Race of Champions have been packed with world champion drivers, yet so far no world champion has won this race.

Will it be the same story this year? Graham Hill, Denny Hulme, Jack Brabham and John Surtees are all determined to make this year's Race of Champions an event won by a champion.



1965

(Two 40-lap heats)

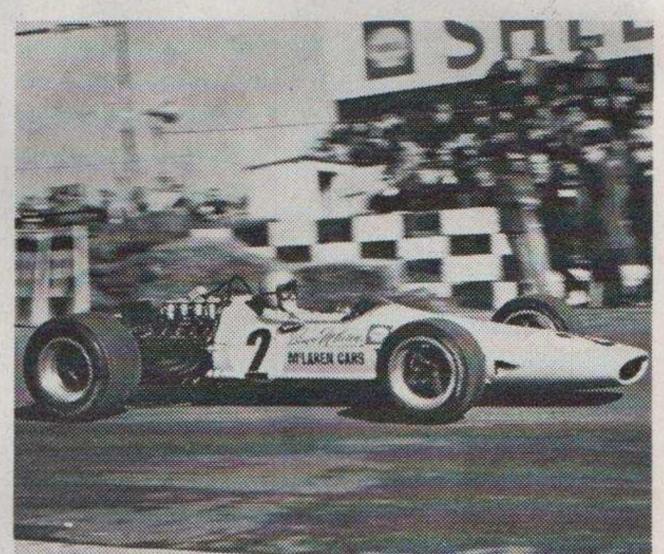
1. Mike Spence (Lotus-Climax), 2h 11m 42.0s, 96.58 mph; **2.** Jackie Stewart (BRM), 2h 12m 41.6s; **3.** Jo Bonnier (Brabham-Climax), 79 laps. *Fastest lap: Jim Clark (Lotus-Climax), 1m 35.4s, 100.0 mph.*



1967

(40-lap final)

1. Dan Gurney (Eagle-Weslake), 1h 4m 30.6s, 98.66 mph; **2.** Lorenzo Bandini (Ferrari V12), 1h 4m 31.0s; **3.** Jo Siffert (Cooper-Maserati), 1h 4m 32.6s. *Fastest lap (set in heat): Dan Gurney (Eagle-Weslake), 1m 32.6s, 103.02 mph.*



1968

(50-laps)

1. Bruce McLaren (McLaren-Ford), 1h 18m 53.4s, 100.77 mph; **2.** Pedro Rodriguez (BRM), 1h 19m 7.6s; **3.** Denny Hulme (McLaren-Ford), 1h 19m 24.2s. *Fastest lap: Bruce McLaren (McLaren-Ford), 1m 31.6s, 104.15 mph.*

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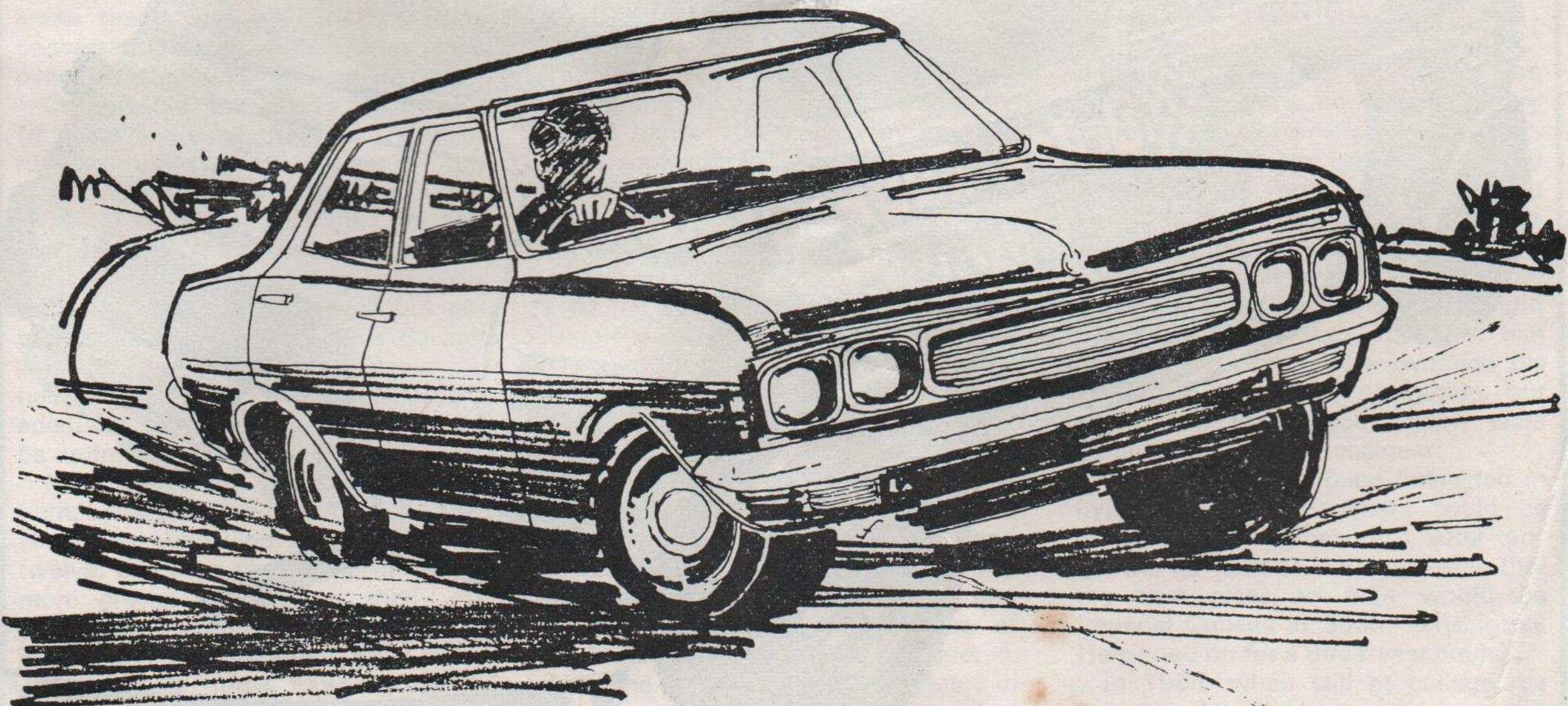
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Our team. Britax-Cooper-Downton.

IN the 1967 Dutch Grand Prix, Jim Clark set off in a brand new car with an engine that had barely been run in. Two hours or so later, he sped past the chequered flag, an easy winner. The power unit in his car was a Ford-Cosworth.

During that year, Ford Formula 1 engines were installed only in Lotus cars. By the dawn of 1968, however, the picture was somewhat different. In addition to Lotus, they were powering McLarens and Matras. It comes as no very great surprise, therefore, to see that by the end of the season no fewer than 11 out of 12 World Championship events were won by cars using Ford-Cosworth engines.

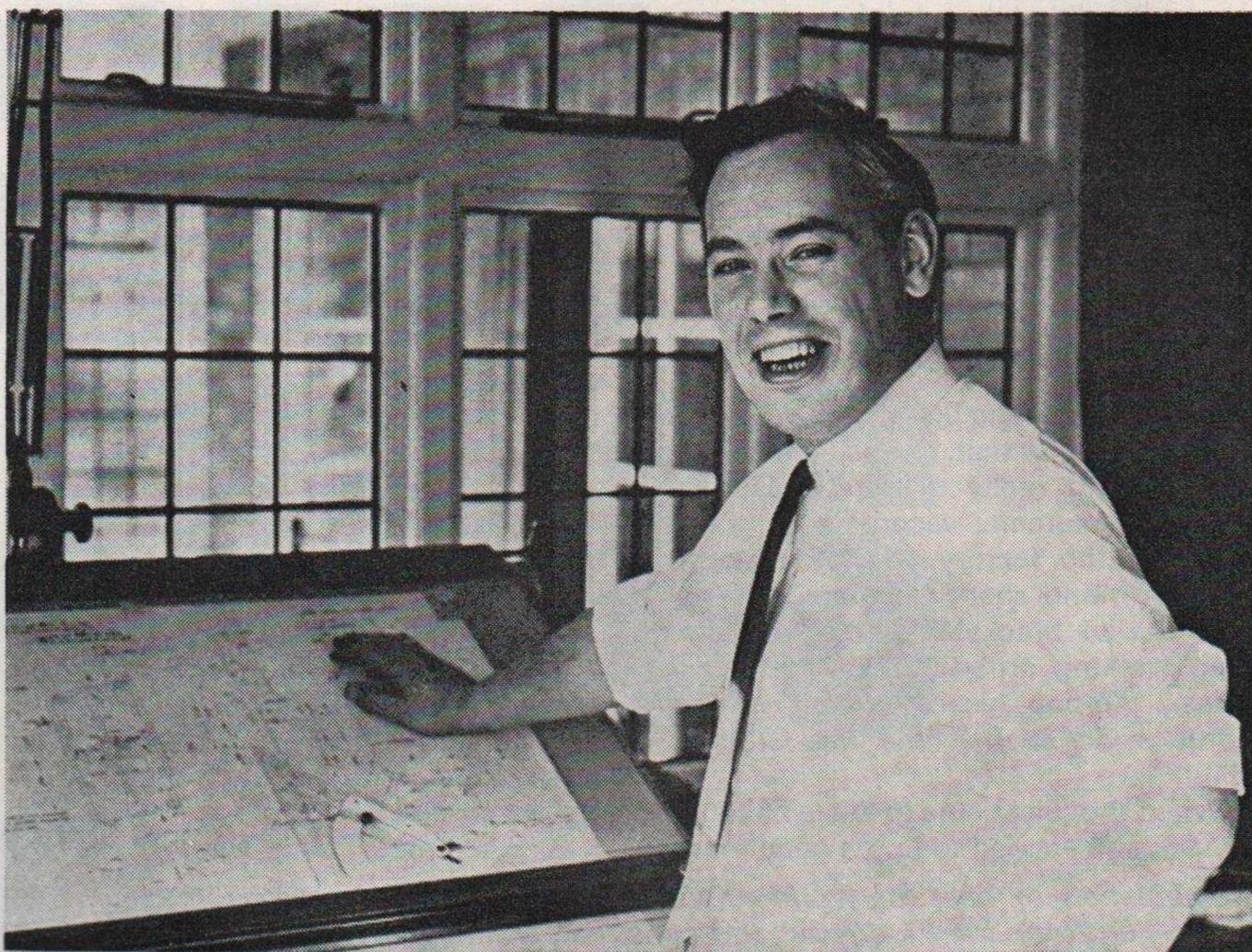
The designers and constructors of these remarkably potent power units are a smallish firm in Northampton named Cosworth Engineering Ltd., which employs 75 people. The name is a blend of Costin (for 'Cos') and Duckworth (for 'worth'). The moving spirit (and none of his colleagues is likely to deny it) is a remarkable, still relatively young, engineer named Keith Duckworth.

Trying to define the essential Duckworth is a somewhat difficult process. His intellectual make-up has a myriad of facets. As a designer and constructor of racing car engines, he is, perhaps, a highly specialised specialist. On the other hand, if you're with him for any length of time, you find the conversation ranging over a considerable spectrum of subjects. He professes to be 'uncomfortable with people until I know them', and says that he finds conversation easier when it takes place over the telephone.

Conceivably, the key to Duckworth (if there is a single key) is a kind of ruthless honesty. He refuses to fob himself off, or to be fobbed off, with anything less than the truth. We find him saying: 'A possible reason why I'm successful at designing engines is that although I'm unhappy about not understanding a subject, this doesn't warp my judgement into accepting half-reasons as if they were totally adequate explanations. It's better to be uninformed than ill-informed.'

Keith Duckworth was born in Blackburn, Lancashire, on 10th August, 1933. His father, who died when Keith was twelve, owned a cotton mill-or, to be more precise, a weaving shed. He was a very good practical engineer, and it was from him that young Keith learnt about using tools, and presently became an enthusiastic model maker.

In the early days, while Mr Duckworth Snr. was busy making model ships, Keith applied himself to model aircraft.



Keith Duckworth — Champion power-provider

A motorsport profile by courtesy of Shell

The first efforts were affairs of balsa wood and tissue paper, powered by elastic bands. Presently they became more sophisticated, and he was constructing radio-controlled models. They were mainly of his own designing ('I read it up, and looked at what other people were doing').

At the age of nine, he departed for Giggleswick School at Settle, Yorkshire, and for the next nine years lived in that condition of suspended animation that boarding schools produce. He describes his performance there as that of 'a fair all-rounder'. He passed School Certificate and went on to take 'A' Levels in maths, physics and chemistry.

Before he could get down to building a career, there was the question of National Service to be considered. Since he had always been interested in flying, the RAF seemed the logical choice. One weekend, during his last term at school, he spent a couple of days at an RAF establishment at

Hornchurch in Essex. The object was to see whether he had the necessary characteristics for air-crew training.

Apparently he had. At all events, he joined the Air Force and was taught how to pilot aeroplanes. For 150-or-so hours in the air, everything seemed to be going reasonably well. But then the authorities decided that his night flying was too erratic. They told him it might be better if he switched his studies to the art of navigation, but these, and his service career, were curtailed by a rugger accident.

If he had always been interested in flying, a similar statement could be made about engineering. After enquiries, he came to the conclusion that the best place to train would be Imperial College at South Kensington. He signed on for a three-year course.

In 1955, when still at college, he bought a Mk VI Lotus in kit form and fitted one of the first 1,100 cc Climax racing engines in it. He used the finished product mainly on the roads,

though he did make a brief appearance on the race tracks. 'My racing came to an end in my third event', he says, 'when I pushed the car through the chicane at Goodwood. After that I never raced again. Some people are natural drivers; and some become half-proficient by practising a great deal. I definitely fell into the latter category, and that didn't strike me as reasonable.'

Nevertheless, the link with Lotus had been forged and that, for the time being, was all that really mattered. During one of his summer vacations he got a job with the factory (it was then at Hornsey), and spent the time 'making odd bits of brackets for chassis, and then working on gearboxes and back axles.' Among his colleagues in the Lotus works at that time was Graham Hill.

When the time came to leave college, in 1957, he applied to Lotus once more

Combination to beat the world—Keith Duckworth with Colin Chapman, whose Lotus-Ford took the F1 drivers' and constructors' titles in 1968.



for a job—this time as a development engineer. He was employed there for ten months, at the end of which he found himself in disagreement with the prevailing policy regarding a new version of the 5-speed gearbox.

'I didn't think it would work', he says, 'and so I pushed off.'

During this period, he had become friendly with another talented Lotus engineer, Mike Costin. The two of them decided to start a company of their own, with Duckworth working full-time, and Costin putting in such hours as his other duties allowed. In that way Cosworth Engineering Ltd. was formed in 1958.

If one must look for milestones in the development of Cosworth Engineering, Duckworth's initial association with Lotus is undoubtedly one of them. The other is the gradual coming together of Cosworth and Ford.

Back at Lotus, Costin was responsible

for the Formula Junior car. In 1959, Duckworth decided to build a Formula Junior engine. He shopped around and eventually decided that the Ford 105E engine seemed to be a reasonable basis. He bought one from an agent and got to work on it.

Team Lotus bought all its Formula Junior engines thereafter from Duckworth and the result was three years of considerable successes. Inevitably this attracted attention at the Ford plant, and, in the latter part of 1962, they offered Duckworth what he describes as 'a token payment' towards the original 1,000 c.c. Formula 2 engine.

In this way a two-year run of successes began. It was briefly interrupted when the Honda unit came into the picture. Once the old formula had expired, however, the victories began to accumulate again with the 1,600 c.c. FVA engine, which turned out to be unbeatable until the end of last season, when the Ferrari Dino was fully sorted.

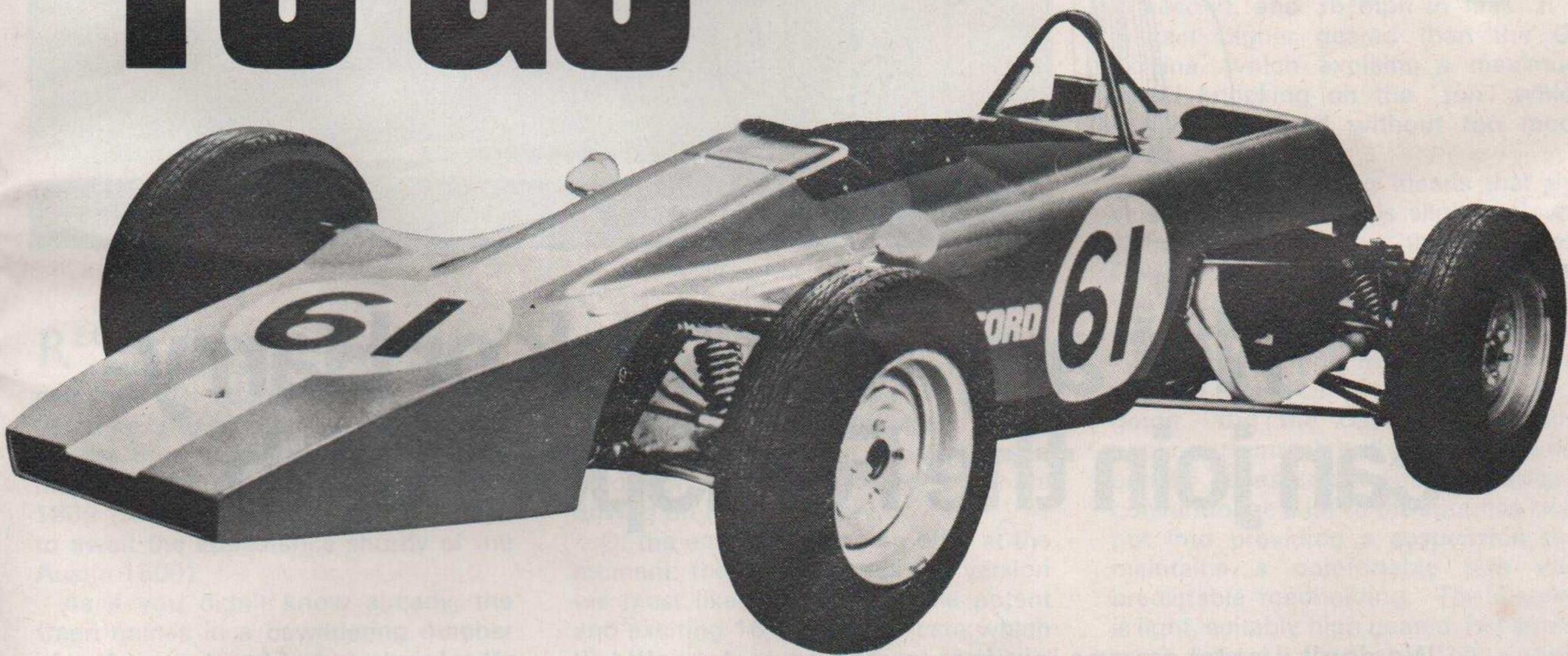
The introduction of the 3-litre limit on Formula 1 at the end of 1965, and the withdrawal of Coventry-Climax from motor racing, might have left a nasty gap in the ranks. Nobody was more aware of this than Colin Chapman, who had depended on Climax for his machinery, and he tried hard to get Duckworth to build a Formula 1 engine and find sponsors to finance it. He didn't have to look very far. Once again Ford showed enthusiasm, and the Ford F1 engine was created. In the 1968 World Championship series it won all but one race. It is used by Lotus, McLaren, Ken Tyrrell's Matras and now the Brabhams.

Duckworth leads an exceedingly busy life. His one relaxation is to fly his Brantley B2B two-seater helicopter, though that is usually to go from one business appointment to another. 'I'm always getting swept along by problems of the moment', he says. 'I don't plan much ahead. I have a vague interest in building helicopters—I'd like to do that. But we have to have *money* to survive.'

He believes that industry has too few good designers and is on record as saying that: 'Development is only necessary due to the ignorance of designers'. Undoubtedly he believes in discipline. He is extremely happily married, and has two children. About the upbringing of his son and daughter he explains: 'I don't agree with free expression. I believe that man is inherently idle. He must be prompted now and again. There has to be discipline. People need to jump.'

Racing cars need to 'jump' too. No one has prompted them more than Keith Duckworth.

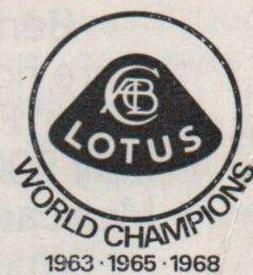
THE SHAPE OF THINGS TO GO



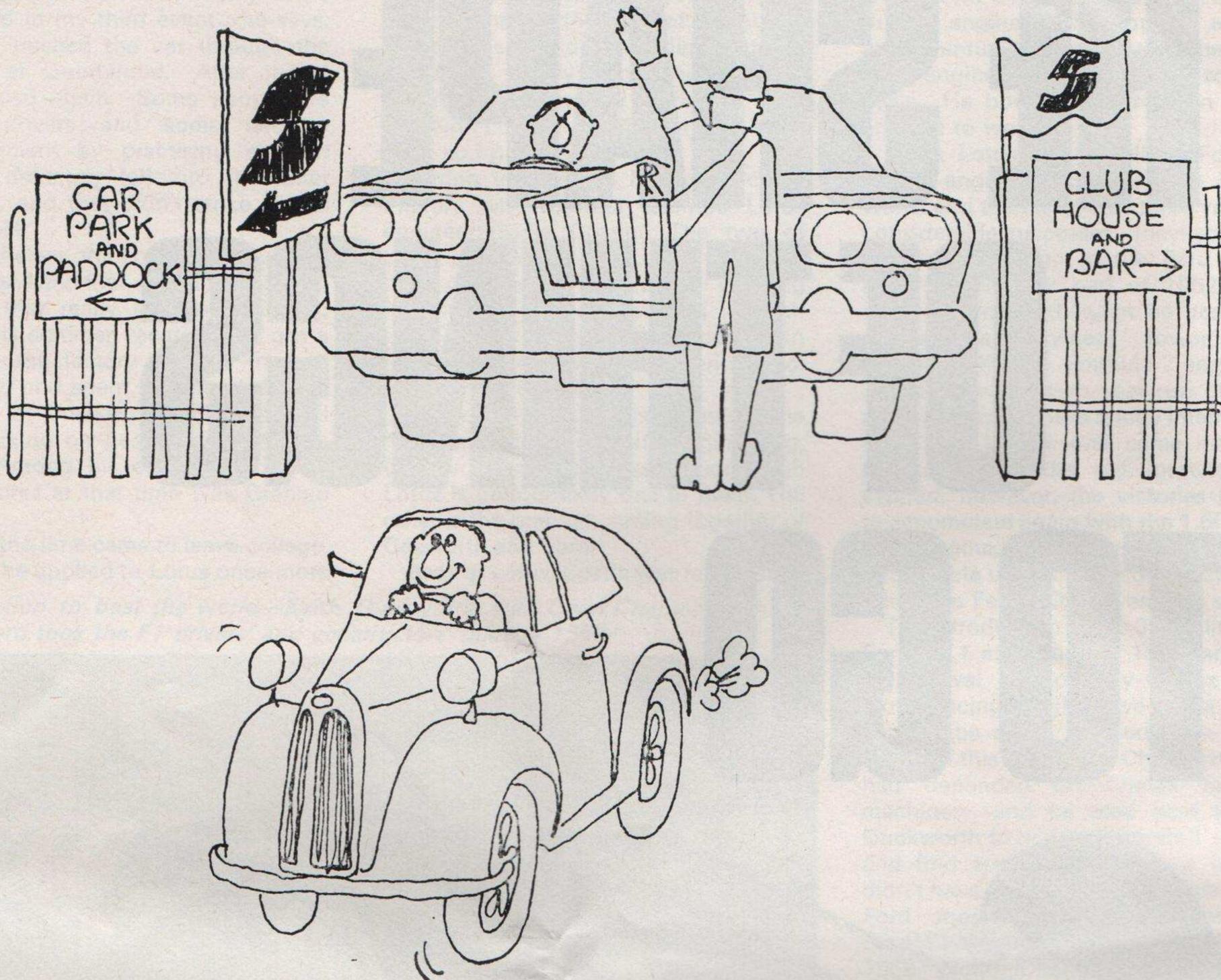
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A CAPRI (OF COURSE)

MOTOR RACING magazine looks at the car you'll be looking at between races today



RECOGNISE that sleek fastback circulating as course car for today's meeting? Of course you do. Indeed, you'd have to be pretty unclued not to, for the Ford Capri promises to be the major car talking point in the whole of 1969 (though that judgment will have to await the appearance shortly of the Austin 1500).

As if you didn't know already, the Capri comes in a bewildering number of varieties — sizes and power outputs of engines, external and internal options, and a 'rally pack.' They've been devilish clever, these Ford people, and no doubt profiting on the phenomenal success of the Mustang from across the Atlantic, they are offering the customer just the specification to meet his needs and his pocket. Whereas most cars combine the best fittings with the highest performance and the highest price, with the Capri you can pay your money and take your choice.

The course car is the Capri 1600GT, complete with all three option packs, making it an 'XLR' and adding £79 to the £1,041 price tag.

MOTOR RACING's staff were in at the beginning with this car. First a sneak preview on Ford's hush-hush testing ground in Essex, then a full-blown press launch on the very varied roads of Cyprus, followed by more driving on home territory.

Of the engine options on offer at the moment, the 1600GT was the version we most liked (apart from the potent and exciting 16-valve twin-cam which you can't buy at the moment anyway).

All Capris have the same body shell. And very snazzy, too, as you've seen for yourself, though Ford's claim that the Capri is a 4-5 seater is stretching it a bit. But those front seats are as good as anything Ford have ever done, though when you're really throwing it about you may feel the need for a little more lateral support.

We found the driving position good and the instruments easy to read, though it was sometimes difficult to pick out the right rocker switch from four in a hurry or in the dark.

Perhaps the best thing about the inside of the Capri is not what you see,

but rather what you don't hear. For this is a surprisingly quiet car; there is a very low wind noise level, and Fords have been very successful in cutting down the mechanical decibels.

The Capri 1600GT has the same cross-flow engine as the Cortina GT and 1600E, differing from the standard 1,599 cc unit in having larger valves, a 'hotter' camshaft, twin-choke Weber carburettor and sporting exhaust manifold. This produces a healthy output of 93 bhp (gross) at 5,400 rpm. And does it very smoothly.

The gearbox is also well-proven, and one of the nicest and slickest around, with well-chosen close ratios, giving nearly 80 mph in third, over 50 mph in second, and 36 mph in first. It is in fact higher geared than the GT Cortina, which explains a maximum speed knocking on the 'ton' which can be achieved without too much obvious fuss.

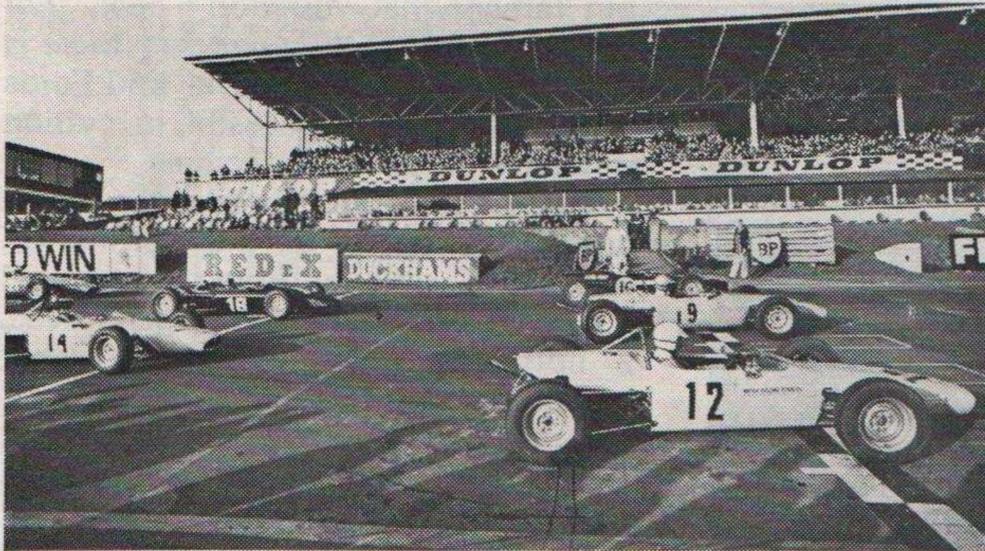
The higher gearing means that this version of the Capri is slightly slower on acceleration than the equivalent Cortina, but shows advantages when you're cruising at high speed (on the Continent, of course).

Nearly 100 mph from an engine of this size (and a car of this price) is good going. But the Capri has handling qualities to match both its performance and its appearance. Though basically conventional, a lot of thought has been put into providing a suspension that maintains a comfortable ride with predictable roadholding. The steering is light, suitably high geared, but somewhat 'dead' in feel. The general handling characteristic is virtually neutral, and it takes a fair degree of maniac driving to get into trouble. In other words, the Capri is a safe car.

But what's really clever about this latest Ford offering is its sporty image (even though you may only have a standard 1,300 cc engine under the bonnet) combined with practical features for the everyday motorist.

A few years ago a car of this styling was an exotic Continental . . . at exotic prices. Now the Capri is within reach of a lot of pockets . . . though whether you'll get one 'off the shelf' is an entirely different matter.

NURSERY FOR CHAMPIONS



Ray Allen on pole position at Brands Hatch with the MRS/Chris Steele Merlyn Mk. 11A

AFTER its first full season in 1968, Formula Ford is now the busiest single-seater racing category in Britain. And today's 10-lapper for these Cortina GT-engined cars is most aptly called the Star of Tomorrow race, for last year's Formula Ford star, Tim Schenken, is already on his way to bigger things.

One of the most encouraging features about Formula Ford is the impetus it has given a large number of constructors. There are already over twenty different FF marques—including well-known names such as Lotus, Merlyn

and Titan—and more than half of these are represented in today's entry list.

Formula Ford always provides close dicing, since for the sake of cheapness the power units can only be modified to a restricted degree, and their output is very much on a par. (Most of the engines in today's race will be pushing out close on 100 bhp.) No one can gain an advantage by fitting 'super-tweak' racing tyres, since the FF regulations insist on normal road tyres fitted to comparatively narrow rims.

Despite these limitations, Formula

Ford is really quick. Tim Schenken's car was timed at 126 mph on the ultra-fast Spa circuit last year, and this January rising star Ray Allen got round the Brands Hatch club circuit in an impressive 55.0 seconds.

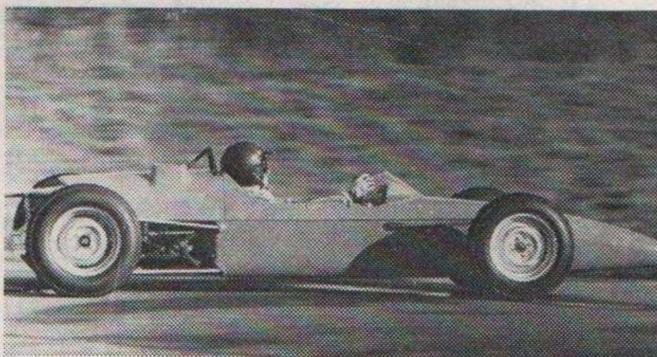
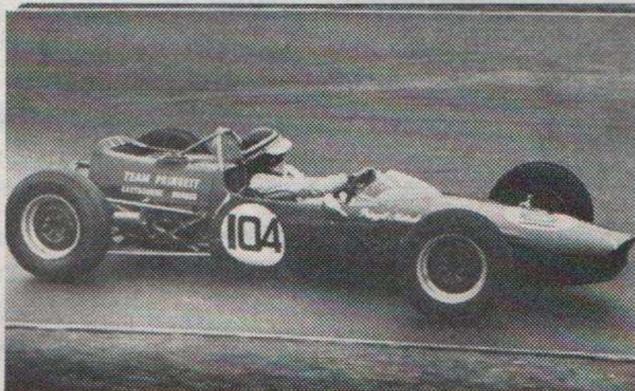
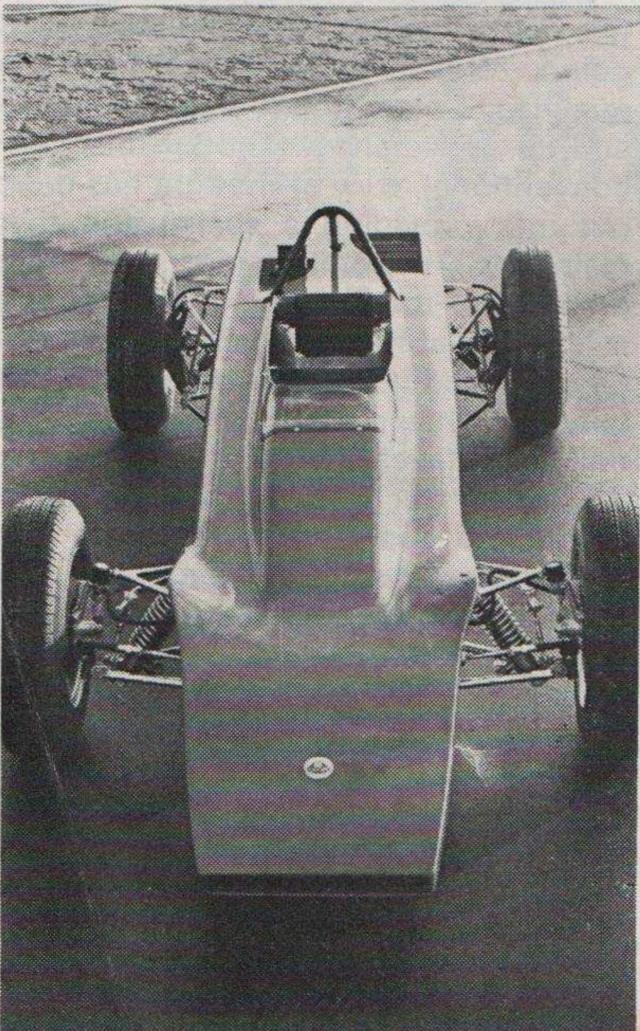
Ray Allen will be in today's race in the Motor Racing Stables Merlyn which is supported by Chris Steele, who last year established himself as the king of FF engine tweekers. Because of Schenken's 1968 run of successes the Merlyn started this season as the car to beat in Formula Ford. But there is a whole range of marques and drivers that could challenge the Merlyn domination.

Look out for Tony Trimmer, in a Titan entered by Frank Williams; Claude Bourgognie, the Belgian driver in one of the new wedge-shaped Lotus 61s entered by Jim Russell; ex-Formula 3 driver Ian Ashley in the Rugby Autocar-entered Alexis Mk 15; and the 1968 Formula Vee champion, Gerry Birrell, with a new Irish-built Crossle 16F.

This by no means exhausts the list of possible placemen, for Formula Ford is above all truly competitive. It's only a 10-lap race, but don't miss a minute of it.

FIRST ROUND TODAY

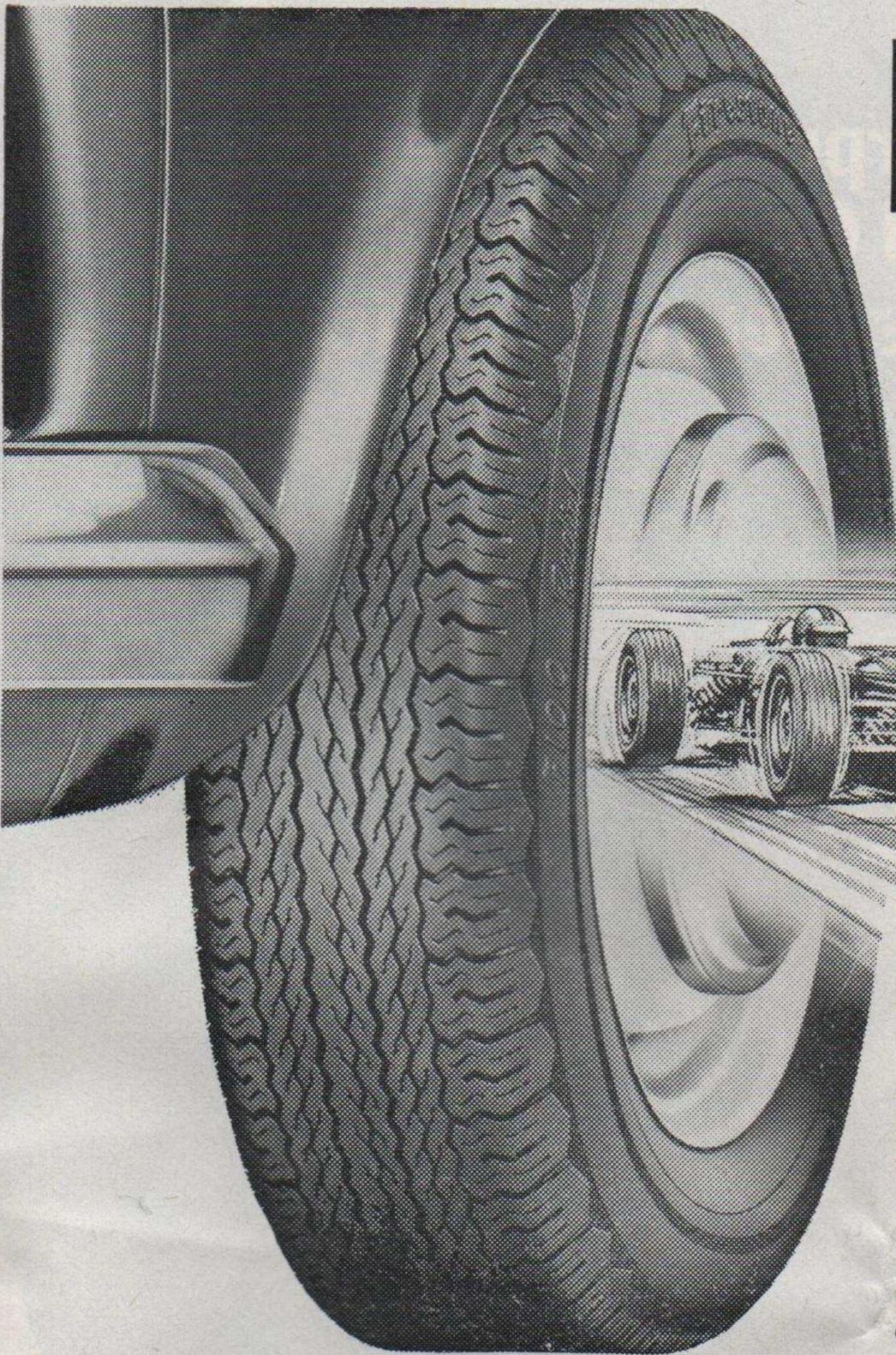
Today's Star of Tomorrow Formula Ford race is the first round of a new European championship to be contested in six countries during 1969. The European Cortina Formula Ford Championship will also have qualifying races at Zandvoort in Holland (April 7), Spa in Belgium (June 8), Anderstorp in Sweden (June 29), Dublin's Mondello Park (October 5) and one other venue, reflecting the growing overseas interest in this British 'economy' formula. Appropriately, the prize for the championship winner is a Ford Cortina.



(Left) Lotus have brought the wedge shape to Formula Ford with their new Type 61.

(Top) Sid Fox gets the interesting new Pringett Mistrale sideways. The Mistrale was originally designed as a schools' car.

(Above) New contender from Ireland. Gerry Birrell tests the Crossle 16F.



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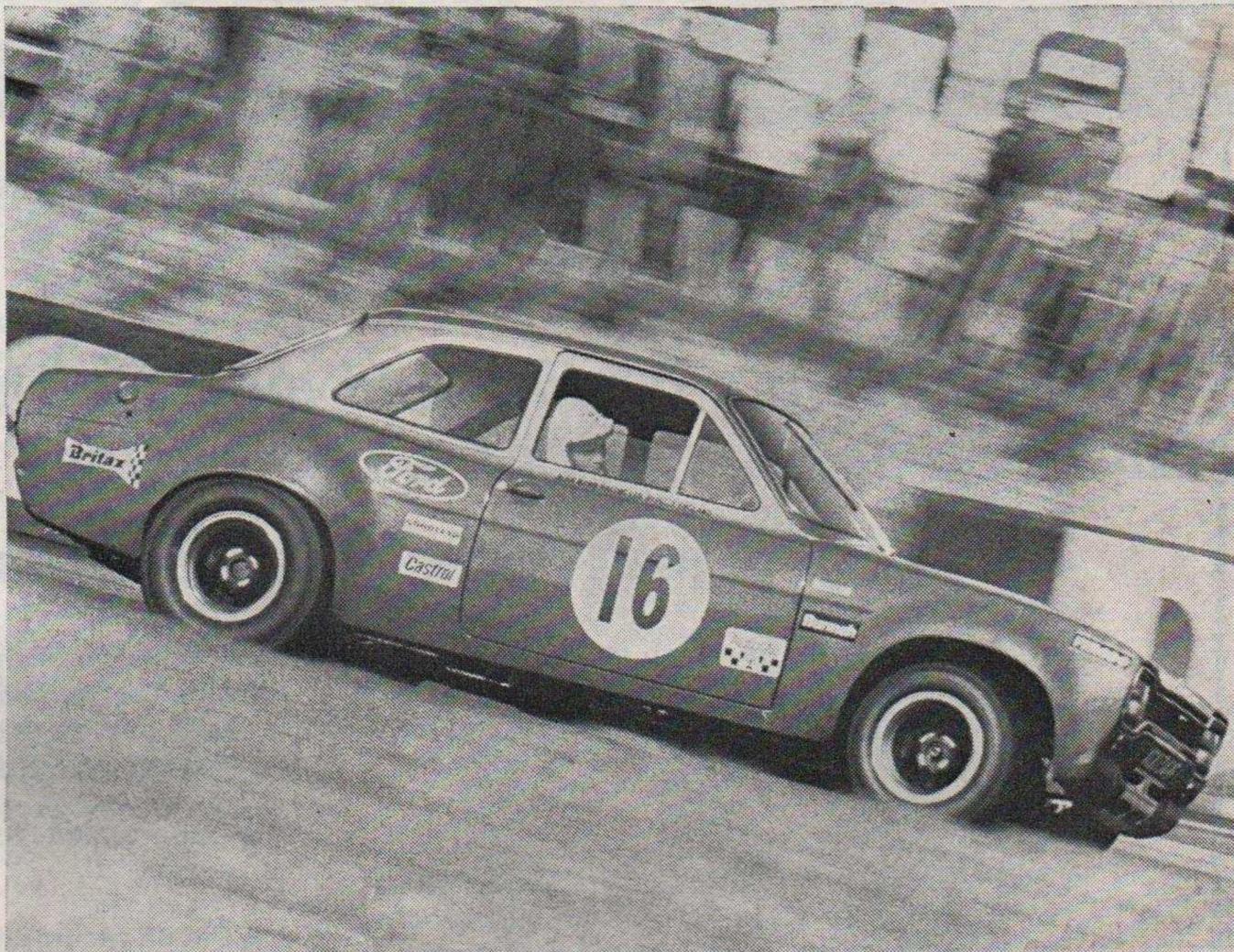
TODAY'S Guards Trophy race, consisting of two 20-lap events, promises to be a really tense and exciting affair, as Britain's top 'tin-top' competitors strive to gain a first-round advantage in this year's RAC Saloon Car Championship.

Australian Frank Gardner took last year's championship for the second year in succession, and will be all out to do it again for a hat-trick. But this time he'll be back in the big banger class for over 2-litre machinery, for though his mount is still an Alan Mann Ford Escort the twin-cam engine under the bonnet now boasts a supercharger. This is an interesting development, for last year his power came from a Formula 2 Ford-Cosworth FVA engine, which this season is not permitted in Group 5 in Britain because it has more valves than the unit from which it was developed. So Alan Mann has gone back to the Lotus twin-cam and hopes that a blower will make his little Escort as fast as the really big metal in his class.

The championship is run on a class basis, which means that all competitors, whatever their engine size, have an equal chance of pulling off the title.

Last year, Frank Gardner demonstrated that his FVA-engined Escort could come home ahead of the big American cars. This year, though, overall victory will almost certainly come from a car in the big class. And there is a promise of more variety among the big V8s today, with Roy Pierpoint, a former saloon car champion, and Brands Hatch regular Sid Fox taking on the Ford Falcons with a brace of Chevrolet Camaros.

With the FVA engine out of the way, the 1,301-2,000 cc class is more open this season, with an impressive bunch of Escort Twin-Cams battling it out with Porsches. The Porsche 911 which Nicholas Faure is down to drive is the actual car with which Vic Elford has put up some scintillating circuit performances, and the other Porsche will be handled either by dashing Charles Lucas or Pat McNally. But with drivers of the calibre of Mike Crabtree, Roger Taylor and Brian Robinson in Escorts, and the experienced Tony Dean



Frank Gardner on his winning way in 1968. This year Alan Mann's Escort looks much the same but there are major under-bonnet changes.

in an ex-works Lotus-Cortina, the Porsches will have to fight hard.

Perhaps the toughest class battle will be between the Escort GTs and Mini-Cooper 'S' variants in the 1,001-1,300 cc category. Ralph Broad's Escorts had their problems last season, But Ralph is confident that he has now sorted out the bugs in his Broadspeed entries for former saloon car champion John Fitzpatrick and Chris Craft. But they will be up against some formidable opposition in the shape of two 'works' teams, one from British Leyland itself and the other the new Britax-backed Cooper team calling on the tuning expertise of Downton Engineering. The British Leyland Minis are driven by that experienced pair John Rhodes (watch for his smoking tyres!) and John Handley, who last season did so well in the European Touring Car Challenge. The bright yellow Britax Coopers, for Steve Neal and Gordon Spice, also have Lucas fuel injection like the factory cars. With names such as Alan

Peer (Escort GT), Peter Lague (Cooper 'S'), and local lad Ken Costello (Cooper 'S' with Tecalemit fuel injection) in this class there is bound to be a good scrap.

In the small class, up to 1,000 cc, there is the prospect of a three-cornered marque battle between Minis, Anglias and a Hillman Imp. If Tony Lanfranchi drives the Imp entered by Jeremy Nightingale his experience of the circuit and this type of car could bring him a class win.

With the results based on the aggregate of the two heats, you'll have all the thrills of two starts and two finishes in this event. The grid positions for the first heat are based on times achieved during practice, and the drivers will be all out to finish well in this heat in order to establish a good starting position for the second one.

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Tony Lanfranchi

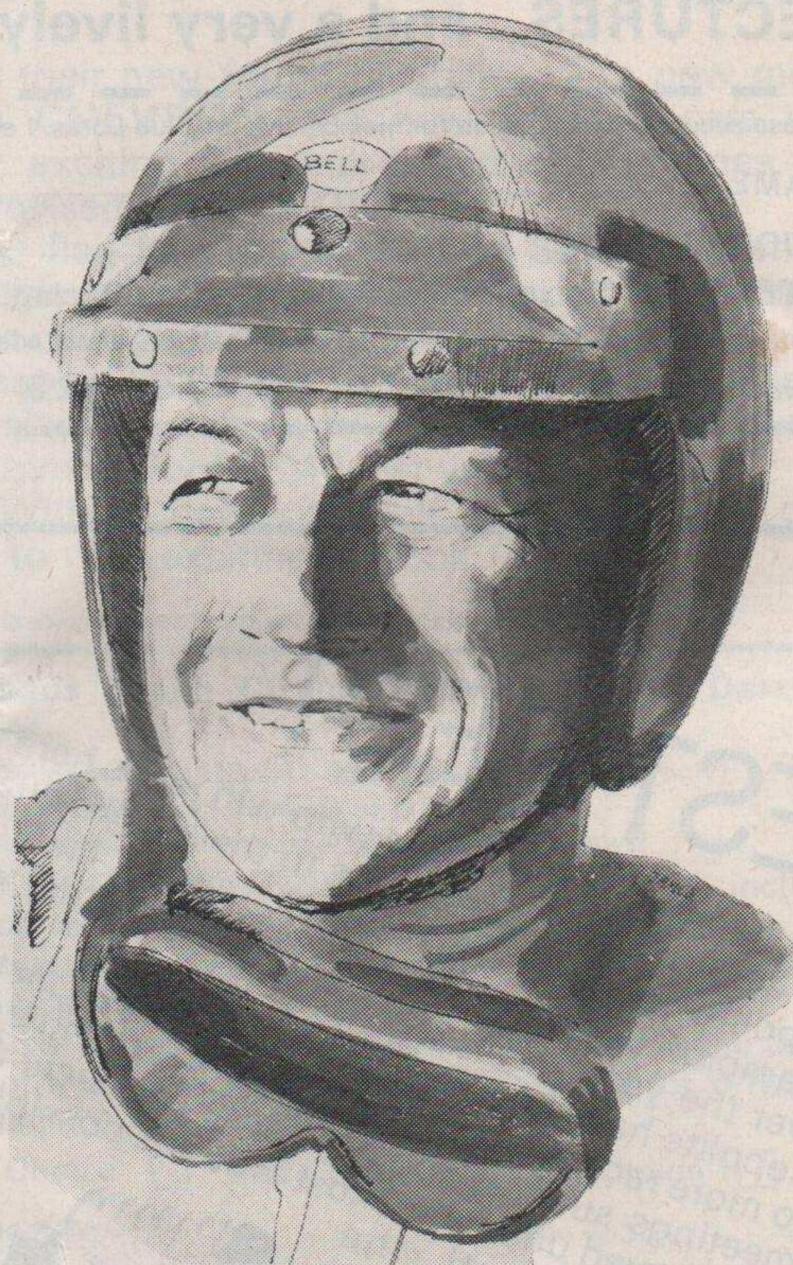
He's extrovert, gregarious, garrulous, colourful . . . and the 'King of Brands Hatch'

This month's 'MOTOR RACING' magazine says:

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Why not come down and meet him? Your first day at the school normally costs ten guineas — but, if you bring this page with you, it will cost you only nine (‘cos Tony says he'll pay the other guinea himself for everyone who tears out this picture of his ugly mug).



Post this coupon now for further details. Tony and his fellow instructors - including JOHN MILES, TIM SCHENKEN, SID FOX and RAY ALLEN - are waiting to put you on the right lines.

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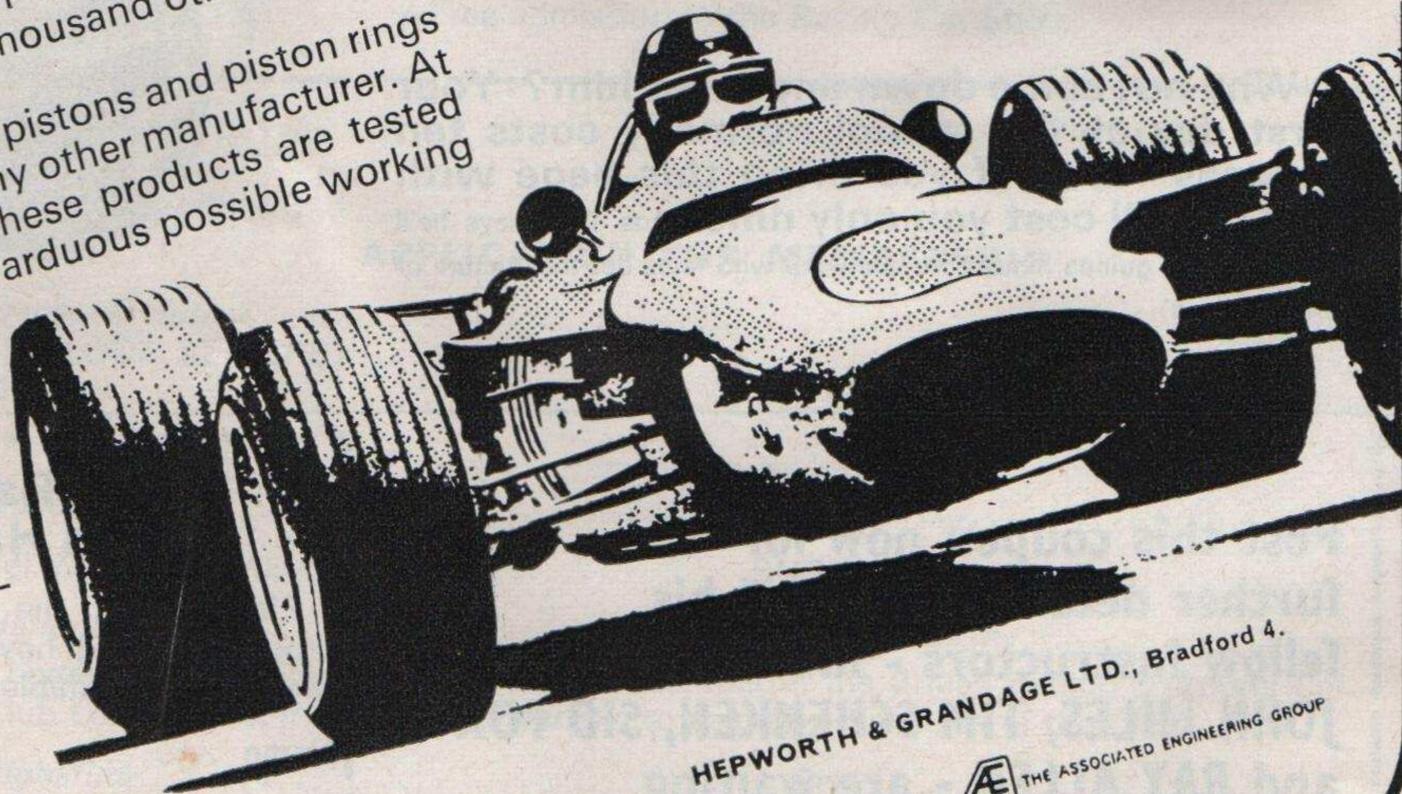
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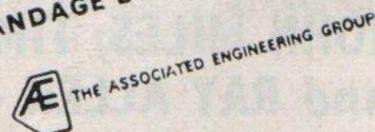
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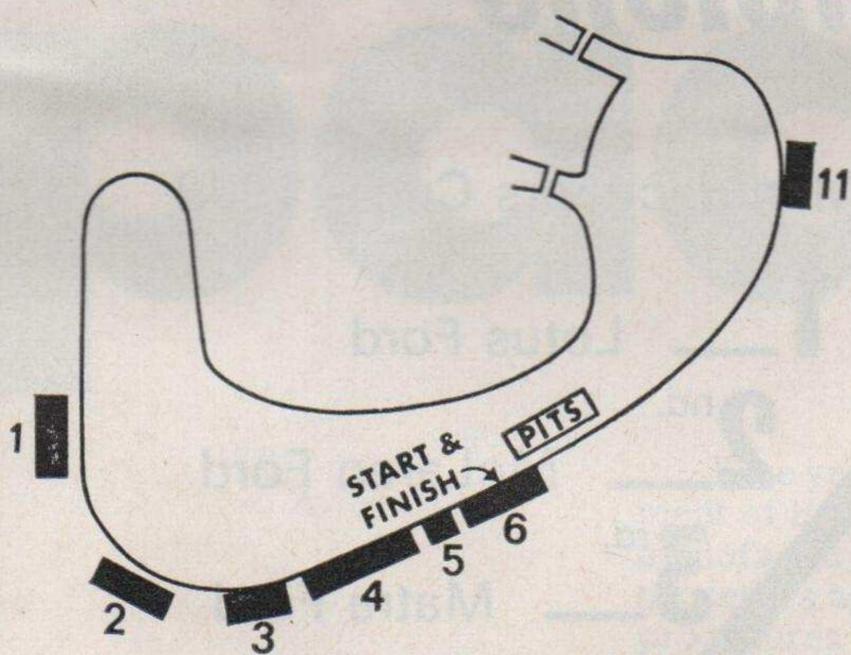
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