

**Don't you think the family ought to get out more often?
In one of the 1970 Escorts.**





Suddenly, you can have an Escort with more than just 2 doors

If a place is nice to be in, the more ways you can get in there the better.

And Ford's Escort is one of the nicest places on wheels. Roomy so you can stretch without bothering anybody else in there. Comfortable so you can relax. Entertaining because there's a lot to see through those large windows. Refreshing because the 'Aeroflow' ventilation gives you a clean new carful of air to breathe every 30 seconds.

And surprising, because you always seem to arrive where you plan to go just a little sooner than you expected.

So now we proudly offer you a 4 door Escort.

In fact, a whole choice of 4 door Escorts.

An Escort De Luxe with 4 doors.

An Escort Super with 4 doors.

Even an Escort GT with 4 doors.

And that means real doors. With interior sill button locks that are childproof as well as burstproof.

Now, two doors or four, turn the page to find out what you'll be getting into.





Escort De Luxe Saloon

Expense is no object.

If your object is to get yourself an expensive motor car, the Escort De Luxe 2 or 4 door won't do.

So how much store can you set by the name 'De Luxe'?

If you're used to other small cars, quite a lot. The De Luxe Escort, offers plenty of room for you and your ego. Four adults can lounge. Two adults and a few kids can be comfortable. And they are driving around in a stylish well finished, well

furnished and good looking, real motor car.

The De Luxe has handsome (if hard wearing) upholstery and a floor covering colour keyed to the rest of the trim.



It has high-efficiency 'Aeroflow' ventilation, heater/demister with a powerful booster fan, a screenwasher, and safety features all round you wherever you look, including push button sill locks on all doors.

Under the bonnet lives an 1100cc 5-bearing crankshaft cross-flow head engine.

Your link with this engine is a fast and pleasant floor-mounted all synchromesh 4 speed shift. And beneath you is the ride and roadholding to take you anywhere with no hard feelings.







De luxer than De Luxe.

The seats are deeply embossed, deeply comfortable and shaped to locate you properly.

There's looped pile carpeting underfoot. (The kind of pile that doesn't flatten just because you've been reckless enough to tread all over it.) Interior trim and appointments are colour keyed in harmonising tones.

A mat provides a protective basis for the 15 astonishing cubic feet of luggage you can sling happily into the boot. There are coat hooks. A cigar lighter. Three ashtrays. A 2 speed fan to boost what is already an outstanding heating system. 'Aeroflow' ventilation. 2 or 4 doors. And every luxury we've already boasted on the De Luxe.

Outside, the Super is super too. Powerful rectangular headlamps with built-in sidelights. A boldly slatted grille. Bright trim to highlight rich paintwork. Handsome wheeltrims and that eager, kickback styling that makes all Escorts a pleasure to the eye in a world of square-shaped small cars.

A 63 bhp 1300cc 5-bearing crankshaft cross-flow head engine is what you normally get with the Super, but the 1100cc engine is available too.

All in all, the Super sounds like the best Escort you could lay hands on. But you still have the GT to consider. Just turn the page.



Escort Super Saloon





Just how far can you go with a small car?

A GT is an expensive and barely-tamed sports car with a hard top and room for two small and uncomfortable people in the back. Right?

Wrong. A GT is a car to go touring in. With all your luggage and all your family if they feel like coming. Quickly, comfortably and, in the case of

the Escort GT economically.

It's also a car to arrive in. To be noticed and admired more than a little when you get to where you've been going.

What has the Escort GT got that puts it ahead of other Escorts and far ahead of any other small car even approximately in its price group?

Escort GT Saloon



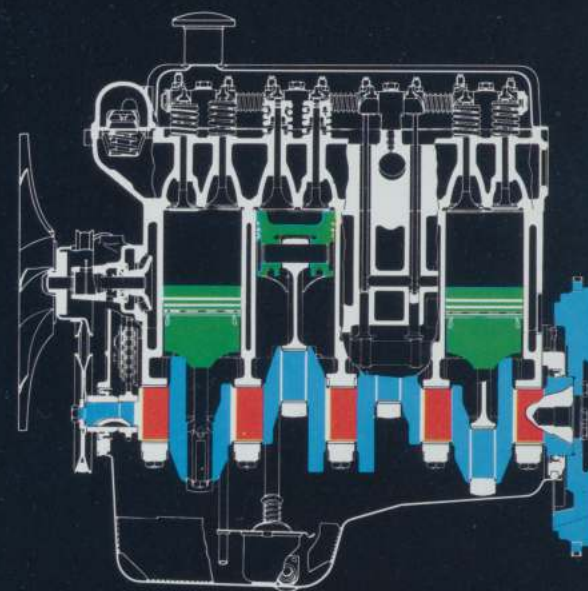
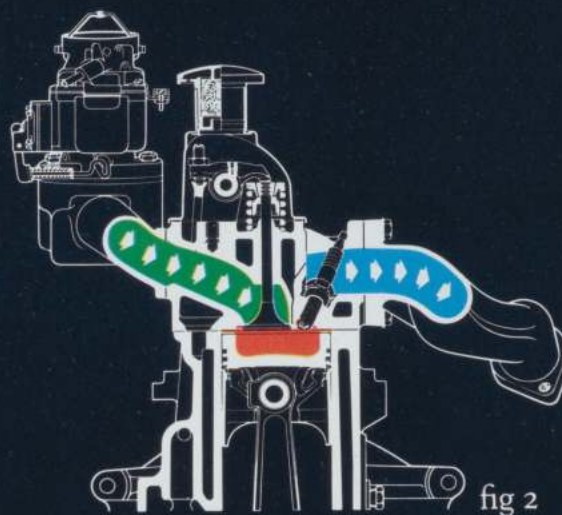
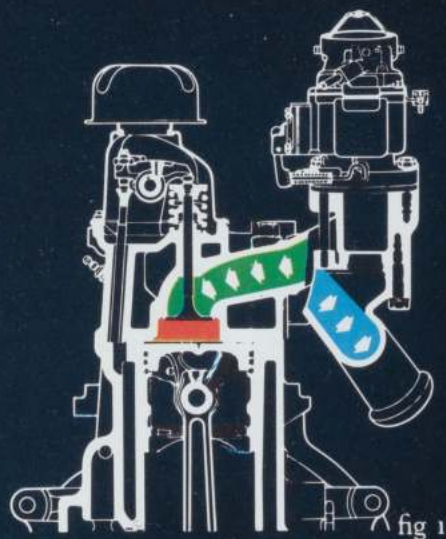
It has high style and high performance.

Performance first. 60 mph in the area of 13 seconds. A top speed in the mid-90's. Both figures accomplished very easily by a 75 bhp engine with a Weber twin-choke carburettor, high-lift cam, bigger valves and a 4 branch exhaust manifold.

Four beautiful ratios — 3.337, 1.995, 1.418 and 1.000 — played with through the medium of a gaiter-clad remote control sports shift. No holes, just a gear whenever you need one. And no fumbles, because this box is all synchro and virtually unbeatably fast. Ford type roadholding on big fat radial tyres.

Then there's the style. Soft Cirrus 200 upholstery. Thick carpeting. Wide wheels. Colour keying. And the rich look of simulated walnut on fascia, door cappings and rear quarters. The padded instrument binnacle houses a large speedometer and tachometer, an odometer, fuel gauge, temperature gauge, oil pressure gauge and a battery condition indicator as well as the ignition and turning indicator lights. Which, of course, are far from being just styling features.

Plus a lot of other little comforts like two speed wipers, 'Aeroflow' ventilation, 4 doors if you want them and a price tag that makes nonsense of many other high performance cars' claims.



Ford's Engineering

The word Ford is part of the English language, something people take utterly for granted.

We're pleased by that. If people take us for granted, it follows that they must rely on us.

And our designers and engineers work very hard to deserve this reliance, sometimes by pioneering new ideas, sometimes by perfecting old ones.

The latest expression of Ford's tradition for better engineering is the cross-flow head, bowl-in-piston, 5-bearing crankshaft 4 cylinder engine, as found in any Escort.

This 1098cc or 1298cc engine of ours has a crankshaft that runs on 5 main bearings. There are some small cars still whipping around on 3. Our 5 make our engine stronger, longer lived, smoother and quieter.

But that isn't the big thing about it. The big thing is the cylinder head. Conventional engines have dome-shaped combustion chambers cast into their heads (red area, fig 1). This limits the size of the valves and cramps them so that the incoming mixture and the outgoing exhaust gases tend to get in each other's way.

Our engine has, instead, combustion chambers hollowed out of the piston top itself (red area, fig 2). This allows the cylinder head to be flat, the valves

to be bigger and the mixture to flow smoothly across the head, be ignited and be exhausted efficiently. Thus, our cross-flow head bowl-in-piston engine breathes freer, produces more torque, pushes out more power, uses less fuel, stays cleaner and wears less.

Ford engineering doesn't stop being interesting when you consider things other than the engine, of course. Every Escort has an unusual kind of suspension with a compliance device allowing the front wheels to move horizontally as well as just up and down. They absorb bumps better that way. And even the 'Aeroflow' ventilation system is a major achievement in the control and dispersion of air inside a car. Those things are Ford engineering too.

Escort Twin Cam

The Escort Twin Cam was launched in 1968 primarily as a rally car. And it looks as if our intentions were good, because within 10 months of its introduction it had raced away with the eleven most prized prizes of the season:

International Tulip Rally Outright Winner.
Belgian Circuit des Ardennes Outright Winner.
Circuit of Ireland Rally Outright Winner. ABC TV
Rally Cross Championship Outright Winner.
Redex Gold Cross Championship Outright Winner.
Rally of the Flowers First in its class. Austrian
Alpine Rally Outright Winner. Acropolis Rally
Outright Winner. Scottish Rally First in its class.



1000 Lakes Rally Outright Winner. British Saloon
Car Championship Outright Winner.

Now, a limited number of Twin Cams are available to those drivers who want to sharpen up their daily driving with a weekend Autocross.

For details of this 110 m.p.h. Lotus powered Escort ask your Ford Dealer for the special Twin Cam folder.

Escort Automatics

With a manual gearbox you carry out nine separate actions with your feet and arms every time you stop and start your car.

With an automatic, it comes down to only two.

You press the brake pedal to stop, and the accelerator to go. It's as simple as that.

Automatics make driving far less tiring, much more comfortable.



You don't have to think about the engine or the gears. Automatic transmission does all your thinking for you.

So when you are considering a new Escort, ask for a test drive in a model fitted with an automatic transmission.

The extra cost won't seem like extra after your first five minutes of clutchless driving.

Escort Estate Cars

They really are cars.

There are two Escort Estates. The De Luxe and the Super. With the rear seat of either in position, what you have is a four passenger saloon car with 31 cubic feet of load capacity in the back.



With the rear seat folded flat, you find yourself driving a lively two seater with 54 cubic feet of load capacity,

And in spite of this astonishing capacity to swallow loads, our De Luxe Estate offers a level of interior appointment that makes many a big car owner blink.

So in its class you won't find better value for

money. It is only natural that we follow one success with another. The result is the Escort Super Estate Car.

It costs more than the De Luxe. Because it has even more good things built into it. Deep pile carpeting (including the luggage space). Deep embossed seating. Big rectangular headlamps. Bright metal body mouldings and wheel trims. Simulated wood facia panel. And colour keyed interior, an extra light in the loadspace, rear padded armrests and a two-speed booster fan — in fact all the extras of the Super saloon.

With our De Luxe and Super Estates you can choose between the economical 1100cc power unit or the powerful 1300cc engine. The 1300cc models have front wheel disc brakes and all round power assistance.

Both Estates have 'Aeroflow' ventilation, heater, big soft seats, sporty all synchro 4 speed shift, screenwashers and the pleasures of the cross-flow head, 5 bearing crankshaft engines.

And a full line-up of options and accessories like automatic transmission, radio and spectacular metallic paint finishes to make your Escort Estate a sort of working luxury car.



All Estate Cars illustrated on these two pages are Super Estate Cars.



Escort Safety

The car that has everything has safety built-in.

There are two ways of making a car safer. The first is to make it agile, controllable, stoppable and unfatiguing enough to keep out of trouble.

The second is to engineer it to minimise the effects of trouble when trouble is unavoidable.

We've done both with the Escort.

Rack and pinion steering and rally-developed suspension give you a lot of control over your car. There is the power to go and the power to stop in emergencies. The turning circle is a reassuringly small 29.7 feet. Your seats are comfortable and designed to hold you in position. You have fingertip control over indicators, headlamp flasher, horn and dipswitch. 'Aeroflow' ventilation keeps you fresh and on top of the job of driving. An Escort, in fact, isn't an easy car to get into trouble with.



The Escort has seat belts up front (standard fitting at extra cost). On 2 door models, the front seats have an anti-tip lock to stop them jackknifing forward on heavy braking or impact. All doors of every model have burstproof locks.

Switches and door handles are flush. The steering wheel is deeply dished. The parcel shelf is collapsible. There is deep crash padding in front of you. The visors are padded. There is safety glass all round. There is a foot operated windscreen

washer button so you don't have to take your hand off the wheel to clear the screen. Your electrical system is protected by no less than 7 fuses, (not counting extra fuses optional electrical equipment items get). And the body shell itself is built like a small armoured car between progressively collapsible areas front and rear.



When we made the Escort, we thought very much about your peace of mind.

Escort Options and Accessories

You can drive away an Escort just as it is and you've got yourself a complete car. But there's always something a man wants to add even to the most completely equipped car. People are individuals and they like it to show in the things they possess.

So we have a whole range of options and accessories you can specify for your Escort.

Just for a start look at the following selection of factory fitted options:

- A Inertia reel seat belts
- B Automatic transmission
- C Radial ply tyres on 4½" wheels
- D Manual radio
- E Electric clock
- F Metallic paint finish



The list of accessories is equally as impressive:

- A Overriders
- B Standard or Iodine Quartz rectangular lamps
- C Wing mirrors
- D Wheel trims
- E Overtaking door mirror
- F Underbody protective compound

- G Rear view dipping mirror
- H Child's safety harness
- I Petrol locking cap
- J Reversing lights

But, of course, first you'll need an Escort to start opting on.



Ford prices are delivered prices. The recommended Ford prices include delivery to Ford Dealerships throughout the UK (except Northern Ireland). These prices are therefore, not directly comparable with those issued by motor manufacturers who also levy an additional delivery charge.

In view of the Ford policy of continuous improvement, the right is reserved to change the specification, colour range and prices of the models illustrated and described in this publication. You should therefore check current details with your Ford Dealer.

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