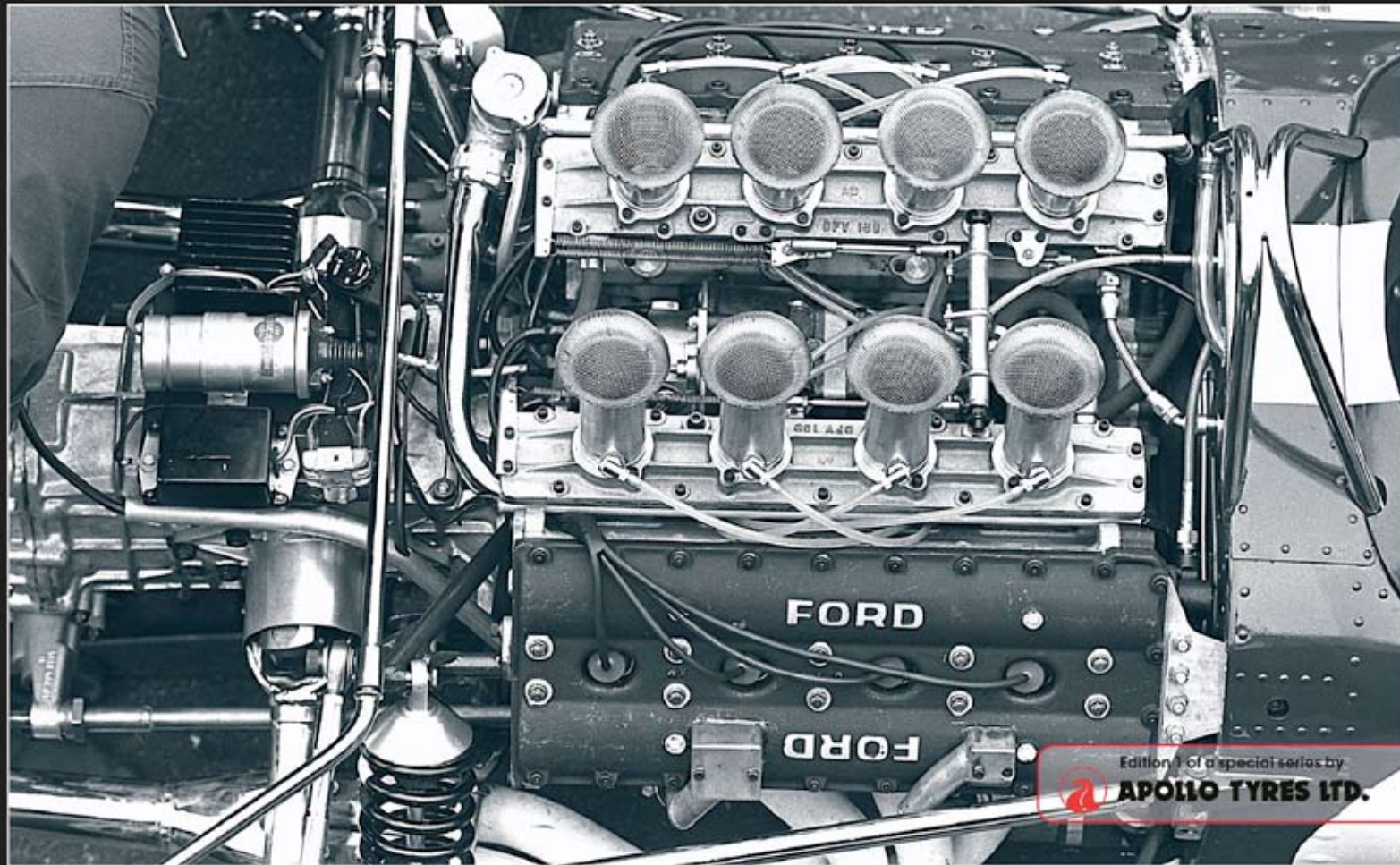


UNSTOPPABLE

Ford Cosworth DFV V8

The winningest Grand Prix engine of all time



Edition 1 of a special series by
APOLLO TYRES LTD.



APOLLO TYRES LTD.

UNSTOPPABLE

Where minds are ever restless, ever seeking a better way.
Where evolution is the imperative, and knowledge an endless quest.
Where every endeavour has but one goal;
That of making our customers unstoppable.

A RETURN TO V8 engines marks the onset of the 2006 F1 World Championship season. After years of domination by V10 and V12 naturally aspirated motors, the classic V8 engine config reappears on the classic GP circuits to do battle.

All the teams, barring one in 2006, have brand new 2.4-litre V8s powering their cars. Renault, BMW, Mercedes-Benz, Honda, Toyota and Ferrari are reverting to the V8 format to play catch up with Cosworth who have made a V8 for the first time since Michael Schumacher won

using their engine in 1994. Michael's success was the culmination of an amazing run for the Ford Cosworth which began in 1967 and went on to become the most successful engine in Grand Prix racing history ever: 167 GP wins and 12 F1 World Championships! No other engine, not even from Ferrari came close to it. Unstoppable it truly was.

F1 Grand Prix racing's return to the 3.0-litre formula in 1966 marked the beginning of a programme that had PR-speak, engineering ingenuity, good old fashioned derring do and the small matter of

£100,000 changing hands. The independent British constructors - 'garagistas' as Enzo Ferrari termed them disdainfully - needed an engine displacing 3.0-litres to power their cars. The demise of Coventry Climax from the GP engine business saw the fertile mind of Colin Chapman hustle Ford of Great Britain to try and put money behind an all new F1 engine. The idea delighted the media savvy Walter Hayes, Ford's then director of public affairs who listened to Chapman and backed his plan to commission an all new V8 racing engine from the firm of Cosworth Engineering. Naturally, the cam covers of this engine, penned by Mike Costin and

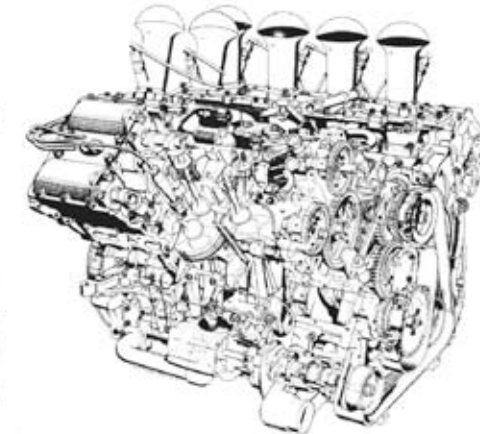
Keith Duckworth, had Ford written all over them - probably the best investment ever made by a mainstream car maker which was to prove unstoppable.

Jim Clark gave the Cosworth DFV (double four valve) a winning debut in the 1967 Dutch Grand Prix. This 90-degree V8 went on to power greats such as Graham Hill, Jackie Stewart, Jochen Rindt, Emerson Fittipaldi, James Hunt, Mario Andretti, Alan Jones, Nelson Piquet and Keke Rosberg to World Championship successes. If that was not all, derivatives of the same went on to dominate CART Indycar racing and a version also won the classic Le Mans 24 Hours. Truly unstoppable!

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Colin Chapman used the Ford Cosworth DFV in the Lotus 49 and won on debut with Jim Clark. The engine would still be winning 15 years later with derivatives going on to win Indycar and also at the famous Le Mans 24-Hours



WHEN F1 WAS REALLY FORMULA FORD!

EOIN YOUNG, Dutch GP, Zandvoort, June 15, 1967:

'I gather there is no truth in the rumour after the Dutch Grand Prix at Zandvoort that Formula 1 will now be called Formula Ford. But judging by the looks on people like Jack Brabham, Ron Tauranac, Raymond Mays and Bruce McLaren as they surveyed the new Lotus, the rumour did have a spark of feasibility. At the end of that 2hr 15min race, Jim Clark's Lotus 49 did not only win by 27 seconds, but also set new Formula One performance standards into the bargain. The DFV era had begun.

FORMULA FORD IN F1: 1967 - 1979

From four wins in 1967 (the Lotus 49s led each and every GP in the maiden year of the Ford-Cosworth DFV but were frail) to 11 wins in each of the following two years, the Cosworth DFV hammered the likes of Ferrari, BRM and Honda into submission. Eight wins in 1970 followed by seven a year later meant the momentum was firmly on. Ferrari's Mauro Forghieri designed flat 12 boxer unit was yet not upto speed but even then the wins came on thick and fast: ten GP victories in 1972 followed by 15 in 1973 and 12 in 1974 were truly the glory years for the DFV. In

Niki Lauda's first championship winning season for Ferrari in 1975, the DFV powered cars yet notched up 8 GP wins and in 1976 this increased to 10, followed by no less than 12 wins in 1977. The advent of the ground effects cars gave a new lease of life to the DFV V8 and the likes of Lotus, Williams and Brabham used it to great effect in winning titles galore.

DFV GOES TURBO FOR INDYCAR APPLICATION

Scaled down in cubic capacity but now armed with turbos, the DFX variant of the DFV went on to dominate CART Indycar as well.