



# The Escort Super.

The chief criticism of small cars is that they seem to be designed for small people. Not enough room for legs and feet. A bit of a squeeze for shoulders. A risk of a bumped head when you go over a hump.

So, with the Escort, we've given you lots of room inside, ample room for grown-ups to sit in comfort and children to stretch and fidget the way children always do.

When you examine an Escort at your dealer's showroom, don't just look at it from the driver's seat. Step into the back. Spread yourself. See how much inside space we've managed to find in a car that is only just over 13' from front to rear, and only just over 5' wide.

You'll understand why we call the Escort 'the small car that isn't'.

Next criticism. The small car is too often little

more than a box on wheels. So, with the Escort, we've given you lots of style.

Look at our small car's appearance and you'll see that it is really designed like a big car. Good proportions. Elegant lines. Fine detail everywhere, inside and out.

A heavily padded fascia with piano-key switches and large, well-designed circular instruments, including a temperature gauge. Padded sunvisors. Windscreen washers. A deep-dished steering wheel.

And Ford's award-winning 'Aeroflow' ventilation and heating system.

This abolishes fog. Fresh air in, stale air out continuously, so you won't nod at the wheel on a long journey. And tobacco smoke, if there is any will clear as if by magic.

The Escort Super has seats (with anti-tip locks) upholstered in deep embossed Vinyl, and



#### Automatic transmission.

You can have Automatic transmission as a factory fitted option on all Escort models, except the GT. No clutch pedal. No gear lever. Automatic does all the thinking for you, moving effortlessly up and down the gears in response to driving conditions.

6 positions. P. Park. R. Reverse. N. Neutral. D. Allows the use of all three gears. 2. Utilises 1st and 2nd only. 1. Locks in first gear only.

The selector is mounted on the floor, right under your hand. Advantage? Well, have you ever counted how many times you have to change gear on a normal run?

shaped to hold you and your passengers firmly and comfortably, not just on a smooth stretch of road, but around the bends and corners.

All upholstery, carpets and trim are colour keyed, so that the interior, when you look at it, presents an attractive appearance. Colour is important. But, of course, it isn't everything. So you'll find, when you look at the Escort Super, that we've put in lots of little big car touches.

You can see some of them in the pictures above. Bright wheel-trims. New, rectangular headlights.

In a word, the Escort Super is super. We've put everything into it that a normal, civilized family could want, right down to the cigar lighter, the large fascia ashtray and the mat in the boot.

We haven't said anything yet about the engineering features of the Escort, or its engine. So keep on reading.





# The Escort De Luxe.

At Ford we always pay a lot of attention to engineering and engines. (That's why you see so many 10 and even 20-year-old Fords still going strong today).

So, if you could strip off the outside paint and the inside trim of the De Luxe Escort you'd find a robust little car. Real Ford value. Note these important features —

1. The engine is an 1100 cc 5-bearing crankshaft cross-flow head of a new type developed by Ford. You can read all about this

power-unit on Page 10.

2. We've given our De Luxe a sporty 4-speed all-synchro gearbox with a remote floor shift that allows you to snick through the gears much more quickly and cleanly than the direct type of shift.

3. Interior trim of hard-wearing, washable Knitweave Vinyl and a heavy-duty moulded rubber carpet that's very easy to keep clean. Even with kids.

4. Rugged suspension of the sensible sort

that doesn't go wrong. (Think of all those Ford race and rally wins). This suspension has what we call a 'compliance' device that allows the front wheels to move backwards and forwards as well as up and down, to help iron out the bumps.

5. While we're on the subject of wheels, we've given the Escort a trim 29' turning circle, and rack and pinion steering, which makes it possible to park in a space only a couple of feet longer than the car.

6. The instrument panel includes speedometer,

mileage counter and fuel gauge housed in an instrument binnacle on the heavily padded fascia. Dip switch, indicators, horn and headlamp flasher are controlled from a single multi-function stalk.

7. The De Luxe also embodies the efficient 'Aeroflow' ventilation and heating system, with directional face level vents, which gives a complete change of air within the car every 30 seconds.

ESCORT OPTIONS. You only have to ask. Radial ply tyres. Disc front brakes with Servo. Metallic paint. Sports and front seat belts. Transmission oil filler.





# The Escort GT.

The Escort GT is no pussycat. It has a new high performance 1300 cc engine with a Weber twin-choke carburettor that produces an easy 75 bhp at 6000 rpm.

It will zoom you from standstill to 60 mph in 13.7 seconds flat, which puts this little car on a par with many larger and more expensive models.

You have a top speed of around 93 mph. More than you are likely to need, but anyhow, it's nice

to know the power is there, especially when you're behind a petrol tanker on a B road.

The racy, chromed remote gearshift is linked to the 4-speed all synchromesh close ratio gearbox. Gear changing is smooth, quick and crunchless.

With a car like this, you need full instrumentation, so we've included it; speedometer, rev counter, odometer, fuel gauge, oil pressure gauge, temperature gauge, battery

condition indicator — all housed in a binnacle where you can take them in at a glance.

With a car like this you need good suspension. We already have a reliable and very effective suspension system that's carried our cars to victory in more races and rallies than we can count. So that's the type we've fitted to the GT; smooth but not spongy, firm but not harsh.

With a car like this you need good brakes and

tyres. The GT has power-assisted brakes, discs in front, drums at the rear. It also has radial ply tyres.

With a car like this you need comfort. So we've fitted plushy loop-pile carpet and contoured bucket seats. Not to mention the thick deep embossed PVC upholstery that feels so good and looks so attractive.

Our Escort GT may be small-sized, but one thing it's not is small-minded.





# The Escort Estate.

If yours is the kind of family that likes to spread itself, take a close look at our Estate version of the Escort. Take a very close look.

With the rear seat in position it's a de Luxe 4-seater with more room inside it than the Escort saloons; and even more room inside it than any estate car of its class on the road. 20 plus square feet of uninterrupted floor

space. 54.0 cubic feet of load capacity. And if you want to know what that is, it's a fair-sized settee and a couple of chairs.

It's all the camping gear, and the baby's pram. It's a lawn mower and a wheelbarrow and half a dozen shrubs in pots. So rather than strapping things on a roof rack, or driving about with a crammed-full boot, why not stow everything

inside our Escort Estate car's capacious inside? It can take it.

Underneath the heavy-duty rubber floor mat there is a suspension to match. Underneath the bonnet there is our new potent 1100 cc engine, or if you prefer, we'll give your Escort Estate a bit of extra speed, and tug by fitting the larger 1300 cc version of this engine.

Up front, the Estate model is identical to the de Luxe saloon, except that we have been able to give you an inch or so more knee-room. Otherwise, everything we say on the de Luxe page applies equally to our Estate car.

