



New Cortina

Ford Motor Company Ltd has always stated that its policy is one of continuous improvement.

This means that we are always striving to offer to the modern motorist the latest developments in styling, the latest engineering expertise and the highest standards of comfort and performance.

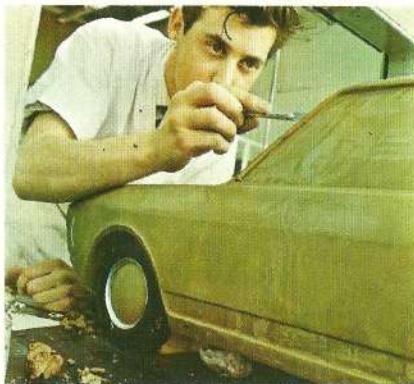
It also means that when we launch a new car, it is new in every sense of the word. Let us tell you a little of the development in styling and engineering which forms the background against which Ford can produce a car like the new Cortina. A background that is a combination of people, experience and technical resources. A background we think unique to Ford.

Many factors influence the birth of a new car: price, public taste, safety regulations.

Cost is vital, but we know it's important to remember that the more expensive car is not necessarily any better.

In fact the 3,600 staff of our huge design and research centre at Dunton, Essex who mastermind the birth of a new car, are all well aware that the products of their work will be used by people with limited money to spend.

Their brief for the new Cortina was to produce a car that would achieve in



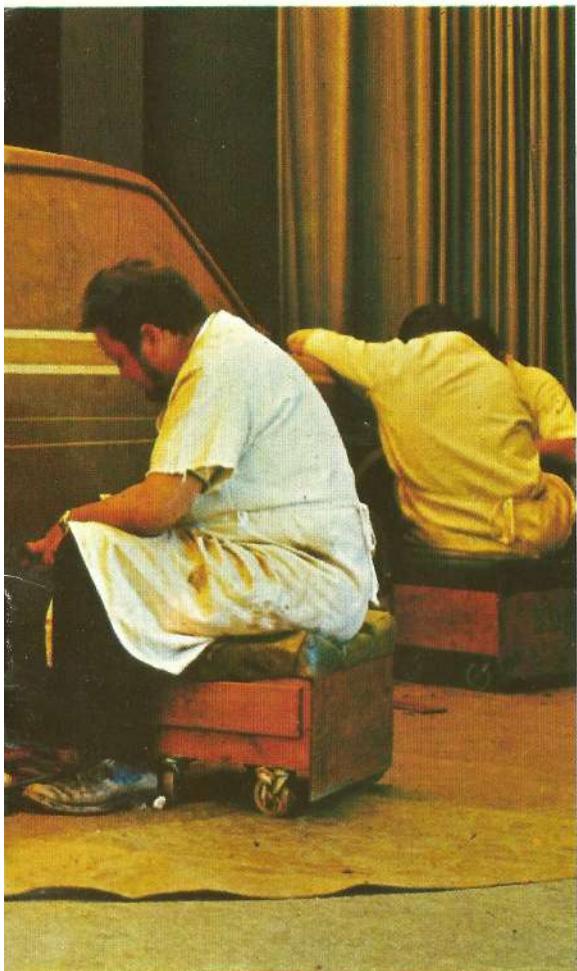
1971 what the first Cortina achieved in 1962: set a new standard of performance, comfort and appearance in its price range.

After countless hours of testing, redesigning and testing again a very special car began to emerge. Faster with the same fuel consumption, roomier in the same dimensions, better value for money. The new Cortina story was ready to begin its next chapter.

The New Cortina starts its life as a clay model. Marvellously detailed and realistic, but clay nonetheless.

The stride from clay model to mechanical reality is a long one requiring the highest level of human skill and mechanical sophistication. It is the responsibility of the design engineers to see that the Cortina remains a practical





proposition, whilst maintaining the highest production standards.

Consequently new European General Product Acceptance Specifications were drawn up for every component and suppliers were asked to co-operate in producing products to match up to the demands.

If you want to know how a racehorse will perform, you look at its pedigree, or watch the way it moves.

The Cortina's pedigree is impeccable. To motor sport enthusiasts throughout the world the words 'Ford and Cortina' have a special meaning.

The first Cortinas were quick — quick enough to demonstrate to a lot of manufacturers that people wanted family cars to be lively.

Then came the Cortina GT — a totally new concept that showed you could have comfort and economy and still keep up with the 'Sports Cars'.

After that the Cortina started winning rallies and saloon car races. And went on winning. And winning them time after time.

Meanwhile the Cortina Engine block was being used as base of a Formula II racing engine that was to completely dominate this class.

And all the time, Ford engineers were finding out what makes a car go, and keep on going in all conditions. And applying this knowledge to the design and production of Cortinas.



So when they came to design the new Cortina they had a head start.

The existing 1.3 and 1.6 litre engines were "Breathed on" to boost the power output — without increasing the fuel consumption or affecting the running costs.

And we produced entirely new 1.6 and 2.0 litre engines with overhead camshafts. Overhead camshafts give improved component life, quieter, more efficient operation, and better performance.

There's only one way to really test safety ideas; crash a car and see what happens. Put life-like dummies in a car and subject it to crash impacts at varying speeds and angles, record it all on slow motion film and analyse the damage sustained by car and dummy.

Testing is relatively easy; incorporating the features into a production car is harder. The result must be reasonably priced, yet be safe to drive, safe in an accident. The first we consider to be all important: keeping out of trouble. The Cortina engines help you overtake swiftly and smoothly, the dual line brakes mean you have a separate braking system for front and rear wheels.

In the event of an accident, the Cortina is designed to minimise the consequences. A steering column that will collapse on impact, doors that will stay shut in a collision. Seats that are firmly anchored with anti-tip devices.

The bonnet and boot sections collapse progressively on impact, absorbing most of the shock.

When you buy the new Cortina you probably won't be thinking of the stresses your car has got to face, or the time when someone runs into you nor any of the other things that could just possibly happen. Fortunately you don't have to, Ford already have.

Cortina and Cortina L

"Low, wide and handsome that's the new classy Cortina."

(DAILY MAIL OCT 1970)

The Cortina and Cortina L are the starting points of the range. The Cortina is for the man who wants a good looking, reliable car with plenty of room. The Cortina L starts adding the individual touches, the comforts and conveniences.

Both the Cortina and the Cortina L offer a high level of style, comfort and performance at a price that makes them an attractive proposition to buyers. And the economy of Cortina goes beyond the initial cost - low running and servicing costs are one of our top priorities. But first let's look in detail at the items that will be the minimum standards whichever Cortina you buy.

Styling

There's plenty to like in the styling of the new Cortina. But styling means more than looks on this car. The wheels are wider set, the wheelbase is longer. This looks good, and also gives you a solid, practical benefit - improved roadholding.

The greater glass area gives outstanding all-round visibility. Extended wingtips help you position the car. Wrap-around indicator lamps signal your intentions in all directions. Flush door handles are safer, more efficient in all weather conditions.

Dimensions

You'll find there's a lot more room in the new Cortina - and it's been gained without increasing the overall length. The rear seat is a pleasure to sit in - even on long journeys. And the fuel tank has increased capacity for today's long-distance drivers. The Cortina has one of the most spacious boots in its class. And it's been designed so that more of it is usable

space - 12.0 cubic feet (18.9 total luggage capacity). Enough to swallow up a family size load of luggage and still ask for more. Loading and unloading that luggage is easier, too, as the compartment opening now comes right down to the floor of the boot: you load straight on to it, with nothing to lift over.

You'll like the look of the new Cortina, it looks good for the right reasons.

Rust Protection and Paintwork

One of the most important improvements on the new Cortina is one you'll never see: the anti-rust phosphate undercoat. In itself this coating is nothing new, but the method of application makes it different. To be really effective the phosphate coating must cover the body completely - and that just isn't possible with normal application methods. To overcome the problems, we've introduced an electro-coating process. This ensures that the protective covering gets into the smallest crevices, which are normally untreated and a start-

ing point for rust.

Not only does your new Cortina look better - it will go on looking better for longer.

Engines

With the Cortina and Cortina L you have a choice of three better-than-ever engines. They are uprated versions of the well-proven 1300cc and 1600cc models, and a completely new 2.0 litre OHC engine. The 1300cc model has revised camshaft timing and larger inlet valves; both the 1300cc and 1600cc have improved inlet and exhaust manifolds, improved combustion-chamber shapes and carburation. Both engines retain the successful cross-flow cylinder head with bowl in piston combustion chambers.

The Cortina and Cortina L are fitted with an alternator instead of a generator if you specify the 1600cc or 2000cc engine. In simple terms, this means your battery is charging, even when the motor is just idling, and that the power output is related to the load requirements.



Suspension

One of the design objectives for the Cortina suspension was to reduce Noise, Vibration and Harshness, gives a smoother, more positive ride. This is achieved with a double wishbone system on the front. At the rear is a four bar link system, which improves cornering, and virtually eliminates the likelihood of "axle-hop" (the instability caused by hard acceleration). It all adds up to a smoother, quieter ride, with better handling characteristics.

Brakes

Cortina's new dual line braking system means extra safety because front and rear systems operate independently. Front discs brakes are fitted on all models, with improved rubber piston boots on the calipers to give long-life protection. The rear drum brakes are of a completely new design and have no sliding cylinders or shoe anchors. The system is more comprehensively sealed against dirt and water.

Overall, the system gives you a lot more fast, safe stopping in all conditions.

Seating

The seats in the Cortina vary from sensibly comfortable to sensibly luxurious, depending on the model you select. New contours and increased bucketing give greater lumbar and lateral support — which means that you are more firmly in your seat during the journey, more relaxed at the end of it. Adjusting the seats is a quick and simple business as they are mounted on a ball bearing and roller slide system with a front operating lever.

Automatic Transmission

Although we offer Automatic Transmission as an option, to an ever increasing number of people it has become a feature as important as radial ply tyres, and servo assisted disc brakes.

Automatic transmission can take the drudgery out of driving and leaves you time to concentrate on the real pleasure of driving.

Cortina Trim Series

Let's say it again, the Cortina is the starting point of the range, and it doesn't claim to be lavishly equipped. But it isn't sparse either. The floor is covered in flock sprayed carpeting except for the foot-well area where easy-to-clean practical rubber matting is used. There's a package tray mounted over the nylon flocked transmission tunnel, for odds and ends you may need during the journey.

Two-speed windscreen wipers are usually fitted as options; on the Cortina they are standard equipment. For safety: there's a collapsible steering column, front passenger door lock, and childproof rear door locks. The seats have adjustable rake, and face level 'Aeroflow' ventilation with variable heater control is standard.

These are a few of the features that we have set as the minimum standard for every Cortina. You can raise the standard if you like, by choosing other models in the range, or by adding options — but you'll still be sure of getting top Ford value — the choice is yours.

Cortina L Trim Series

The Cortina L has hard wearing looped pile carpet fitted throughout, perforated headlining, vanity mirror and colour keyed trim. The doors are fully trimmed, and the seats are fully reclining. There are grab handles above all passenger doors, and a cigar lighter to save you scrabbling around for matches. One of the most logical developments is the foot operated wiper/washer control. One press of the button squirts a jet of water onto the windscreen, gives a few sweeps of the windscreen wipers. Safe — you don't have to take your hands off the steering wheel.

Reversing lamps are standard. They make parking at night a great deal easier and safer, and help eliminate those minor bumps and scrapes that reduce the value of your car. Rubber bumper inserts help still further.

And — final touch — there's distinctive badging on the radiator grille and boot lid, bright side window mouldings and rubber bumper inserts.



Cortina XL

"Putting on the style"

(DAILY EXPRESS OCT 1970)

To make the Cortina XL, we asked ourselves what sort of car a really demanding motorist would choose for himself. We had an unfair advantage, of course, starting with an outstanding car like the Cortina. And we made the most of that advantage.

Inside the Cortina XL, the immediate impression is that here is a different class of luxury to that offered before in a family priced car. The front seats are more deeply contoured, lavishly upholstered. They look great. Sit in them, and they feel even better. Deep and plush and comfortable — yet with support where you need it. They're fully reclining, adjustable fore and aft and for squab height and

can be reclined to form an overall bed — in short, the complete car seat. The rear seats are twin bucket style, with a centre armrest that retracts to allow three people to sit in comfort.

All around you are the signs of luxury-plus motoring. Loop-pile carpet underfoot, a cigar lighter and an electric clock on simulated wood-finished facia. The passenger visor is fitted with a vanity mirror, while the driver's visor has a pocket for documents that may be needed during a journey. The rear view mirror is of special design: a click of the switch and it adjusts for night driving, cutting out glare. The doors and quarters are fully trimmed with wood finished inset panels. The glove box lights up when in use, locks up when not. Map pockets are conveniently located on both driver and passenger's side. You might think the exterior of the Cortina doesn't need any embellishment — until you see what we've done to the Cortina XL.

The natural graceful lines of Cortina have been highlighted with bright metal: wide mouldings around the windshield and rear window, slim mouldings along the drip rail, side windows, waist rail, and wheel arches. To distinguish the XL there is a unique applique panel at the rear. The exhaust is finished in bright metal, and the bumpers have rubber inserts which also help to cut down minor bump damage. The wheels have attractive wheel covers.

General Features

Those are some of the items that distinguish the XL from the other models in the range. But the XL also has the basic, designed-in Cortina qualities, 'Aeroflow' ventilation, with face level vents and air extraction; double wishbone/fourbar link suspension — smoother and quieter than ever; dual-line brake system,

with front discs; safety items like collapsible steering column, headlamp flasher, two-speed wipers and parking light feature.

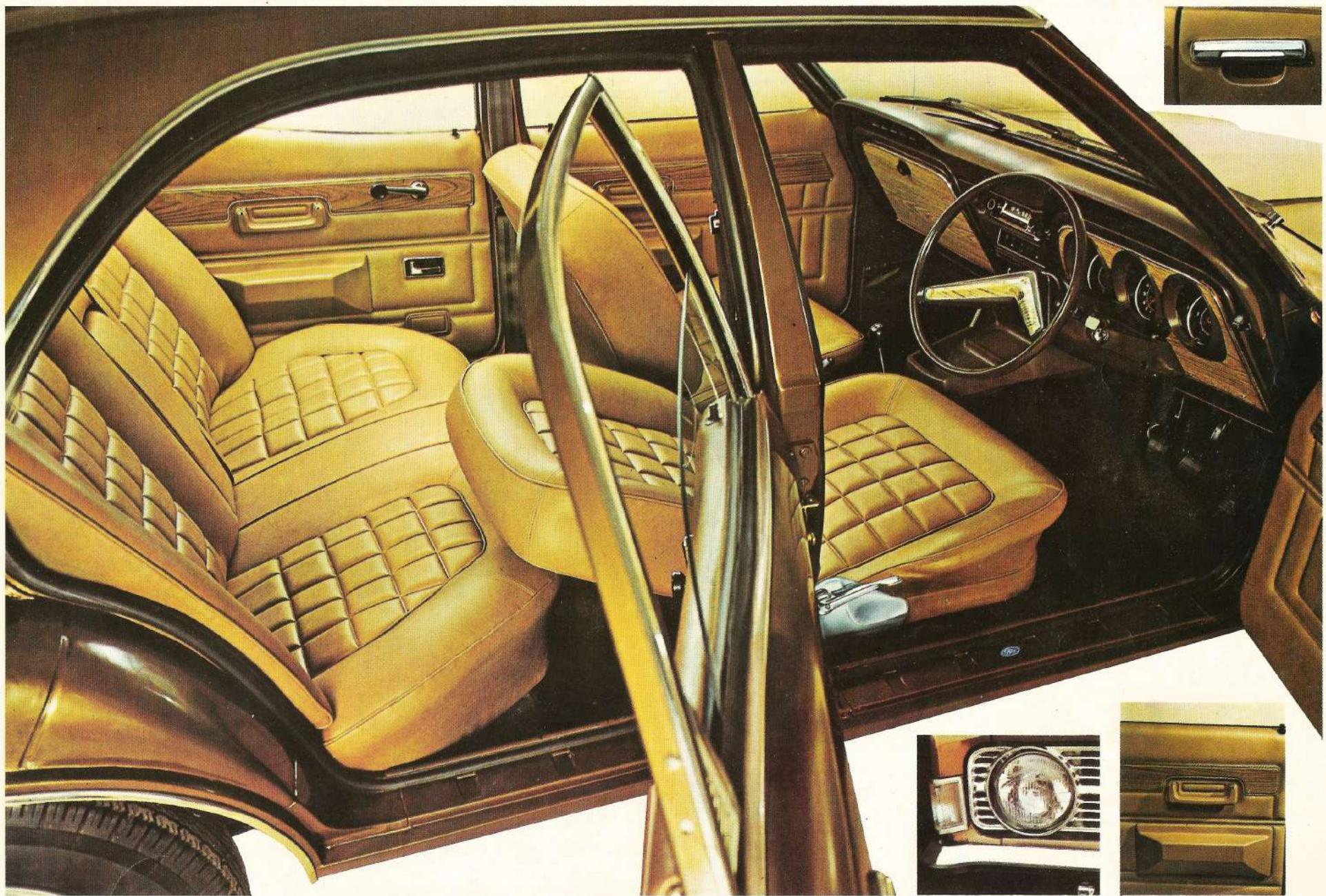
And, of course a choice of improved and new engines, 1300cc OHV, 1600cc OHV and 2000cc OHC.

Automatic Transmission

The manual gearbox fitted as standard to your Cortina XL has won consistent praise from users in the past. But even the best manual gearbox still involves a good deal of effort. Effort that isn't necessary. Automatic transmission, available as an option, makes driving so much more pleasurable and simple. There's no clutch, you just press the accelerator pedal to go, and the brake to stop. It's that easy.

Ask for a test drive in a Cortina XL fitted with automatic transmission — you'll wonder how you managed without it all these years.





Cortina GT

"Cortina packs a new body punch"

(NEWS OF THE WORLD OCT 1970)

When you've been driving ordinary cars for a few years, you may start to find motoring a little boring. That's when you're ready for the new Cortina GT. Ready to have your interest in motoring re-awakened.

Even the name has an excitement of its own. It's the name that was on the cars that started Ford's saloon-car championship winning streak. In fact the Cortina GT engine has many components developed as a direct result of our experience in Formula I and Formula II racing.

But it's on the open road that you find out what Cortina GT motoring is all about. The swift, positive acceleration that keeps you out of trouble. The effortless high speed cruising when you've got the road to yourself. In short, the pleasures of a car that was designed to be skilfully driven and enjoyed.

The Cortina GT carries on a great tradition. A new and more powerful engine, with brakes, suspension, wheels, tyres upgraded to match the increased performance.

The Engine

The engine is the place where the excitement starts. You have the choice of two completely new four cylinder in line units, 1.6 and 2.0 litres, with overhead camshafts and five-bearing crankshafts.

Overhead camshafts have been used for some time in racing and expensive high performance cars. Now production improvements enable us to bring the benefits of this type of motoring to the general public.

The new OHC engines offer higher efficiency, reduced engine wear, increased component life, improved performance. The rubber belt drive is quieter than conventional chain driven versions, and allows more accurate timing to be achieved.

For the 1600GT the result is a top speed of 101mph, 100 (SAE) BHP @ 6000 revs, acceleration 0-60mph in around 11.9 secs, power output of 88 DIN BHP at 5,700 revs, and a fuel consumption of 30mpg (touring).

For the 2000GT performance is as follows. Top speed 103mph, 0-60mph in around 10.2 secs, power output 98 DIN BHP @ 5500 revs and 112 (SAE) BHP @ 6000 revs and a fuel consumption of 33mpg (touring).

The real achievement of the new Cortina GT engine, however, is not simply its performance. You can adapt more or less any engine to give you increased performance – at a cost. The Cortina GT engine is reliable – the car stays on the road without the need for constant re-tuning, and the service interval is comparatively long for a performance car of this type. You get fuel economy too.

Cortina GTs are fitted with a two-piece drive shaft and alternator plus a pre-engaged starter on 2000GT only.

Suspension

The Cortina GT has similar suspension to the other models – 'double wishbone' front suspension, four bar link system on the rear. But the suspension has been made stiffer than normal to give improved roadholding at higher speeds, and an anti-roll bar is fitted for extra stability on corners.

Seating

All Ford performance cars have some special feature which sets them apart from other cars. We think the front seats will become the 'identity card' of the new Cortina GT. They have a unique shape which you can't miss. They are deeply bucketed, thickly padded, and incorporate many features developed from the experience of the Ford teams taking part in long and gruelling rallies. Take the integral head rest. This looks distinctive, and can help to reduce fatigue on long journeys – but its most important function is safety.

Brakes

The brake system fitted to all Cortinas is of exceptional efficiency. It is a dual line system. The brake fluid was formulated specially for Ford and has a high boiling point which lessens the tendency of the fluid to evaporate.

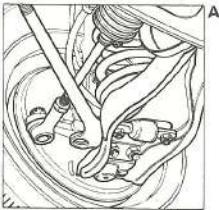
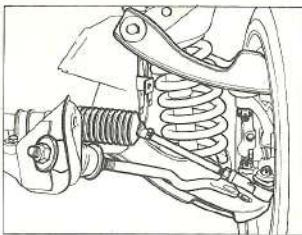
Power assistance and larger rear drums provide added stopping power for the Cortina GT.

Wheels and Tyres

With the extra performance that the Cortina GT gives, you need more contact with the road. So we've fitted it with big fat

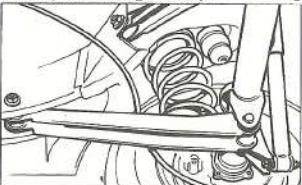


The Cortina GT shown above is fitted with optional Sports Road Wheels and an optional Ford Radio.



Front Suspension AB
Front suspension incorporates a double wishbone system with stabiliser bar, giving excellent directional stability and handling characteristics.

Rear Suspension C
At the rear a four bar link system is utilised giving the best possible axle control and virtually eliminating axle hop.



175 x SR13 radial tyres, and to accommodate them 5½ x 13 wheels.

Interior

Mounted over the transmission tunnel, placed so as to be within the drivers 'glance range', is a functional centre console. This incorporates four important instruments, for fuel, temperature, oil pressure gauges, and an ammeter. There's a floor mounted gear shift, a package tray, and a centre armrest which lifts up to reveal more storage space for odds and ends you may need during your journey.

The floors are covered in wall-to-wall loop-pile carpets, and you won't be lacking in the extras that add to the pleasure of driving a fine car like the Cortina GT. Rev-counter, trip recorder, cigar lighter, foot-operated wiper/washer control, two speed wipers, electric clock, day/night rear view mirror, grab handles, conveniently located map pockets, sports steering wheel, and matching gearshift knob.

Outside, the distinctive front end catches the eye. It has a special paint and badging scheme on the grill, and highly efficient twin halogen head lights. A GT coachline highlights the side panels, and a unique paint scheme is reserved for the part of the car that most people will see – the back.

Automatic Transmission

Automatic transmission on a GT? Why not? You'd need very snappy gear changing indeed to get away faster than our automatic

transmission does. That's because the optional override in the intermediate ratios lets you use the gears to best advantage. And by cutting out the need for useless clutch and gear work, automatic transmission leaves you much more time to concentrate.

Safety

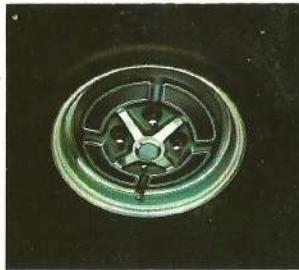
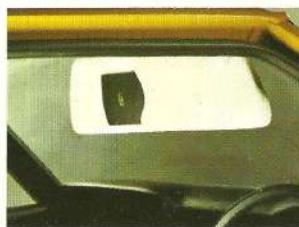
Safety is one of the top priorities of the Ford Motor Company. And in the new Cortina it reaches new high levels of effectiveness. For a performance car like the Cortina GT a few details would not be out of place.

Some of the safety features are inherent in the design of the car – the low, wide, road hugging stance for example. Some are improvements of already existing systems, like the dual line brakes.

But others had to be carefully designed into the car. One example is the steering column. Ford have designed for the Cortina a new steering shaft assembly which collapses on impact – increasing your margin of safety.

These are just a few examples of the safety features that have been built into the Cortina GT (and the other models in the range). They are all designed to add peace of mind to your performance motoring.

The Cortina GT is a car for the man who wants to apply his skills, and make the most of them. A car for the man who likes vivid motoring in a car he can respect. For such a man the Cortina GT is waiting to start the love affair.



The choice is yours. Not ours.

The take-it-or-leave-it attitude of offering you just one model at just one price is something we don't subscribe to. The way we see it, when you take one of our cars it should as near as makes no difference, give you those things you want in a motor car. Without charging you for things that you don't want.

That's why we gave you so many different versions of the previous Cortina.

That's why we introduced the option pack system on the Capri. And that's why we now give you so many different versions of new Cortina.

There's a choice of two-door saloon, four-door saloon and four-door estate car bodies. And a choice of four engines 1300cc, 1600cc, 1600GT OHC and 2000cc OHC.

There's also a choice of different levels of interior and exterior appointments (Cortina, Cortina L, Cortina XL, Cortina GT and top-of-the-line Cortina GXL).

Add a list of individual options as long as your arm. Plus a whole new range of colours. And you'll see that this Cortina gives you more choice than any other Cortina. Which means it gives you far more choice than any other car. And that's about as far as we can get from telling you to take it or leave it.

It seems only common sense to us.

Because, quite obviously, we'd rather you take it than leave it. And this way we both get what we want.

Cortina

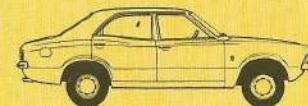
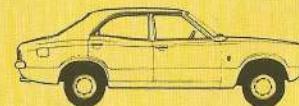
Complementing an impressive list of standard features, the Cortina offers, slide mounted seats with adjustable rake. Key operated door lock on both driver and passenger sides. Two speed windscreens wipers, two speed heater blower, childproof locks on rear doors of four-door models. Alternator except with 1300cc engine. Durable rubber floor covering with transmission tunnel flock spray carpeting. Transmission tunnel package tray and glove box.

Cortina L

Offers several luxury features including reversing lamps and bright metal mouldings on side windows. Rubber bumper inserts. Reclining seats. Colour keyed looped pile carpet. Foot operated washer/wiper control. Fully trimmed well padded door panels. Grab handles, cigar lighter and vanity mirror.

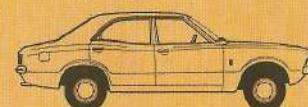
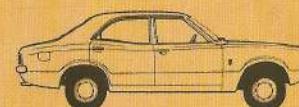
1300cc OHV Engine

Engine: 1298cc
Bore and Stroke: Bore 3.188in (80.98mm) and Stroke 2.480in (62.99mm)
Compression Ratio: 9.0:1
Maximum power: BHP (SAE) 65 @ 5,700 revs, DIN 57 @ 5,500 revs.
Maximum torque: SAE 74lb/ft @ 3,000 revs, DIN 67 @ 3,000 revs.
Top Speed: 85 mph
0-60 mph - secs: 18.5
30-50 top gear - secs: 12.5
Fuel consumption (touring): 35.9 mpg



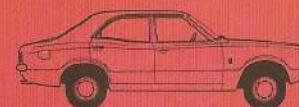
1600cc OHV Engine

Engine: 1599cc
Bore and Stroke: Bore 3.188in (80.98mm) and Stroke 3.056in (77.62mm)
Compression Ratio: 9.0:1
Maximum power: BHP (SAE) 78 @ 5,700 revs, DIN 68 @ 5,200 revs.
Maximum torque: SAE 94lb/ft @ 2,600 revs, DIN 85.4 @ 2,600 revs.
Top Speed: 91 mph
0-60 mph - secs: 14.8
30-50 top gear - secs: 9.6
Fuel consumption (touring): 32.1 mpg



1600cc OHC Engine

Engine: 1593cc
Bore and Stroke: Bore 3.54in (87.65mm) and Stroke 2.59in (66.0mm)
Compression Ratio: 9.2:1
Maximum power: BHP (SAE) 100 @ 6,000 revs, DIN 88 @ 5,700 revs.
Maximum torque: SAE 101lb/ft @ 4,000 revs, DIN 92 @ 4,000 revs.
Top Speed: 101 mph
0-60 mph - secs: 11.9
30-50 top gear secs: 10.3
Fuel Consumption (touring): 30.3 mpg



2000cc OHC Engine

Engine: 1993cc
Bore and Stroke: Bore 3.57in (90.80mm) and Stroke 3.03in (76.95mm)
Compression Ratio: 9.2:1
Maximum power: BHP (SAE) 112 @ 6,000 revs, DIN 98 @ 5,500 revs.
Maximum torque: SAE 122lb/ft @ 3,500 revs, DIN 111 @ 3,500 revs.
Top Speed: 103 mph
0-60 mph secs: 10.2
30-50 top gear secs: 9.3
Fuel consumption (touring): 33.0 mpg

Performance and fuel consumption figures are for guidance only

Cortina XL

This is an exceptionally well appointed car and, in addition to the 'L' includes, Distinctive and attractive exterior differentiation including unique hub caps. New three way adjustment front seat, including height adjustment. Bucket style rear seats with centre armrest. Simulated wood for instrument cluster, door cappings and glove box lid. Clock, and sun-visor document pocket. Glove box lock and lamp.

Cortina GT

The performance GT has a really sporty specification including 5½" rim wheels with radial ply tyres. Servo assisted brakes. Twin halogen headlamps. Rear GT identification with unique grille, wheel covers, coach-line and rear paint scheme. Rally seats, fully reclining with excellent side support. A centre console with fuel gauge, ammeter, oil pressure and water temperature gauges correctly angled for quick viewing. Tachometer, clock and sports steering wheel.

Cortina GXL

The 'GXL' top of the line derivative combines GT performance and equipment level with 'XL' luxury and more, including 5½" sports road wheels and radial ply tyres. Twin halogen headlamps. Vinyl roof. Heated backlight and engine compartment lamp. Unique seating style using three way adjustment feature. Centre console unit. Cut pile carpets and sports steering wheel.

Cortina Estate

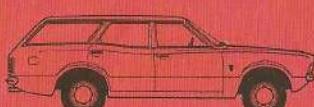
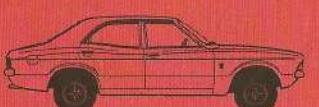
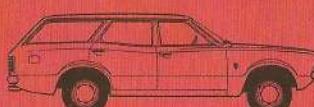
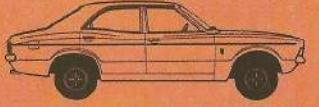
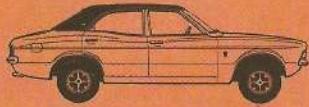
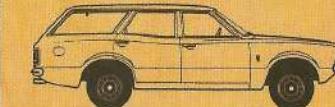
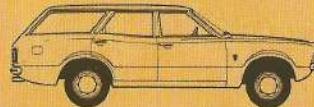
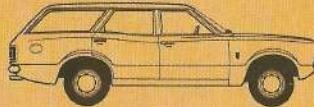
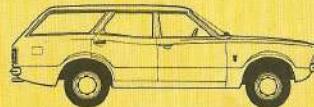
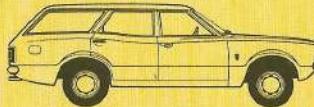
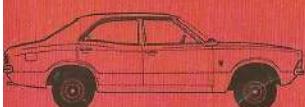
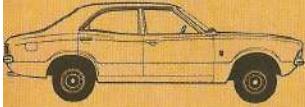
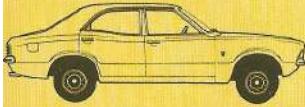
Complementing an impressive list of standard features, the Cortina Estate offers. Slide mounted seats with adjustable rake. Key operated door lock on both passenger and driver sides. Two speed windscreen wipers. Two speed heater blower/childproof locks on the rear doors. Alternator except with 1300cc engine. Durable rubber floor covering with transmission tunnel flock spray carpeting. Transmission tunnel package tray and glove box.

L Estate

Offers several further luxury features including, Reversing lamps. Bright metal mouldings on side windows. Rubber bumper inserts. Reclining seats. Colour keyed interior with looped pile carpet in passenger compartment and rubber floor covering in load area. Foot operated washer/wiper control. Fully trimmed well padded door panel. Grab handles, cigar lighter and vanity mirror.

XL Estate

This is an exceptionally well appointed Estate car and, in addition to the 'L' includes, Distinctive and attractive exterior differentiation including unique hub caps. New three way adjustment front seats, including height adjustment. Bucket style rear seats. Simulated wood for instrument cluster, door cappings and glove box lid. Clock, and sun visor document pocket. Glove box lock and lamp.



Cortina GXL

"New Cortina has more space for the family and a speedier look" (DAILY MIRROR OCT 1970)

If you take the motoring comfort and convenience of yourself and your passengers seriously; if you like the idea of paying a little extra for a lot more – then the Cortina GXL is the car for you.

The Cortina GXL is the best Cortina ever made and goes further than ever before in terms of luxury, appearance, and performance. Aggressive performance, combined with many features exclusive to the GXL, make it a car anyone would be proud to own.

And better than ever value, too. Add up all the items in the Cortina GXL package, and you'll see that you are getting a great deal for your money.

To make it a little easier for you to keep track of all the features on the Cortina GXL, we've divided them into comfort, convenience, and appearance.

Comfort

Look at the seats. They have a beautifully tailored trim style, thick padding, and contours scientifically designed to give you maximum lumber and lateral support. Which all means that you'll feel better and fresher during and after any journey.

The front seats are adjustable three ways, backwards, forwards and for height. Both the driver's and passenger's seat are fully reclining and can form an overall bed. We think you'd have to go a long way to find a better combination of looks and comfort.

The rear seats are twin bucket-style, with a centre armrest that folds away to make room for a third back seat passenger.

The floor is covered with expensive cut-pile carpet. Between the front seats is a console unit consisting of a secondary instrument panel (containing fuel, temperature and oil pressure gauge and ammeter), package tray, and a combined storage compartment, and centre armrest. The gearshift knob is covered in simulated leather, and the pedals have bright metal mouldings.

Convenience/Safety

Convenience means having everything you need near to hand. From that point of view the Cortina GXL is a very convenient car. Taken on their own many of the items are small. But they all add up. There's an electric clock, a cigar lighter, vanity mirror, foot-operated wiper/washer control, a document pocket in the sun visor, map pockets conveniently located for both driver and front seat passenger, the lockable glove box that lights

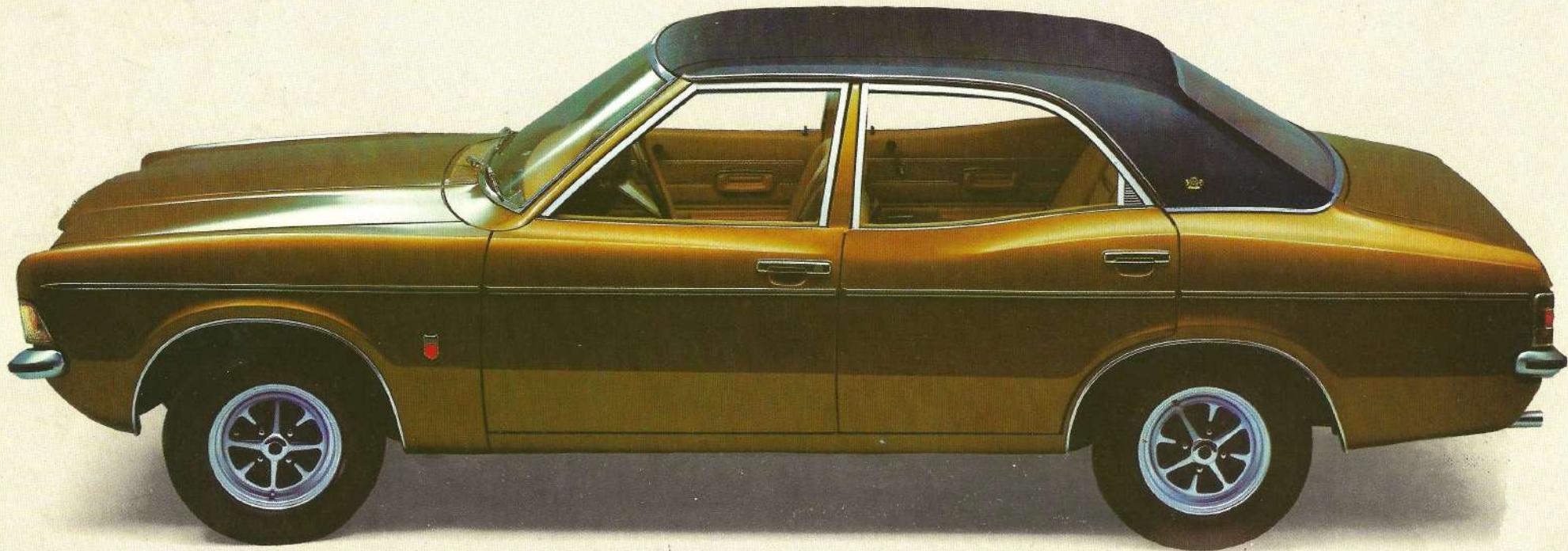
up when open, day/night rear view mirror and grab handles. The passenger door lock enables you to get in the car from the pavement side.

The two-speed wipers ensure you a clear view of the road in front of you, and the heated rear window lets you know what's going on behind, in all weather conditions, a light in the engine compartment saves you fumbling in the dark.

Appearance

A car that's something special in performance and comfort should look special.

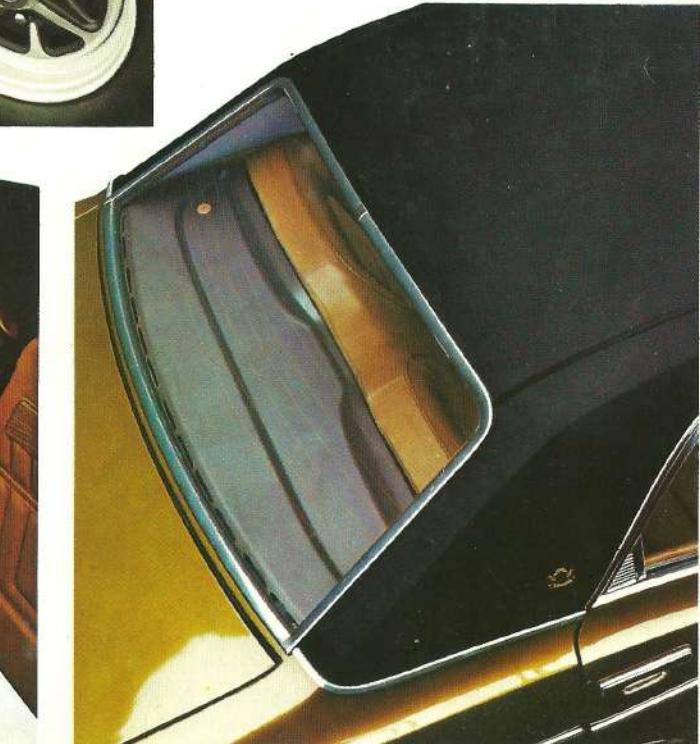
Inside, the Cortina GXL has built-in elegance, with its deep seats and carpet. To round it off, we've added fully trimmed doors with simulated wood finished inset panels and a simulated wood trimmed facia. Seat valances take the seat trim right down to the fitted carpet. The steering wheel is leather covered sports style.



Outside, the distinguishing features of the GXL are a black or parchment vinyl roof and body side protection mouldings. The black radiator grille with unique badging houses the four highly efficient halogen headlights.

The window surrounds, wheel arches, waist rail, drip rail and exhaust are highlighted with bright metal. The wheels are sports style, and a full width rear applique panel completes the exterior ornamentation.

Underneath the luxurious comfort and smooth appearance, the Cortina GXL is all performance car. In fact it has the same engineering specification as the Cortina GT. The same modified suspension, with anti-roll bar and two piece drive shaft, bigger brakes, bigger wheels and radial ply tyres. And you have the choice of two new overhead camshaft engines, 1600cc and 2.0 litre, with pre-engaged starter and alternator. If you take the 2.0 litre you get extra braking area to cope with the extra performance.



Automatic Transmission

One of the few things the Cortina GXL doesn't have as standard is automatic transmission – and you can correct that by specifying it as an optional extra. It costs surprisingly little considering the benefits you get, and really completes the pleasure of Cortina GXL motoring. In today's harrassing traffic conditions, automatic transmission saves you time, saves your temper. When you test drive the Cortina GXL, insist on automatic transmission.

If you like the idea of high level luxury and comfort, yet are reluctant to sacrifice the benefits of performance, then you and the Cortina GXL are made for each other. All the models in the Cortina range offer you a lot in terms of performance, comfort and appearance. The Cortina GXL offers you everything.

Cortina Estate Cars

"Comfort is the latest theme, the new model has comfort normally seen only in cars costing hundreds of pounds more"

(THE TIMES OCT 1970)

Does an ordinary saloon car sometimes seem too limited? Do you ever wish that it had a little more space?

Almost everybody does at some time or another — especially on those occasions when space is at a premium like holidays and shopping. At the same time, you don't want to lose the good looks and comfort of the saloon car.

Cortina Estate Cars solve the problem for you. As you can see from our pictures, they look good with the same flowing lines as the Cortina saloons. They are available in three versions — Cortina, Cortina L and Cortina XL. Each version has the same luxurious level of seating and trim as its saloon car counterpart — plus a big compartment behind the rear pas-

senger seat which is all usable space. And should you want even more space, just fold down the rear seat and you've got what is virtually a small room.

Think of the number of problems that this space and versatility would solve. No more worry about where all the holiday luggage is going. And shopping — with all that space, once-a-week shopping really becomes a practical proposition.

As we've said, the Cortina Estates are trimmed and furnished to the same luxury level as their saloon equivalents. We've made a major breakthrough in the design of the rear seats — they are the same size and height as saloon seats and the back folds down in one easy movement to form a flat floor from tailgate to front seats. They are the same in all other respects as well, with the obvious exception of the coachwork and the rear seat centre armrest on the XL. On this sheet we give an outline of the features of the Cortina Estates. For fuller details, see the Cortina, Cortina L and Cortina XL sheets.

Dimensions

The new Cortina Estate is big where it matters — inside. With its wider track and longer wheelbase. Luggage space dimensions — rear seat up: 33.2 cu ft, floor length 37.9 ins, floor width at wheel housing 44.0 ins. Rear seat folded down: 63.8 cu ft, floor length 75.2 ins, floor width at wheel housing 44.0 ins. Maximum load height 30.4 ins.

The Cortina XL Estate

This model sets a new high standard in estate car luxury. The whole car including the luggage compartment, is fitted with loop-pile carpet. The seats are distinctive, deep and luxurious and the rear seat folds completely flat. Naturally, the Cortina XL has all the features of the Cortina L Estate, plus full panel trimming in the luggage area, and document pocket in the driver's visor, an electric clock, dipping rear view mirror, map pockets, adjustable front seat height. The doors and facia are trimmed with simulated wood, and the glove compartment has a lock and interior lamp.

Automatic Transmission

You can have automatic transmission fitted to your Cortina Estate Car unless you specify a 1300cc engine. It's well worth the extra cost considering the benefits that you get. It makes driving, especially in busy traffic, so much easier, gives you so much more time to think. No fiddling about with clutch and gears — just the acceleration to go, the brakes to stop. Ask for a test drive in a Cortina fitted with automatic transmission.

Engines

With the new Cortina Estate you have a choice of three new engines. Two are modifications of existing engines, and one is an all-new 2.0 litre overhead camshaft model, which gives 100mph plus top speed, with increased component life and reliability. The 1.3 litre and 1.6 litre engines have a substantial power increase over previous models, while retaining the famous Cortina economy.

Seating

The exact type of seating you have will depend on whether you choose the Cortina Estate, The Cortina L Estate, or the Cortina XL



Estate. But all seats have been re-designed to give increased lumbar and lateral support, keep you more firmly in your seat during the journey, leave you feeling more relaxed after it. The back seats of the estates have been given special attention. While fully folding, they are also full size (estate car rear seats are usually shortened for easier stowage) and well up to saloon car standards of comfort.

The Cortina Estate

The passenger area has tough, good looking rubber floor covering, slide mounted seats with adjustable rake, coat hooks and a tray mounted on the tunnel for the items you may need on the journey. The 'Aeroflow' system ensures a constant supply of fresh air, with face level ventilation. Two-speed windscreen wipers are fitted as standard.

The Cortina L Estate

Loop pile carpet throughout the passenger compartment, while the luggage space has hard wearing rubber covering. The Cortina L Estate has many features that are usually found only in a more expensive class of car. The doors are fully trimmed, and the seats are fully reclining. There are grab handles over the doors for safety and convenience, a vanity

mirror, and a cigar lighter is fitted as standard. A useful innovation is the foot operated wiper/washer control. One press squirts water onto the windscreen, and operates the wipers for a few strokes.

Outside, the Cortina L Estate has bright window mouldings, and an extremely useful parking aid, reversing lamps.



Cortina Factory Fitted Options

Every motorist is an individualist. He likes his car to be individual, too, not an identical copy of a million or so others. Ford's policy is to give the motorist what he wants. So we provide you with a range of Cortinas and each one is a complete car.

But we go further. When you've selected the Cortina that's right in looks, price, and performance, you can start adding the individual touches that make it unique to you.

We provide a wide selection of factory fitted options. And not just a selection of knick-knacks and novelties — all the items in this booklet have been carefully designed to add to and complement the looks, comfort, appearance, convenience, or performance of your Cortina.

So decide on the ideal Cortina for you — then go ahead — ask us to build it.

Appearance Options



Styled Road Wheels

Sculptured steel road wheels complement New Cortina's natural sporting looks.

Metallic Paint Finish

It's difficult to imagine that anything could improve the look of New Cortina, but the seven

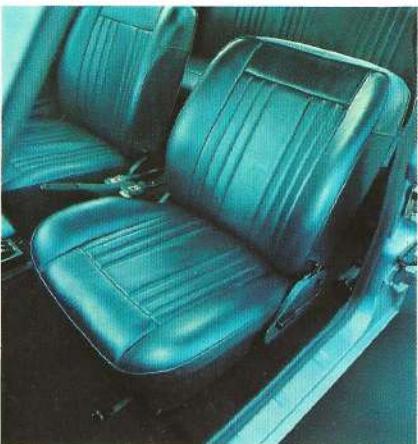
metallic colours — bold and imaginative or quietly distinguished — will change your mind.



Vinyl Trimmed Roof

The easy-to-clean vinyl roof option adds a real touch of individuality to the clean flowing lines of New Cortina.

Comfort Options



Reclining Seats

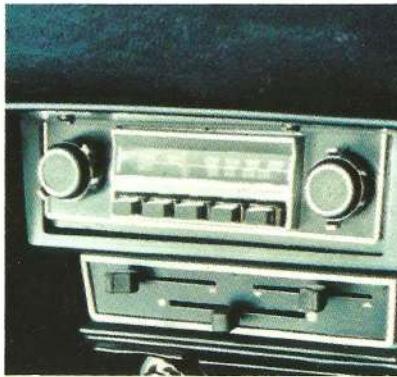
The ultimate in seating comfort. A touch of the handle sets the seat-back to any angle you desire, fully reclined to upright.

Fabric Seat Trim

Developed specially for Ford, this new fabric woven in Bri-nylon, is protected by the durable 'Scotchgard' finish. Warm in winter — cool in summer. Just wipe off the mud, oil, ice-cream — forget about stains.

Bench Seat with special floor gearshift

Provides maximum seating space and turns the Cortina into a six seater. The positive action gearshift does away with the many linked column change.



Push-button radio

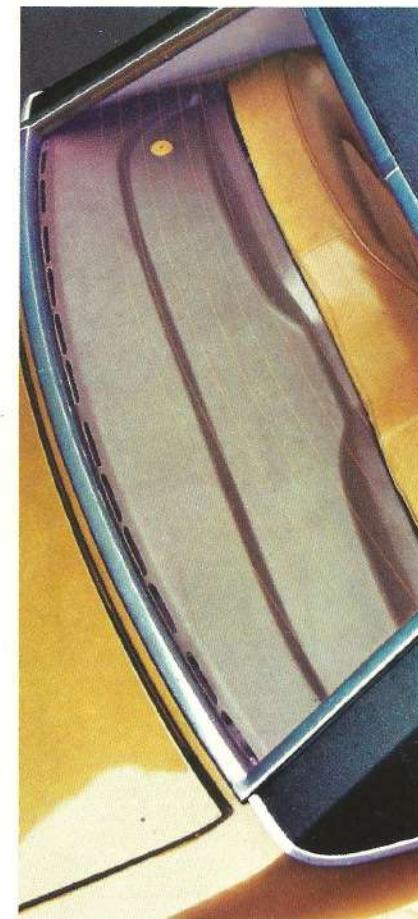
A superbly balanced Ford quality radio. With push-in preselecting buttons, easier tuning and fine adjustment. The relaxing way to travel.



Opening Rear Quarter Windows

Give more fresh-air and greater ventilation in hot weather. (Available on two door models only.)

Safety Options



Heated Rear Window

Gives you unimpaired rear vision in all weather conditions.

Inertia Reel Seat Belts

Give complete safety yet allow greater freedom of movement. Let you reach and stretch in comfort but hold you firm when it's really needed.

Cortina Options Availability



Underriders

For added front and rear protection. Strong rubber inserts take the knocks.



Performance Options

165 x 13 Radial Ply Tyres

The 'performance' tyre that adds better road holding and higher mileage to ordinary motoring.

185 x 13 Radial Ply Tyres with 5½ inch Wheels

Wide rim wheels take big safety tyres that put a lot more rubber on the road and give extra grip for acceleration, cornering and braking.

Convenience Options

Fully Tinted Laminated Windshield

Night driving made safer, plus the great advantage of reduced sun-glare, filtering out excessive heat and light.

Automatic Transmission

Real two-pedal motoring. The T-bar shift provides three forward and one reverse gear. First and second gears can be held for fast acceleration, and engine braking. Takes the strain out of busy traffic driving.

Brake Servo

Gives firm stopping power whatever the load, with reduced physical effort.

Alternator

Keeps your battery up to peak performance at all times. The alternator will meet whatever output is demanded and keeps charging even at idle speeds.

The Cortina Range of Engines

With the Cortina, Cortina L and Cortina XL there is a choice of two better than ever 1.3 litre and 1.6 litre engines, and an entirely new 2.0 litre OHC five bearing crankshaft engine. The 1.3 litre has revised camshaft timing and larger inlet valves; both the 1.3 and 1.6 litre have improved inlet and exhaust manifolds, improved combustion-chamber shapes and carburation. Both engines retain the successful cross-flow cylinder head with bowl in piston which improves performance and cuts engine wear.

They provide a new advancement in power without a corresponding penalty in fuel consumption.

The new Ford 1.6 and 2.0 litre OHC engine is the result of five years of research and development. Overhead location of the camshaft as an alternative to push rods has many advantages in performance. The more positive opening of the valves improves engine efficiency and reduces valve bounce, especially at high rpm. The re-inforced rubber belt drive is more efficient, quieter and enables more accurate timing to be achieved. The design has none of the shortcomings of a conventional chain or gear-driven OHC engine. It has no links or gear teeth to wear.

The Ford OHC has fewer moving parts and a higher level of durability than ordinary 'performance' engines.

	Cortina Saloons				Estate Cars		
O Option	Cortina	Cortina L	Cortina XL	Cortina GT	Cortina	Cortina L	Cortina XL
S Standard							
– Not Available							
Automatic Transmission	0	0	0	0	0	0	0
Bench Front Seat	0	0	–	–	–	0	0
Reclining Front Seats	0	S	S	S	S	0	S
Fabric Trimmed Seats	0	0	0	0	0	0	0
Vinyl Roof trim	–	0	0	0	S	–	–
Servo assisted brakes	0	0	0	S	S	0	0
Sports Road Wheels with 5½" rims 175SR x 13	0	0	0	0	S	0	0
165 SR 13 Radial Ply Tyres	0	0	0	–	–	0	0
185 HR 13 Radial Ply Tyres	–	–	–	0	0	–	–
Rubber faced Bumpers and Underriders	0	–	–	0	–	0	–
Underriders	–	0	0	–	0	–	0
Opening rear quarter windows	–	0	S	S	S	–	–
Heated Rear Window	0	0	0	0	S	0	0
Tinted/Laminated W'screen	0	0	0	0	0	0	0
Metallic Paint Finish	0	0	0	0	0	0	0
Inertia Front Seat Belts	0	0	0	0	0	0	0
Push Button Radio	0	0	0	0	0	0	0

Cortina Specification

Cortina Saloon

Engines Both the 1300cc and 1600cc units are 4 cylinder in-line engines, with cross flow heads, bowl-in-piston combustion chambers and five main bearing crankshafts.

The 2000cc unit is 4 cylinder in-line engine with overhead camshaft, toothed belt camshaft drive and five main bearing crankshaft.

Engine Lubrication High efficiency rotor type pump, replaceable element filter.

Ignition 12 volt system, ballast resistor coil.

Fuel System Camshaft operated diaphragm type pump. Tank capacity 12.0 gallons (54 litres).

Cooling System Pressurised pump assisted, thermostatically controlled.

Transmission Diaphragm spring type clutch, single hydraulic plate. Four speed gearbox with synchromesh on all forward gears.

Ratios 1300cc engine – 1st 3.54; 2nd 2.40; 3rd 1.41; 4th 1.00; reverse 3.96.

1600cc engine – 1st 3.54; 2nd 2.40; 3rd 1.41; 4th 1.00; reverse 3.96.

2000 OHC engine – 1st 3.65; 2nd 1.97; 3rd 1.37; 4th 1.00; reverse 3.66.

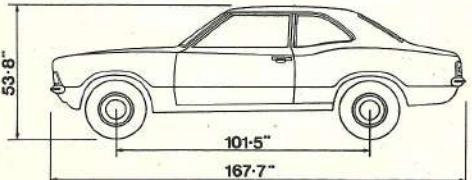
Body Steel integral construction, safety glass all round. Rear doors have childproof locks. Air extraction vents below rear window. Single tone paint finish. Bright metal ornamentation. Separate luggage compartment, effective capacity 12 cu.ft. Total luggage capacity 18.9 cu.ft. spare wheel housed in well in luggage compartment.

Rear Axle Semi-floating, hypoid final drive, 1300 & 1600cc, 9.0 in 2000cc servo with 2000cc.

Front Suspension Independent coil springs, short and long arms, with coil springs and shock absorbers.

Rear Suspension Four bar link with coil springs, shock absorbers, and rubber assist stops.

Saloons



Brakes Hydraulic. Dual line. Front discs (diameter 9.7 in) self adjusting rear drums (diameter 8.0 in – 1300 & 1600cc, 9.0 in 2000cc) servo with 2000cc.

Steering Rack and pinion; dished, oval steering wheel headed with safety steering column and anti theft lock. Turning circle 32.0 ft.

Wheels and Tyres Pressed steel disc with welded, assymetrical rim. Tyres 1300 and 1600 model 5.60 x 13 cross ply: 4.5" rim; 2000 OHC model 6.95S x 13 cross ply – 5.5" rim.

Electrical Equipment Two brush ventilated generator on 1300 engine 28 amp alternator fitted on all other engines. Starter motor, single tone horn, battery 12 volt, 38 amp hour (1300 & 1600) 44 amp hour on 2000cc engine. 7 fuse system.

Instruments Speedometer, odometer, fuel gauge, and water temperature gauge. Warning lights for generator/alternator, oil pressure, main beam and direction indicators.

Controls Switches for side lights, headlamps and windscreens wipers. The choke control and ignition, steering column lock are on either side of the steering column. Automatic choke for 2000cc engine. Direction indicators main and dipped beam, parking lights, with lane change facility, headlamp flasher and horn controlled from single stalk mounted on the steering column.

General Equipment Two circular sealed beam headlights, incorporating side lamps, with separate direction indicators. Twin tail light assemblies incorporating direction indicators, rear lights, brake warning lights, reflectors. Rear number plate illumination light. Individual front bucket seats with tilting backrest and anti-tip device. Adjustment for rake of backrest fore and aft movement. Door operated courtesy light. Safety styled window winders and door handles. Breakaway stem interior rear view mirror. Rear ashtrays in side panels. Heater and demister with face level vents and 'Aeroflow' ventilation system. Static front seat belts to driver's and front passenger's seats (extra cost).

General Equipment Centre console unit containing fuel, temperature and oil pressure gauges and ammeter. Four circular halogen headlights, GT style seats, with integral headrest, fully reclining front seats with anti tip device. 5.5" rim wheels with radial ply tyres (175 SR13). Servo assisted brakes. Opening rear quarter windows on 2 door derivatives. Two padded sun visors containing vanity

Extra for Cortina L

Equipment Foot operated washer/wiper control. Loop pile carpeting throughout. Fully reclining front seats with adjustment fore and aft. Three passenger grab handles/coathooks and vanity mirror. Reversing lights. Colour keyed interior and fully trimmed door panels. Rubber bumper inserts. Cigar lighter. Bright metal mouldings on side window. Centre emblem on grille. Perforated sound absorbing headlining.

Extra for Cortina XL

L Equipment Plus Unique upholstery design. Electric clock on simulated wood finished facia. Driver's visor has document pocket. Dipping rear view mirror. Seat height adjustment plus an additional lever which allows full alignment for front and rear seats producing a bed. Opening rear quarter windows on 2 door models. Locking glove box with light. Driver and passenger map pockets. Wide bright metal moulding around windshield and backlight. Strip moulding around drip rail, waist rail and wheel arches. Unique rear applique panel. Bright metal exhaust trim. Unique wheel covers. Seat valances, bucket style rear seats with centre armrest, unique steering wheel, dual horns.

Cortina GT

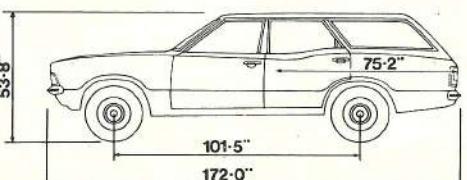
Cooling System Capacity of system 1600 OHC engine 11.5 pints (6.5 litres).

Ratios 1600 OHC engine 1st 2.97; 2nd 2.01; 3rd 1.40; 4th 1.00; Reverse 3.32:1.

Rear Axle Semi-floating, hypoid final drive.

General Equipment Centre console unit containing fuel, temperature and oil pressure gauges and ammeter. Four circular halogen headlights, GT style seats, with integral headrest, fully reclining front seats with anti tip device. 5.5" rim wheels with radial ply tyres (175 SR13). Servo assisted brakes. Opening rear quarter windows on 2 door derivatives. Two padded sun visors containing vanity

Estate Cars



mirror on passenger's side and document holder on driver's side. Rev counter and trip recorder. Conveniently located map pockets. Sports steering wheel and leather gearshift knob with gearshift gaiter. Special paint scheme and badging on the grill. Distinctive coachline on the side panels. Rear sports paint scheme with surround moulding. GT wheel covers, plain chromium bumpers, dipping rear view mirror, clock, seat valance, stabilizer bar stiffened suspension.

Cortina GXL

General Equipment A combination of GT performance and equipment level plus 'XL' luxury features with the addition of 5.5" sports road wheels and radial ply tyres. Servo assisted brakes. Unique radiator grille paint scheme with GXL badging. Twin halogen headlamps. Vinyl roof black or parchment and heated backlight. Engine compartment lamp. Unique seating style using three way adjustment feature. Centre console unit, cut pile carpets. Sports steering wheel. Waistline moulding, pedal mouldings, leather gearshift knob.

Cortina, Cortina L, and Cortina XL Estate Cars

All Cortina Estate cars have the same engine, technical and general specification detail as their saloon car equivalents except in the following instances.

Body One piece, counterbalanced tailgate with lock, air extraction vents on rear quarter panels. Loading capacity. As four seater – 33.2 cu.ft. (0.94 cu.m.).

As two seater – 63.8 cu.ft. (1.81 cu.m.)

General Equipment The Cortina L Estate has a rubber load compartment mat. Cortina XL Estate has loop pile carpet to load floor. XL has no rear centre armrest. Folding rear seat squab with automatic locking device. Tyres 1300 & 1600 OHV. 6.00 x 13 – 4.5 J rims. 2000cc OHC 6.95S x 13 – 5.5 J rims.

