

The Incredible Cortinas





Once in a while, a new car comes on the scene that is so much of an improvement on what has gone before that it upgrades a whole class of motoring.

The Cortina is such a car. Before its introduction, in 1962, the motorist who wanted a medium-sized inexpensive car got a bare minimum for his money. But with the Cortina came new and much higher standards of speed, acceleration, performance, interior space and comfort, luggage space, reliability and safety.

The Cortina's reputation has been won not only on

the highways and byways of the world, but at the world's rallies and race tracks. Ford have won more motor sport events than any other car manufacturer.

And the Cortina's own victory tally, which includes 25 National Championships, as well as hundreds of separate victories, speaks for itself.

The lessons learned during these all-conquering years have been applied to each new model as it has come along.

Today's Cortinas are streets ahead of their



predecessors, just as the early Cortinas were streets ahead of competitive cars in their class.

They have great style. Their performance is outstanding. They set very high standards of driver and passenger comfort.

And there are seven models to choose from.

The De Luxe. Its brilliance is matched by its economy.

The Super. Added touches of luxury and

comfort with big engine performance.

The GT. Exciting rally-style driving.

The 1600E. A powerful and lavishly equipped executive car.

The Cortina Estates. De Luxe or Super, more space inside than any other cars of their size.

The Cortina Lotus. A race-winning combination of Ford and Lotus know-how.

Which of these Cortinas is your Cortina?

The Cortina De Luxe

Some people have been talking a lot of hot air lately, by comparing their own much more expensive 'De Luxe' with our least expensive 1300cc Cortina.

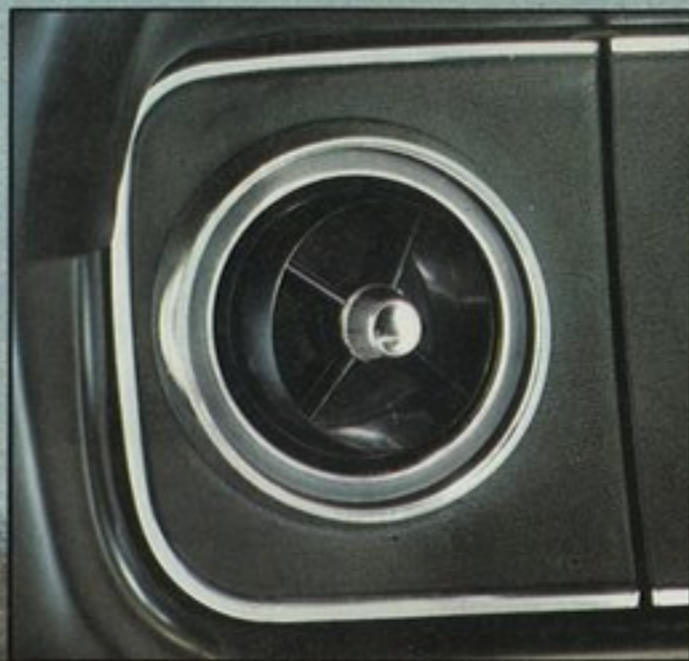
Even so the Cortina De Luxe comes off rather well. It might lack the 'console' that some pricier models boast, but it still offers you valuable extra inches inside, plus the biggest boot in its class (21 total cu.ft.). A turning circle of only 30 feet, and Ford's famous cross-flow head, bowl-in-piston engine with a 5 main bearing crankshaft. This develops 61.5 bhp at 5000 rpm, gets you from 0-60 in 18.2 seconds, gives you a touring fuel consumption of around 30 mpg and a top speed of 84 mph*.

*Autocar 5/68.

Whilst the De Luxe fitted with the optional 1600cc engine is way ahead of its class.

When you compare the De Luxe against its would-be rivals, price for price, you'll discover lots of features our competitors hoped you wouldn't. Like the Cortina's revolutionary stressed bodyshell giving you the strongest body, weight for weight, in its class. Like its door to door carpeting. Like the sensible black anti-glare facia with glovebox, and windscreen washers. And big safety features like the crash padded facia top, anti-tip locks on the front seats, fade free front disc brakes, anti-burst door locks all round, and safety styled control knobs.





As well as a big choice of options, like radial ply tyres, and reclining front seats.

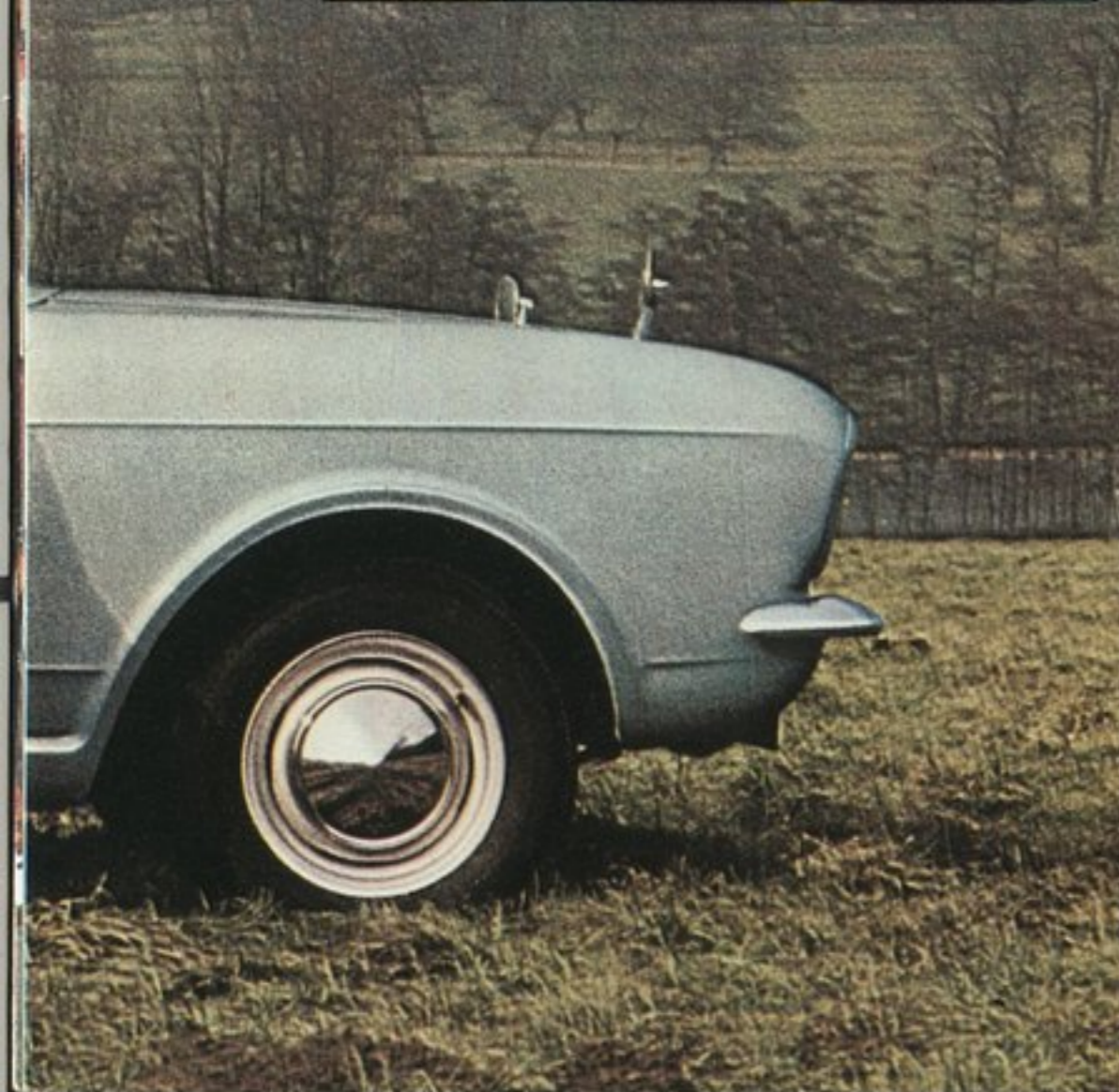
As if that wasn't enough, you'll get a snazzy remote floor gear shift to slick you through the silky all-synchro gearbox. Plus an interior bonnet release. And safety styled window winders and door handles.

These are just some of the improvements we made for '69. Enough to keep our De Luxe way ahead of the competition. 7th year running.

Ford's unique 'Aeroflow' system gives you a complete change of air inside the car every 40 seconds.

Two facia vents, like that left, allow streams of air to be introduced and directed at any angle you wish.

The wing mirrors illustrated are Ford accessories.



The Cortina Super

In its class, our least expensive Cortina De Luxe leaves the competition cold.

But our next up model, the 1600cc Cortina Super has even more to offer. A cracking good performance with a top speed touching 86 mph, 0-60 mph in a sizzling 16 seconds. Plus an average fuel consumption of 28.5 mpg.

The inside story is just as good.

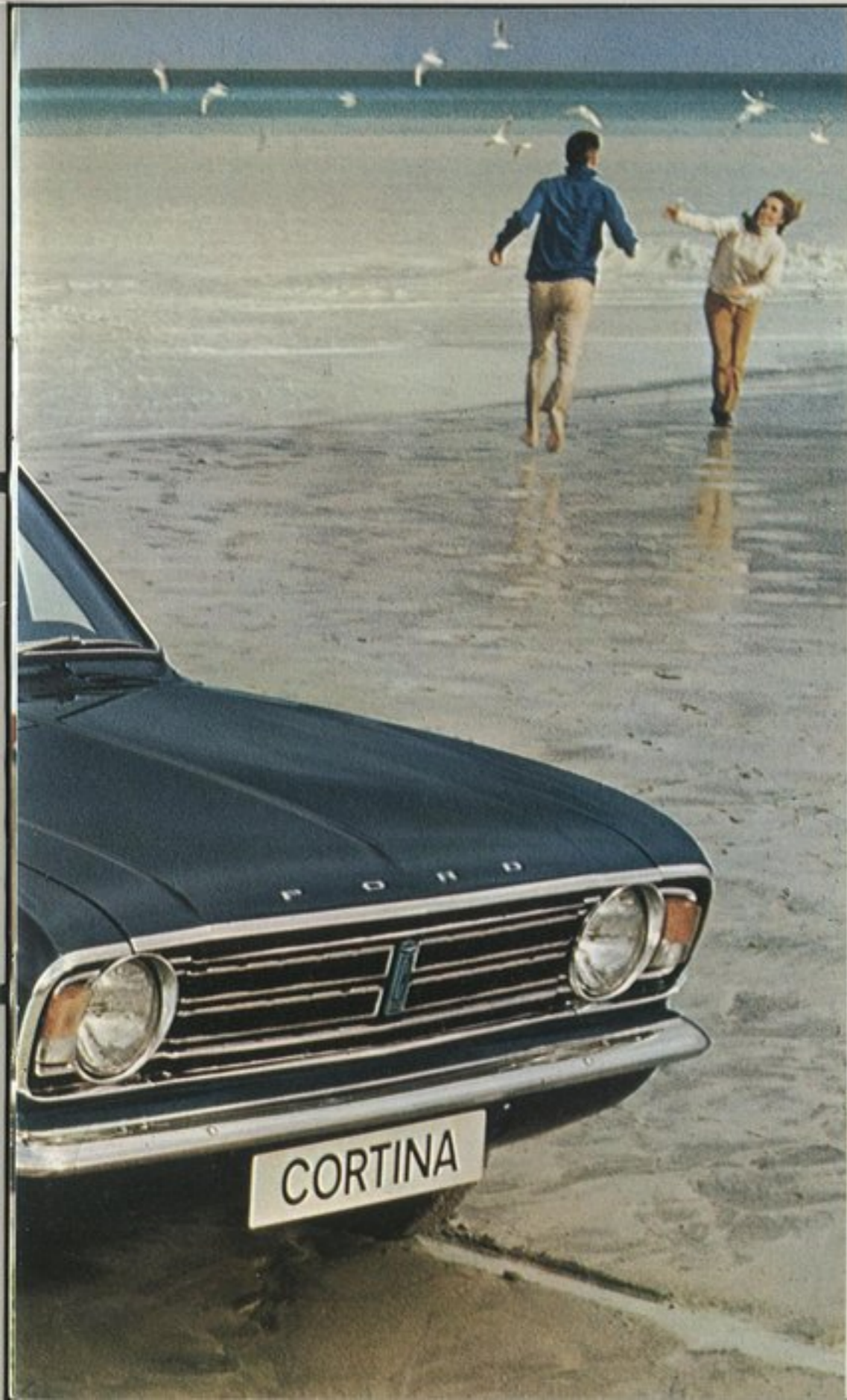
For a start the trim is colour keyed. The seating and door pads are in the trim colour you choose. Whilst carpets, fascia top, steering wheel and parcel tray are in a darker tone. It's a system of matching colours that wives especially will appreciate.

The Super seats are deep, with thick contoured rolls to hold the driver and passengers firmly round the bends. With the front ones slide mounted to keep the correct rake - however far back you adjust them. Bench, or fully reclining front seats are offered as optional equipment.

And that's not all. With the Super you also get a fascia mounted cigar lighter. As well as wheel trims and bright metal side and rear end mouldings outside.

To make our 1600cc Super even more brilliant.





The Cortina 1600E

This is the Cortina for the man who wants the glossiest kind of modern motoring. Like a top speed of 96 mph*, a touring fuel consumption of around 25 mpg and 0-60 mph in a startling 11.8 seconds*. *Motor 2/68.

Plus an appearance well up to its performance.

Inside, real walnut facia and door cappings. Leather covered sports steering wheel. Sumptuous seating with fully reclining front seats, and bucket style rear seats with a fold-down centre arm rest. Map pockets forward of each front door. Plus the same luxurious console unit we fit to the GT, colour keyed to seats, carpet, facia crash padding, parcel shelf and door pads.

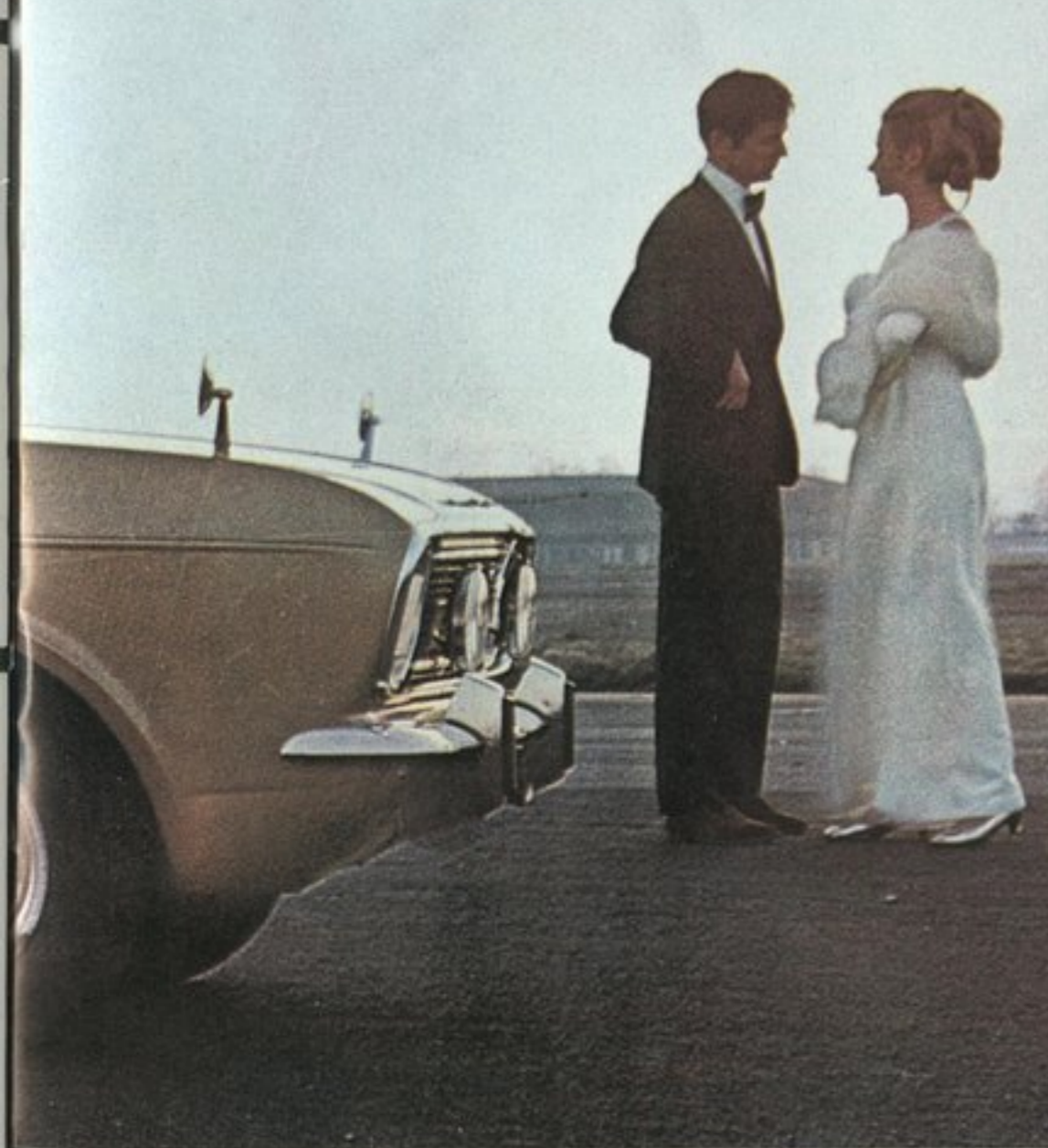
In this car you'll want for nothing. Dual tone horns, a cigar lighter, and a passenger's vanity mirror are standard. Even the spare wheel is covered.

Outside, sculptured racing wheels, paired driving lamps, reversing lamps, and a sleek coachwork line are standard. Plus a distinctive matt black grille and rear panel.

Once in a 1600E you'll never want to budge from your seat. Thanks to the lowered Lotus suspension and radial ply tyres on 5½ inch rim wheels, you won't.

The wing mirrors, overriders and radio are Ford accessories.





The Cortina GT

The sports car enthusiast has many makes to choose from. And for most of them he pays a high price. To get speed he goes short of space. To get performance he has to leave the passengers behind. Or pay a fancy price for extras he doesn't want.

But our GT is a sports car with saloon car comforts. Five people can get into this car. With their luggage. Because the GT has a 21 cu.ft. boot – the biggest in its class. Yet it has a top speed of around 96 mph* and accelerates from 0-60 mph in 11.8 seconds* (that's 0-50 in 8.4 seconds*). The 1600cc Ford engine has a down-draught twin-choke Weber carburettor – and it develops 92 bhp at 5,500 rpm.

So to cope with this potent power unit we fit

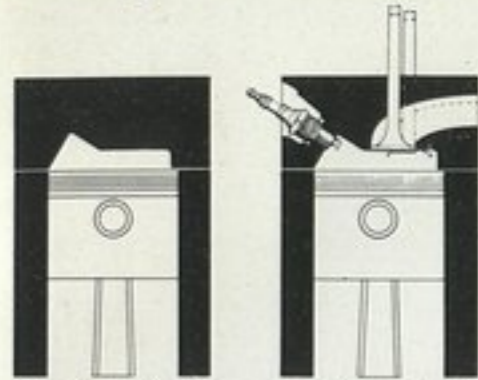
radial ply tyres on 4½ inch safety ledge wheels, and front disc brakes.

Inside, a fully padded facia houses safely recessed controls, safety styled switches, and full instrumentation including rev. counter, oil pressure gauge and ammeter. The superb front bucket seats are slide mounted. And a luxurious console houses the handbrake, ashtray, chromed gearshift, front seat belt stowage points, clock, and space for the optional radio (as illustrated). Seating, carpets, facia and door trim are all colour keyed in matching tones.

All of which makes our sporty Cortina rather grand. And why it's so deservedly classed as the GT. *Motor 2/68.



Why Ford's engine is better.



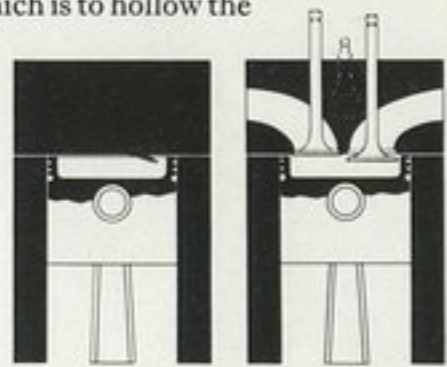
This diagram represents a cross-section of a conventional cylinder. As you see, the combustion chamber is hollowed out of the casting which forms the cylinder-head. In this little chamber the engine designer has to insert a fuel inlet valve, an exhaust valve and a sparkplug. The way he usually does this is by positioning the pair of valves on one side and the sparkplug on the other – as above.

Research shows that although this system works well, it can be improved on. Fuel burning is less even and less complete than it might be.

What can you do to improve it?

You can do what Ford have done, which is to hollow the combustion chamber out of the piston.

You still have to insert the valve and sparkplug. But instead of an awkwardly shaped dome, you have a smooth, flat surface to position them on. This means you can have larger valves opening into a more spacious chamber with no awkwardly shaped surfaces to impede the even swirl of fuel/air vapour coming in or exhaust gas going out.

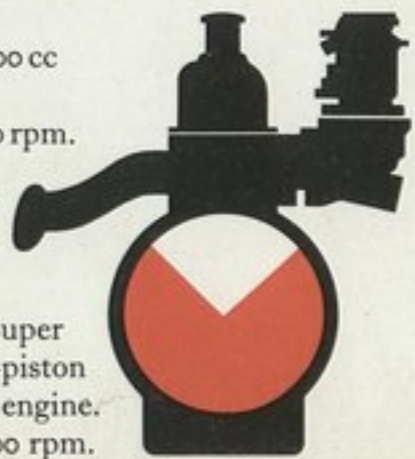


It also means you can place the valves across the cylinder instead of bunching them to one side. The passage of fuel vapour in – exhaust out is smoother and more rapid, or, as an engineer would say, the Ford engine 'breathes' better.

As the diagram below shows, this sophisticated Ford design has a marked effect on the power output of any engine, irrespective of its capacity, as compared with the more conventional type. What's more, the extra power is achieved without increasing fuel consumption.



Conventional 4
cylinder in-line 1500 cc
engine
61.5 BHP at 5,000 rpm.



1600 cc Cortina Super
Bowl-in-piston
cross-flow head engine.
75 BHP (gross) at 5,000 rpm.

Automatic transmission

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.

Automatics make driving far less tiring, much more comfortable.

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

So when you are considering a new Cortina 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.





The Cortina Estates

We make two versions of the Cortina Estate Car – the De Luxe and the Super, both equipped and trimmed to the same standard as the saloon car. With the same choice of options.

The important thing is the amount of space they have inside.

Maximum load length is 76.5 inches. Which is the longest in this class. Whilst maximum load capacity is 70.5 cubic feet. Which is 8 cubic feet more than its nearest rival. And nearly 20 cubic feet more than some models in the medium estate class.

With the rear seat in use for passengers you still have over 36 cubic feet of space for stowage. So, for a car of this class the capacity is well above its class.

And, unlike many estate cars, the Cortina Estates match the performance of their equivalent saloons in acceleration, maximum speed and fuel consumption.

So not only are they faster than the competition, they're more economical too.



Rear passenger seat folds forward and flat to provide over 6 feet of uninterrupted floor.

Tailgate swings up high, giving easy access to the 53 inch load width.

The overrides and radio aerial illustrated are Ford accessories.

A manual radio with a rear speaker, as illustrated below, is a factory fitted option.



The Cortina Lotus

The Cortina Lotus, first introduced in 1963, is the brilliant result of an engineering collaboration between Ford and Colin Chapman's Lotus organisation. It's a production performance car without precedent in the history of motoring. There is no production car in the world today that can match the Cortina Lotus' high performance at its price.

Here are the features that make the Cortina Lotus a thrilling and rewarding car to drive.

Modified 1558cc overhead camshaft engine,

developing 115 bhp (gross) at 6000 rpm.

Acceleration 0-60 mph in 9.9 seconds*. Two twin-choke carburettors providing optimum fuel combustion to boost top speed to a fantastic 105 mph*. Hydraulically operated, servo-assisted brakes - 9.625 inch discs in front, 9 inch self-adjusting drums at rear, with a lining width of 1.75 inches. These give the car its superb braking characteristics.

The original GT suspension has been modified and lowered to improve stability, cornering and



'Lotus' side flashes may be added by your Ford Dealer at extra cost.



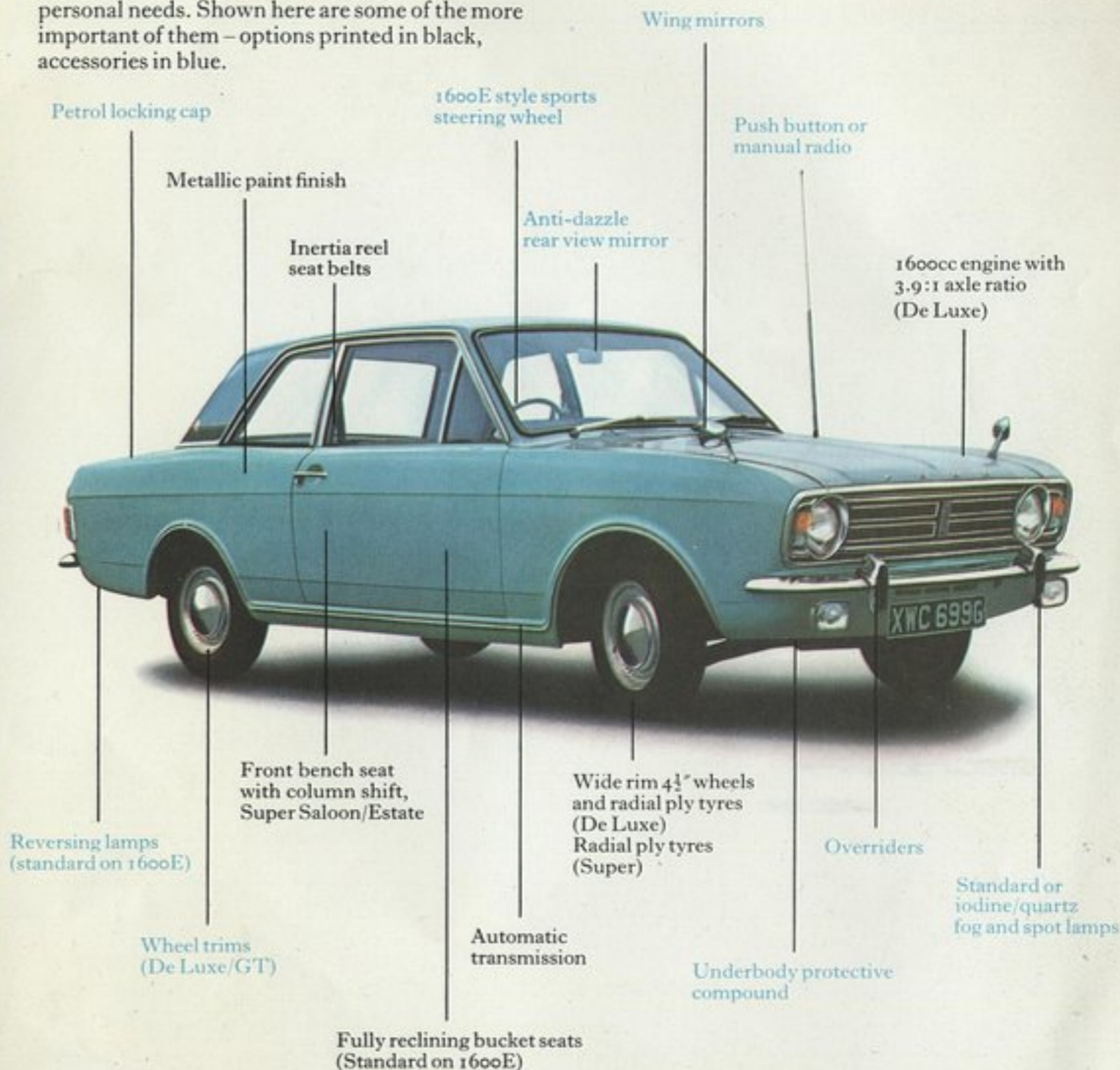
road holding. Radius arms and an anti-roll bar minimise body roll. Radial ply tyres on 5½J rims are standard.

The Cortina Lotus is available only as a 2-door saloon. It can be ordered in any of the full range of Cortina GT body colours. Inside you get the same colour-keyed fascia, console and trim that we offer with the GT, plus a leather trimmed sports steering wheel.

The overrides illustrated are Ford accessories. *Motor 7/1967.

We have to make all our cars alike, but you can make yours different.

The big range of Ford fitted factory options, or accessories available from Ford Dealers, means that you can tailor your Cortina to your own personal needs. Shown here are some of the more important of them – options printed in black, accessories in blue.





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.

The illustrations and specifications presented in and with this publication were true and accurate at the time of printing. You should, however, check details with your dealer as there may have been specification and appearance changes in view of the Ford policy of continuous improvement. The right is reserved to change specifications, price and colours.

In accordance with statutory regulations, front seat belts are fitted at extra cost. Inertia reel seat belts are available at extra cost.

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R. C. EDMONDSON LTD.

FORD MAIN DEALERS

OAK STREET,
~~XXXXXXXXXX~~

Telephone No. ~~XXXXXXXXXX~~ 2317

Cortina Specification

Effective October 1969. This edition replaces all previous issues.



De Luxe and Super Saloons

Engines

1300 cc. - 4 cylinder. Bore 3.1878 in. (80.97 mm.). Stroke 2.480 in. (62.99 mm.). Cubic Capacity 79.2 cu. in. (1297.4 cc.). Overhead valves. Compression ratio 9:1. BHP 61.5 (gross) at 5000 rpm. Torque 75.5 lb./ft. at 2500 rpm. (gross). Five main bearing crankshaft. **1600 cc.** - 4 cylinder. Bore 3.1878 in. (80.97 mm.). Stroke 3.056 in. (77.62 mm.). Cubic capacity 97.6 cu. in. (1598.8 cc.). Overhead valves. Compression ratio 9:1. BHP 75.0 (gross) at 5000 rpm. Torque 97.0 lb./ft. at 2400 rpm. (gross). Five main bearing crankshaft.

Engine Lubrication

High Efficiency rotor or vane type pump. Full flow replaceable element filter. Capacity of system - 1300 cc. engine 6.4 pints (3.64 litres); 1600 cc. engine 7.2 pints (4.09 litres).

Ignition

12 volt oil filled resistor type coil.

Fuel System

Camshaft operated diaphragm pump. Electrical fuel gauge. Tank capacity 9.5 gallons (42.2 litres).

Cooling System

Pressurized. Capacity (both engines) 11 pints (6.25 litres) including heater.

Transmission

Diaphragm type clutch, single dry plate. Four speed gearbox with synchromesh on all forward gears. Ratios - **1300 cc. models:** 1st - 14.65:1; 2nd - 9.884; 3rd - 5.825; 4th - 4.125; Reverse 16.347. - **1600 cc. models:** 1st - 13.818; 2nd - 9.334; 3rd - 5.448; 4th - 3.900; Reverse 12.964. Floor-mounted remote gear shift.

Body

Steel integral construction, safety glass all round. All doors have zero torque, anti-burst locks. Air extraction vents on rear quarter pillars. Separate luggage compartment, capacity 21.0 cu. ft. (0.592 cu. m.). Spare wheel housed in nearside rear fender.

Rear Axle

Semi-floating, hypoid final drive. Axle ratio - **1300 cc. models** 4.125:1; **1600 cc. models** 3.900:1.

Front Suspension

Independent coil springs. Macpherson telescopic damper struts with anti-roll bar and compliance device.

Rear Suspension

Semi-elliptical springs with hydraulic double action telescopic shock absorbers.

Brakes

Front - Disc brakes 9.5 in. (24.13 cm.) diameter.
Rear - Self-adjusting drums 8 x 1.5 in. (20.32 x 3.81 cm.).
Floor mounted handbrake between front seats.

Steering

High efficiency recirculatory ball type. Ratio 15.7:1. Three spoke, deeply dished steering wheel, 15.5 in. (39.37 cm.) diameter. Turning circle (kerb) 30 ft. (9.1 m.).

Wheels and Tyres

Pressed steel wheels with 4 in. rims. Tyres - 5.60 x 13, 4 ply rating tubeless.

Electrical Equipment

Two brush ventilated generator. Starter motor. Single tone horn. Battery 12 volt 38 amp. hour at 20 hour rate.

Instruments

Two four inch (10.6 cm.) circular instruments in front of driver incorporating speedometer, odometer, fuel gauge, engine temperature gauge, main beam, oil pressure and ignition warning lights. Direction indicator warning lights on facia.

Controls

Facia mounted side/headlight and panel light toggle safety switches; wiper/washer, choke, ignition/starter controls. Direction indicators, main and dipped beam, headlamp flasher and horn controlled from single antenna switch on steering column.

General Equipment

Two sealed beam headlamps, combined direction indicator flashers and side lamps; twin tail light assemblies incorporating direction indicator flashers, rear lights, brake warning lights and reflectors. Rear number plate illumination lamp. Front door operated courtesy light. Bucket front seats with 5 in. (12.7 cm.) adjustment on both. PVC upholstery, washable plastic headlining, black PVC covered facia with padded top, glove compartment with lid, half width parcel shelf, looped pile carpet front and rear. Windscreen wipers, windscreen washers. Front ashtray in facia, two rear ashtrays. Interior rear view mirror. Two padded sun visors. Interior bonnet release. Face level ventilation system, vents in facia with integral adjusters. Heater and demister, demister nozzles. Aluminium scuff plates. Child-proof locks on rear doors. Safety styled door handles and window winders. Static seat belts on driver's and front passenger's seats (cost extra).

Extra for Super

1600 cc. engine. Slide mounted front bucket seats with deep embossed trim. Colour keyed interior trim, seats and door panels in lighter tone; (Note. Models with black trim have upper and lower door panels painted black) facia, carpets and

steering wheel in darker tone. Cigar lighter. Extra exterior ornamentation. Wheel trims. 4½ in. rims, 5.60 x 13, 4 ply rating tubeless tyres. Bright metal back panel mouldings.

Factory fitted options (at extra cost)

De Luxe Saloon: 1600 cc. engine with 3.9:1 axle ratio. 4½ in. wheels with radial ply tyres. Automatic transmission (1300 and 1600 cc. models). Fully reclining front bucket seats. Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts. **Super Saloon:** Radial ply tyres. Automatic transmission. Bench front seat with column gear shift. Fully reclining front bucket seats. Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts.

De Luxe and Super Estate Cars

Engine, Technical and General Specification detail as De Luxe and Super Saloons except in the following details:

Body

Steel integral construction, safety glass all round, 4 doors plus one-piece, upward swinging, counterbalanced tailgate. Air extraction vents on rear quarter pillars. Luggage space - as 4 seater 36.2 cu. ft. - as 2 seater 70.5 cu. ft. Spare wheel housed below luggage compartment.

Fuel Tank

Capacity 8 gallons (36.4 litres).

Rear Axle

No cost option on 1300 cc. model - 4.44:1 ratio.

Rear Suspension

Semi-elliptical springs with lever arm shock absorbers.

Wheels and Tyres

Pressed steel with 4½ in. rims. Tyres 6.00 x 13, 6 ply rating tubeless.

Extra for Super

1600 cc. engine. Slide mounted front bucket seats with deep embossed trim. Cigar lighter. Extra exterior ornamentation. Colour keyed interior features as Saloon. Wheel trims. Load compartment mat.

Factory fitted options (at extra cost)

De Luxe Estate Car - 1600 cc. engine. Automatic transmission (on 1600 cc. models only). Radial ply tyres. Fully reclining front bucket seats. Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts. **Super Estate Car** - Automatic transmission. Radial ply tyres. Bench front seat with column gear shift. Fully reclining front bucket seats. Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts.

GT Saloon

Technical and general specification detail as Super Saloon except in the following instances:

Engine

High performance version of 1600 cc. engine, compression ratio 9.0:1, BHP 93.0 (gross) at 5400 rpm. Torque 102.0 lb./ft. at 3600 rpm. (gross).

Gear Ratios

1st - 11.591; 2nd - 7.839; 3rd - 5.448; 4th - 3.900;
Reverse 12.964.

Carburettor

Compound Weber

Brakes

Front - Disc brakes 9.62 in. (24.43 cm.) diameter. Rear - Self-adjusting drum brakes, 9 x 1.75 in. (22.86 x 4.44 cm.).

Wheels and Tyres

4½ in. rims with 165 x 13 radial ply tyres.

Instruments

Two 4 in. (10.16 cm.) diameter instruments in front of driver incorporating speedometer, odometer, tachometer, main beam and generator warning lights. Additional instruments in centre of fascia consisting of ammeter, engine temperature gauge, fuel gauge and oil pressure gauge.

Trim

Super trim plus centre console with seat belt stowage points, ashtray, provision for accessory switches and radio, electric clock, gaitered gear shift and handbrake. Fully padded fascia with recessed heater and fan controls, windscreen washer/wiper control. (Cigar lighter, wheel arch and rocker panel moulding and wheel trims are not included in GT specification). Bright metal back panel mouldings.

Factory fitted options (at extra cost)

Fully reclining front bucket seats. Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts.

1600E Saloon

Available as 4 door model only.

Engine, Technical and General Specification detail as GT Saloon except in the following instances:

Suspension

Lowered and modified, as fitted to the Cortina Lotus.

Steering

As GT but with leather covered, aluminium, three spoke steering wheel.

Wheels and Tyres

5½ in. rim styled wheels, aluminium painted rims and chromed spiders with 165 x 13 radial ply tyres.
(Note. Some catalogue illustrations show fully chromed wheels which are not currently available.)

Electrical Equipment

Two tone horns.

General Equipment

As GT, but with paired circular driving lamps mounted on grille. Twin reversing lamps mounted below rear bumper actuated by automatic switch in transmission. Extra sound insulation. Spare wheel cover. Superior paint finish with body side coach line. Bright metal mouldings on lower back panel. Black painted grille and rear panel below deck lid. Wooden fascia and upper door cappings. Cigar lighter. Individual fully reclining front bucket seats and bucket style rear seating with fold down centre armrest. Elasticated map pockets in cowl panels forward of front door openings. Safety vanity mirror on passenger's sun visor.

Factory fitted options (at extra cost)

Metallic paint finish. Medium/Long wave manual radio. Inertia reel seat belts.

Cortina Lotus Saloon

Available as 2 door model only.

Technical and General Specification details as GT Saloon except in the following instances:

Engine

Extensively modified 1558 cc. twin overhead camshaft engine developing 115 BHP (gross) at 6000 rpm.

Carburettor

Two Weber twin-choke side draught carburettors.

Suspension

Front - anti-roll bar. Rear - Radius arms. Lowered and modified.

Brakes

Hydraulically operated, servo assisted.

Transmission

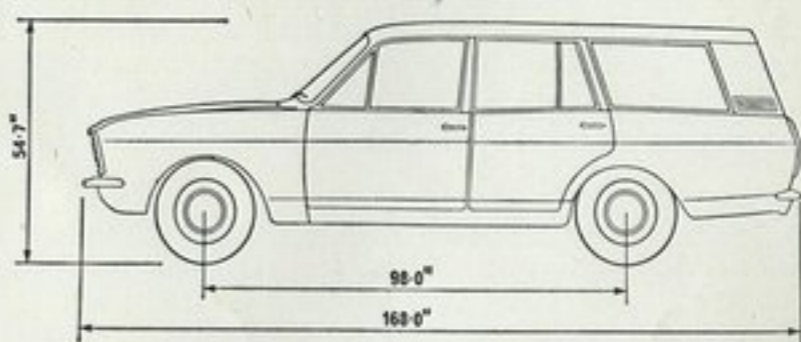
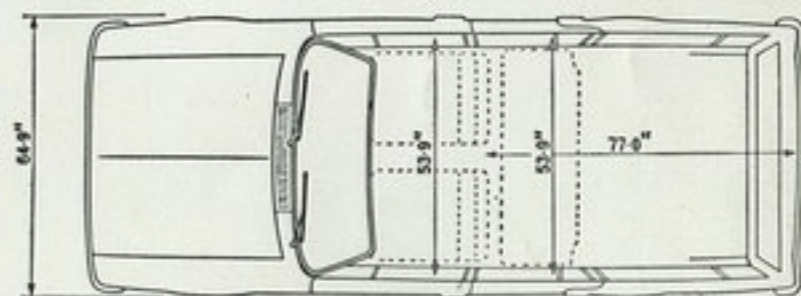
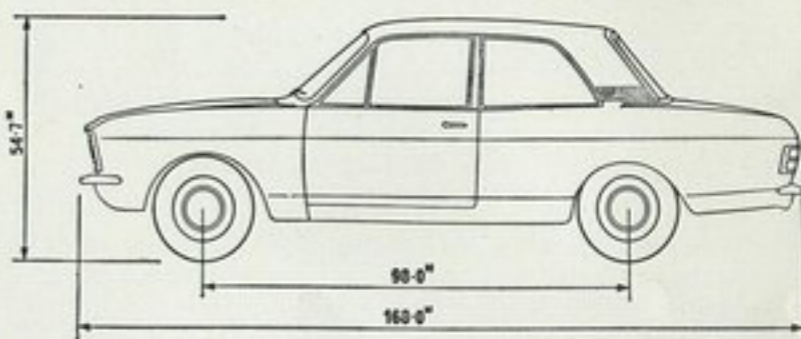
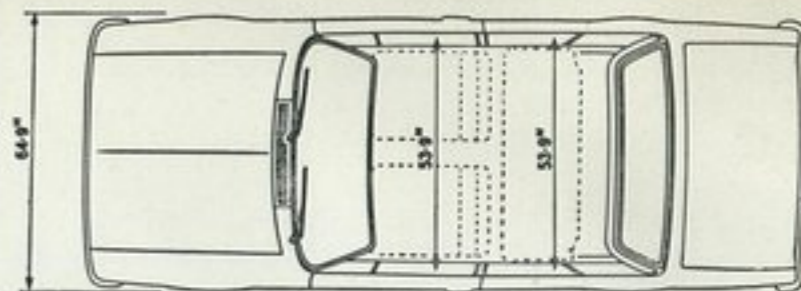
Divided drive shaft.

Wheels and Tyres

5½ in. rims, 165 x 13 radial ply tyres.

Factory fitted options (at extra cost)

Laminated windshield. Metallic paint finish. Medium/Long wave manual radio. Fully reclining front bucket seats. Inertia reel seat belts.



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