



BY APPOINTMENT
TO HER MAJESTY THE QUEEN
FOR THE ROYAL NAVY MANUFACTURER
THE BORG GROUP LTD.

ESCORT

FORD

ESTATE CAR





ESCORT

The new Escort—combining all the advantages of the former Squire and Escort models; the de luxe features of the first, the rugged dependability and economical performance of both. Versatility and reliability are the keynotes— instant conversion from a hard working two-seater estate car of outstanding capacity to a comfortable light saloon of trim good looks; and traditional Ford reliability backed by a spare parts and maintenance service that's second to none.



ESTATE CAR

Exceptional loadspace is a big feature of the Escort—remarkable for so compact a vehicle. And it's very accessible too, thanks to the wide-opening lightweight tail-gates. Fold forward the rear seat for maximum loadspace. The floor space is stressed for loads up to 5 cwt., and the rubbing strips on the floor allow heavy loads to be slid in and out with the greatest of ease.

SPACE COMFORT VISIBILITY

The versatility that makes the Escort estate car such a practical buy. Here's a vehicle equally happy carrying 5 cwt. of potatoes along country tracks as it is taking the family along the main road at a spanking pace. Years of design experience have achieved the necessary toughness of construction and subtlety of design to make this such a satisfactory compromise.

Controls are arranged for maximum efficiency and safety. Instruments are grouped directly in front of the driver where they can be read at a glance. Both front seats are fully adjustable, and any person, however tall, can select the optimum driving position.



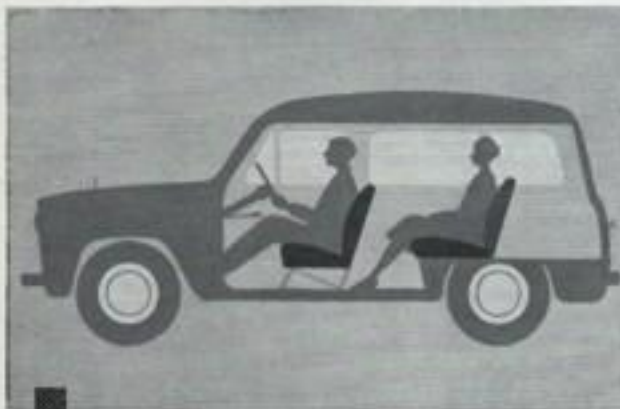
Legroom for the rear seat passengers is very generous. Long journeys can be planned with no fear of fatigue. When exceptional quantities of luggage are to be carried, the rear seat can be folded forward, increasing the loadspace to 41½ cubic feet.

Front wheels are independently sprung by the unique Ford 'glide-ride' technique. Steering is by worm and peg. The rear axle is mounted on extra tough longitudinal semi-elliptic springs controlled by double-acting telescopic shock absorbers. Bumpy country lanes can be tackled with confidence.

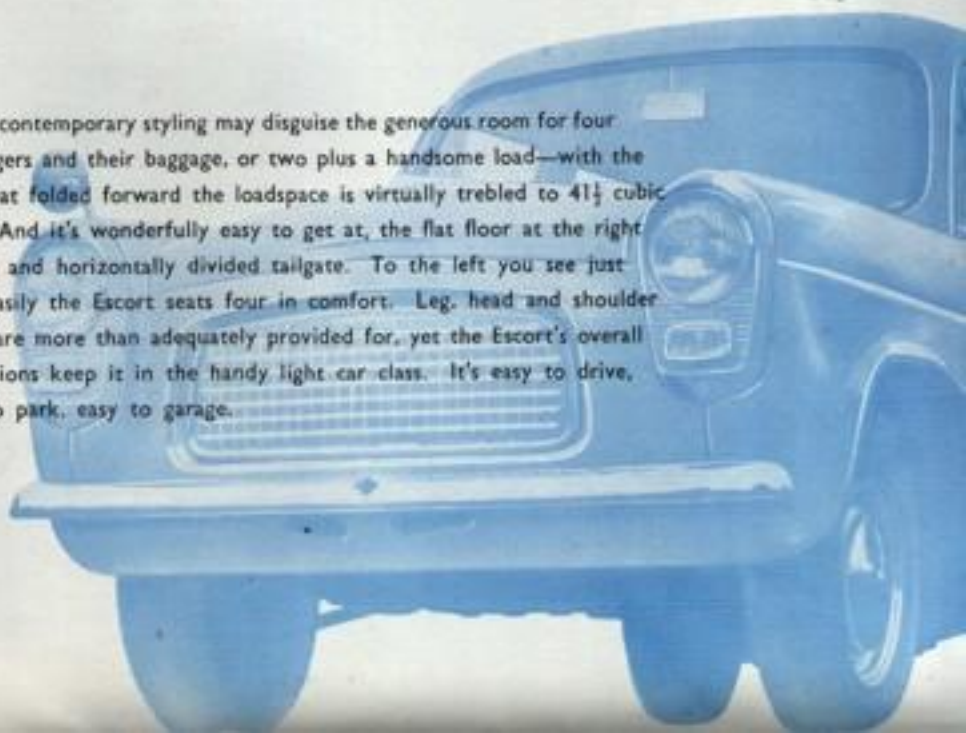


PERFORMANCE

FORD

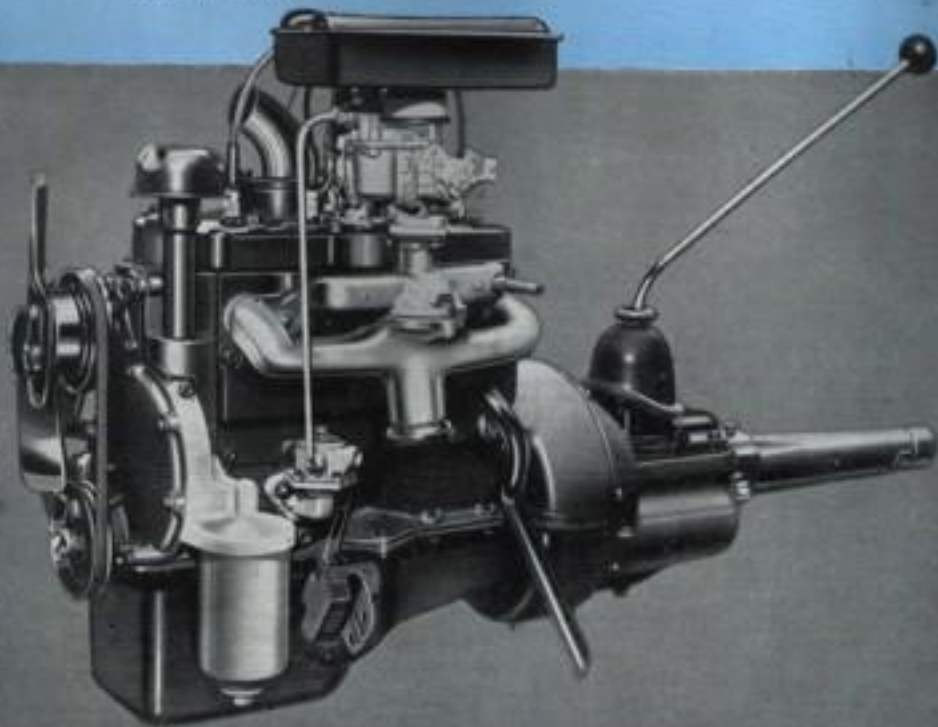


Clean, contemporary styling may disguise the generous room for four passengers and their baggage, or two plus a handsome load—with the rear seat folded forward the loadspace is virtually trebled to 41½ cubic feet. And it's wonderfully easy to get at, the flat floor at the right height, and horizontally divided tailgate. To the left you see just how easily the Escort seats four in comfort. Leg, head and shoulder room are more than adequately provided for, yet the Escort's overall dimensions keep it in the handy light car class. It's easy to drive, easy to park, easy to garage.



THE ENGINE & GEAR BOX

Under the bonnet your faithful 1172 c.c. Escort engine, justly famous for its vivacity and dependability. Its 4-alloy pistons push out a sparkling 36 b.h.p. at 4,500 r.p.m. Its torque throughout the speed range is remarkable and greatly simplifies the art of smooth driving.



A floor mounted gear lever gives positive control to the rugged 3-speed gearbox. Driving the Escort is easy, and it's fun too! These are just a few of the mechanical features that give the Escort such splendid 'roadability'.

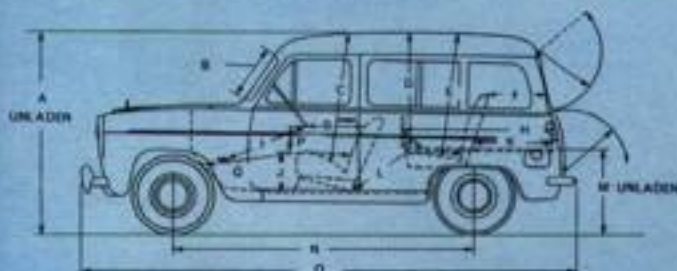
FOR WORK & PLEASURE

The Escort saves the practical man a large amount of time, work and trouble. During the day he can use it as a hard-working, all-purpose vehicle, but in the evening he can proudly take the family to a show in town.



The Escort's practical, businesslike yet attractive lines will do you credit in any surroundings, in any company. The neatly designed front grille and headlamps and direction indicators skilfully moulded into the side wings are well in keeping with the very latest ideas in styling.

SPECIFICATION



| A | B | |
|---------|-----------------|--------|
| 5' 2½" | 1' 3½" x 3' 11" | |
| C | D | E |
| 3' 1½" | 2' 11" | 3' 1½" |
| F | G | H |
| 1' 3½" | 1' 3½" | 3' 9½" |
| I | J | K |
| 2' 2" | 1' 0½" | 2' 0" |
| L | M | N |
| 2' 10½" | 2' 4½" | 87" |
| O | P | Q |
| 11' 9½" | 7" | 3' 8" |

Overall width ... 5' 0½"
Kerb weight ... 16½ cwt.

4 ins. adjustable on front seat
illustrated in rear position

WITH OUR COMPLIMENTS . . .

ENGINE—Four-cylinder side valve, bore 2.5 in. (63.5 mm) stroke 3.44 in. (92.5 mm). Cubic capacity 1,172 cc. Compression ratio 7.0:1. BHP 36 at 4,500 rpm. Torque lb./ft 53 at 2,500 rpm. Three-bearing, dynamically balanced crankshaft.

ENGINE LUBRICATION—Pressure feed by submerged gear pump to crankshaft main bearings, big end bearings and camshaft bearings. External oil filter. Accessible dipstick. Sump capacity 3½ pints.

IGNITION—12-volt oil filled coil. Distributor has centrifugal advance and retard.

FUEL SYSTEM—Diaphragm-type mechanical fuel pump. Down-draught carburettor with combined air cleaner and silencer. Tank capacity 7 gallons.

COOLING SYSTEM—Pressurised. Belt driven fan and water pump with thermostatic heat control. Capacity of system 1½ pints.

TRANSMISSION—Single dry-plate clutch. Three-speed gearbox. Synchromesh on second and third gears. Helically cut, constant mesh gears. Overall ratios: first, 17.246:1; second, 8.889:1; third, 4.429:1; Reverse, 21.228:1.

REAR AXLE—Three-quarter floating axle, spiral bevel crown wheel and pinion final drive. Axle ratio 4.429:1.

FRONT SUSPENSION—Built-in independent front wheel suspension. Directly operated coil springs, mounted on special hydraulic, double-acting shock absorbers integral with the wheel spindle assembly. Stabiliser bar embodied.

REAR SUSPENSION—Longitudinal, semi-elliptic springs. Telescopic, double-acting hydraulic shock absorbers.

BRAKES—Hydraulic internal expanding, 8 in. by 1.25 in. Total brake lining area 76.8 sq. ins.

STEERING—Worm and peg type. Ratio 11.5:1. Two spoke steering wheel 16 ins. diameter. Turning circle 34½ ft.

WHEELS AND TYRES—Pressed steel with wide base rims. Fitted with bright metal hub caps. Tyres 5.60-13, 6-ply tubeless.

ELECTRICAL EQUIPMENT—Two brush ventilated generator, compensated voltage control. Drive, adjustable wedge belt. Starter motor. Single horn operated by horn button on steering wheel. Battery: 12 Volt, 40 amp. hour at 20-hour rate.

INSTRUMENTS—Located directly ahead of driver incorporating speedometer, odometer, fuel gauge, generator, oil pressure, main beam and direction indicator warning lights.

CONTROLS—Choke and starter knobs, ignition, lighting and instrument lighting switches, windscreen wiper knob, foot-operated headlamp dipper switch.

REAR TAILGATE—Rear opening is provided by tailgates. In the closed position the lower tailgate is secured by spring latches at either side, the upper tailgate having a central locking handle with built-in barrel lock.

BODY—All-steel integral construction with three longitudinal strengthening swages in roof. Curved type fixed windscreen. Safety glass all round. Large one-piece window in upper tailgate. Fixed and sliding windows in side panels. Plastic headlining. Chrome bumpers. Adjustable bucket-type front seats. Grey linoleum and bright metal rubbing strips on rear floor and squab back. PVC covered door trim pads. Grey rubber floor mats. Luggage capacity, 4½ cu. ft. with rear seat folded down; 13½ cu. ft. with rear seat folded up.

GENERAL EQUIPMENT—Vacuum operated chrome plated dual windscreen wipers. Moisture proof flush fitting head and chrome surround side lamps. Twin tail lamps and reflectors. Flasher type direction indicators operated by self-cancelling switch on steering column. Interior light. Interior rear view mirror. Chrome plated exterior wing mirror. Starting handle. Driver's sun visor.

BODY COLOURS—Black, Pompadour Blue, Ambassador Blue, Smoke Grey, Vulcan Grey, Cirrus White, Lichen Green, Morocco Beige.

KERB WEIGHT—16½ cwt.

Ford Policy is one of continuous improvement; the right to change prices, specifications or equipment at any time without notice is reserved