



Cosworth's BDA, a 16-valve DOHC four-cylinder, was based on the old Kent block and was built for homologation purposes, for both rallying and touring-car racing. The Ford Escort RS1600 was an instant classic, if expensive (more than £1,500 [the equivalent of \$3,750], in the days when you could buy one and three-quarter Austin Marinas or a new Lotus Elan for the same money), and the BDA engine (named for the Belt-Driven camshafts on the A-series engine) went on to run in Formula 2, Formula Atlantic and a variety of stock-bodied race series

worldwide. Fuel injection, turbocharging, aluminum blocks, all manner of moves up and down the displacement chart: The Cosworth BD-family of inline-fours lasted well into the 1980s.

Some of the Ford Racing success from the Boreham works came about thanks to Ralph Broad and his Broadspeed works. The company started earlier in the '60s as a Birmingham-based Austin Mini tuning specialist, which later became a small-scale manufacturer with the company's eponymous 1966 GT Coupe. Based on a 1275S Cooper, and sporting fastback

