

Cortina: the active car for the young at heart!





Meet the new Cortina — the active car for the young at heart.

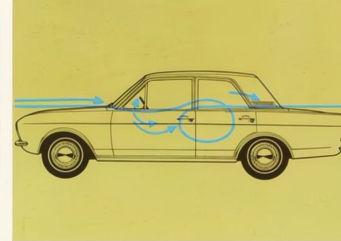
New style. New comfort. New spirit. That's Cortina, an *exciting* car tailored for youthful tastes — the world's most winning car in motor sport. Now with even better performance. More luxury. More quietness. And outstanding economy.

Cortina also gives you more room, lots more seating comfort, and a long, long list of interior appointments . . . right down to a heater/demister and carpets — *all standard*. For your luggage, there's a massive 21 cubic feet boot.

As for handling, the new Cortina is second to none. It has a wider track for surer cornering . . . the smallest turning circle in its class for easier parking and mini-car manoeuvrability . . . self-adjusting disc brakes for safer stopping . . . new remote-control, all-synchro floor gearshift* . . . and lots more. All in all, Cortina is a car designed for sheer driving pleasure, with famous reliability to match. In fact, new Cortina is *more* Cortina.

*The Cortina 440 Sedan, left, features a column-shift — the floor-shift is optional.
Wheel trim rings illustrated are also optional.





Aeroflow ventilation system.



The biggest boot in its class.



Instrument panel and controls.

Cortina 440

— 4 doors and more.
For the young at heart.

Size up Cortina and you'll get a big surprise. The trim exterior lines conceal the roomiest interior in its class. New curved side glass — gives you added width inside. There's extra room, too, for parcels in the parcel trays under the dash and behind the rear seat. A huge 21 cubic feet boot takes care of the luggage.

There's new comfort, too. The seats are designed to let you sit *in* them and not *on* them. The secret is new contour-cushioning

beneath the upholstery. When you take the wheel of Cortina and lean back — deep layers of cushioning follow the shape of your back and body — supporting and relaxing you, every mile you drive. The seats are covered in stitch-pleated, top-quality vinyl upholstery for that extra touch of luxury.

Cortina also brings you the advantages of Aeroflow ventilation. Clean, dust-free air flows into the interior through finger-tip controlled nozzles — while special air extraction vents in the rear pillars syphon out stale air. You get a complete change of atmosphere every 40 seconds, even with all windows closed.

The Cortina instrument panel is fully

padded right across, and features a full range of instruments, including gauges for temperature and fuel, and warning lights for oil pressure, generator and headlight high-beam. A teak finish for the instrument panel is available as an accessory.

The Cortina 440 standard equipment includes heater/demister, wall-to-wall carpeting, four-speed all-synchromesh gearbox with steering column change and full width bench seats. If you prefer bucket seats and the new sporty remote-control floor-shift, these are available as an option.



Left: The glamorous and spacious interior of the new Cortina 440.



Pu-r-r-formance for the young at heart

Cortina's brand of action goes with its brisk good looks.

To begin with, there are new, brilliantly-performing "1300" and "1600" engines. With a power output of 61.5 horsepower and 75 horsepower respectively, these engines feature the newest advance in cylinder-head and piston design. The cylinder-head features the new Cross-Flow concept (see diagrams at right) which, combined with the new bowl-in-piston design, allows for larger valve ports and more efficient use of fuel. The result is more *responsive* power and greater economy than from conventional type engines.

Then there's Cortina's new, wider track (52.5"), long wheelbase (98") and big 13-inch wheels for surer, safer handling and cornering. The smallest turning circle in its class (only 30 feet) makes manoeuvring and parking wonderfully easy — even in the busiest traffic.

Steering is light, precise and responds instantly to your touch.

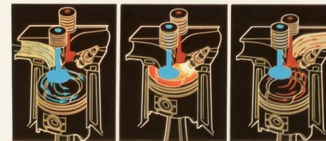


For fast, easy gearshifting Cortina's gearbox is fully synchromesh . . . is matched with a new stubby, remote-control floor-shift in 220, 240 and GT models (optional on the 440 model). There are big self-adjusting 9½" disc brakes up front and new self-adjusting drums at the rear for fast, smooth and trouble-free stopping.

All together these features add up to a new, more exhilarating and safer way to drive.

Economy? . . . Cortina offers up to 40 mpg (with its big 10 gallon fuel tank that's a cruising range of up to 400 miles) . . . and there's a 6000 mile oil change . . . 30,000 mile lubrication interval . . . and low-cost fixed-price Ford Service and parts available at over 400 Dealers throughout Australia.

NEW CROSS-FLOW HEAD BOWL-IN-PISTON ENGINE DESIGN



A step-by-step diagram showing the free gas-flow through one of the cylinders of Cortina's Cross-Flow engines. 1) The petrol-air mixture enters the combustion chamber. 2) The spark ignites the mixture. 3) The exhaust gases are expelled.



Cortina 240

Good looking. Easy handling.
For the young at heart.

For all its modest price, Cortina 240 says glamour with a sports car flourish. Inside, the smartly styled interior features a host of luxury appointments. For a restful ride, the seats are snugly contoured and provide deep, foam-cushioned comfort. There's wall-to-wall carpet underfoot. Every colour, every fabric is designed with a decorator's care. Cortina's Aeroflow ventilation system and heater/demister will give you complete all-climate comfort. You can drive in any weather, with the windows closed to noise, dust and rain, and enjoy fresh air circulating throughout the car.

Family-size roominess abounds. Yet the new Cortina 240 has lost none of its easy-handling, compact size outside. Nor any of its other handling attributes: light, responsive steering, easiest-ever gearchanging with a remote-control floor-shift that's all-synchromesh, and all-round vision.

Your first turn at the wheel will provide you with other pleasures, too. On the open road or in city going, you get responsive performance, effortless parking from one of the smallest turning circles of any car (just 30 feet), surer braking from self-adjusting front disc brakes, and a road-hugging ride from a wider track.

Left, Cortina 240. White-wall tyres and wheel trim rings are optional. Right: Cortina 240 interior.





Cortina 220

A lot of car at a very low price.
For the young at heart.



The 220 interior in Palomino.



Disc brakes.



This Cortina 220 is more stylish, more comfortable and more car for the money than anything else near the price.

The more powerful "1300" engine with performance-matched axle ratio gets you away to an eager start every time... the all synchromesh gearbox and remote-control floor-shift work like silk... front disc brakes are fitted as standard.

Inside the Cortina 220 you have the roomiest interior of them all with fully contour-cushioned bucket seats and smart colour-matched floor mats.

Instrumentation includes temperature and fuel gauges... oil, generator and high-beam warning lights.

Cortina 220 gives you the comfort of Aeroflow ventilation, the silence of thick insulation, the safety of a fully-padded instrument panel and windscreen washers... and the choice of two race-bred engines (new Cross-Flow "1300" and optional "1600" — both with 5-bearing crankshafts).

The handling is really great... a wider track, a longer wheelbase, and rally-proven suspension gives you easier cornering, greater stability and a smoother ride. Steering is light and responsive. The turning circle is now a neat 30 feet — lets you zip in and out of congested spaces without effort.

Cortina 220 brings new status to low cost motoring. It's the car you'll be proud to show your friends.



The fabulous

Cortina GT

The Cortina GT comes with a heritage of unequalled performance in races, rallies and trials throughout the world — and is reigning Australian Rally Champion. Small wonder, therefore, that its performance and reliability can be taken for granted.

The power formula that has made it the most winning car in motor sport around the world is the ultra-high performing GT Cross-Flow engine which is fed by a twin-choke Weber carburettor and gives out an astonishing 93 horsepower at 5,400 rpm and 101.5 lb/ft of torque at 3,600 rpm.

Now, there's an exciting new look to show its 'go' . . . Le Mans striping on the engine hood . . . Gold GT striping along the side . . . rally quartz-iodide long-range driving lights . . . racing twin front bumpers with over-riders . . . engine hood "lock-pins" . . . black paint feature strip at the rear . . . fat radial ply tyres on 5" wide-rim wheels.

The spirit of excitement is evident inside, too. A flick of the eye reveals all. Complete instrumentation (speedometer, engine temperature, oil pressure, generator charging,



fuel level, rev counter) set in a compact, easy-to-view dash. Leather covered sports steering wheel. Stubby, remote-control racing gearshift. Hip-hugging buckets. Console in between.

And luxury? It's everywhere. Underfoot is thick carpeting. Flick a switch for warm air and windscreen demisting. There's a complete change of fresh air circulating throughout the car with Cortina's Aeroflow ventilation system.

And let's not forget safety. GT is equipped with larger self-adjusting disc brakes . . . a suspension tuned to handle its ultra-high performance . . . lap/sash safety belts . . . fully padded dash . . . safety door locks . . . deep-dish steering wheel . . . windscreen washers . . . to mention just a few.

Left: Cortina GT featuring its distinctive exterior treatment.



Automatic?

Naturally. For the young at heart.

No matter if you lose your heart to the new Cortina 220, the 240 or the 440, you can add to your pleasure the ease and convenience of "automatic" driving, for moderate extra cost. (Yes, even the Cortina 220!) But here's the surprise: you can choose "automatic" in a Cortina and still retain the distinctive pace of Cortina style driving. That's because Cortina's 3-speed automatic transmission has been especially designed by Ford to match the high performance of the Cross-Flow "1600" engine. This way, none of Cortina's active "feel" is lost, and its handling and performance still deliver the right zzing! for today's young-at-heart people.

Automatic transmission available only with "1600" engine.



Increased Safety-by-design

With the new Ford Cortina, an important step has been taken beyond merely adding safety features to a car. *Increased driving-safety has been designed into the Cortina itself.*

Ford engineers have designed a wider 52.5-inch track and combined it with a long 98-inch wheelbase. This means greater stability on the road, far safer cornering, and more control under all conditions.

The suspension system is designed to provide a smoother, sure-footed ride and better absorption of road shocks. The steering is lighter and more responsive to the touch. Driver visibility is increased so that all four corners of the car can be seen.

As a result, the new Cortina has driving characteristics which provide you with extra control — and improved road behaviour — adding up to extra safety for you.



In addition to Cortina's safety-by-design, there are many safety features standard on every Cortina model. They are:

- Lap/sash seat belts
- Padded dashboard
- Safety-type "collapsible" parcel tray under dash
- Safety sun visors
- Shatterproof rear view mirror
- Deep dish safety steering wheel
- Safety glass in all windows with zone toughened area in front of driver
- Wind-screen washers
- Combined heater/wind-screen demister (optional on 220)
- Electric windscreen wipers
- Anti-burst door locks
- Childproof latch on rear doors on 4-door models
- Aeroflow demisting and full-flow fresh air system
- Self-adjusting front disc brakes
- Self-adjusting rear drum brakes
- 13-inch safety-rim wheels (with radial ply tyres on GT model)
- Wrap-around tail-lights.



The perfect finish

In keeping with Cortina's good looks, and outstanding comfort and handling, Ford have given it the finest paint-finish of any car in its class. Finer because there are no less than 7 finishing coats, including three coats of Super Diamond Lustre acrylic baked-enamel. Not just lacquer—but tough, glossy baked enamel. Beneath the three coats of acrylic baked-enamel are four coats of primers. And there is Ford's exclusive Triple Rust Protection, comprising Zinc primer, Underbody dip and a special undercoating for all vital underbody parts to seal out rust completely. See above for the complete eight stages of paint application. When you order your new Cortina from your Ford Dealer you may choose from eleven new high fashion colours including six gleaming metallics.



Specifications

ENGINE	"1300" (standard)	"1600" (optional)	GT
Displacement (cc/ins)	1298/79.2	1598/97.5	1598/97.5
Bore/Stroke	3.18/2.48"	3.18/3.05"	3.18/3.05"
Comp. Ratio (To 1)	9.0	9.0	9.0
Max. B.H.P.	61.5 @ 5000 RPM	75 @ 5000 RPM	93 @ 5400 RPM
Max. Torque (lb/ft)	75.5 @ 2500 RPM	97 @ 2500 RPM	101.5 @ 3600 RPM

All engines four cylinder O.H.V. Cross-Flow Bowl-in-Piston design featuring 5 main bearing crank-shaft, with integral weights dynamically balanced; valves pushrod operated; mechanical diaphragm fuel pump. GT engine features dual barrel downdraught Weber carburettor.

COOLING SYSTEM

"1300" and "1600" engines: Pressurised; belt driven fan and water pump with thermostatic control.

GT engine: Thermo-syphon with impeller assistance and thermostatic control.

TRANSMISSION

4-speed all synchromesh; ratios:

"1300" & "1600" — 1st 3.54:1; 2nd 2.39:1; 3rd 1.41:1; Top 1:1; Rev. 3.96:1. GT — 1st 2.97:1; 2nd 2.01:1; 3rd 1.39:1; Top 1:1; Rev. 3.32:1. Auto — 1st 2.39:1; 2nd 1.45:1; Top 1:1; Rev. 2.09:1.

CLUTCH

Diaphragm spring clutch.

Clutch Diameter: 7.54"

Friction Area: 44.17 sq. ins.

REAR AXLE

Semi-floating hypoid final drive; axle ratios "1300" 4.444; "1600" 4.125; GT 3.90.

FRONT SUSPENSION

All models: Independent front wheel suspension: directly operated coil springs mounted on special double-acting hydraulic shock absorbers, integral with wheel spindle and located on body in rubber mounted upper bearing. Anti-roll torsion bar embodied.

REAR SUSPENSION

"1300" & "1600" models: Longitudinal, asymmetrical semi-elliptic springs with hydraulic double-acting telescopic shock absorbers.

LOW-COST DEALER SERVICE & PARTS SUPPLY. Your Ford Cortina is backed by over 400 Ford Dealers' low-cost specialised service, and the ready supply of genuine low-cost Ford and Autolite replacement parts and accessories.

GT: Longitudinal, asymmetrical semi-elliptic springs with radius arms. Hydraulic double-acting telescopic shock absorbers.

BRAKES

Self-adjusting front disc brakes all models; "1300" and "1600": 9.5" dia. x 0.38" thick disc. Swept area 172 sq. ins. GT: 9.62" dia. x 0.50" thick disc. Swept area 189.5 sq. ins. Rear drum brakes self-adjusting; "1300" and "1600" 8" dia. x 1.5" wide, swept area 75.5 sq. ins.; GT 9" dia. x 1.75" wide, swept area 98.9 sq. ins.

STEERING

High efficiency, recirculating ball type; ratio 15.7 to 1.

WHEELS AND TYRES

4J 13" dia. wheels with 5.20 x 13 4 ply tubeless tyres ("1300" engine), 5.60 x 13 4 ply tubeless ("1600" engine). GT: 5J 13" dia. wheels with 165 x 13 radial ply tyres. Whitewall tyres optional on all models except GT. 165 x 13 radial ply tyres and 5J wheels optional on all models (standard on GT). All wheels are pressed steel with safety rims.

DIMENSIONS AND CAPACITIES

Overall Length 168"; Overall Width 64.9"; Overall Height 54.7"; Wheelbase 98"; Track, front 52.5"; Track, rear 51"; Turning Circle 30 ft.; Approximate Kerb Weight (fuel tank full) 1931 lb.; add 40 lb. for "1600" and 70 lb. for GT; Boot Capacity 21 cu. ft.; Fuel Tank Capacity 10 Imp. Gals.

STANDARD EQUIPMENT	220	240	440	GT
Heater/Demister	O	X	X	X
Bucket Seats/Floor Change	X	X	O	X
Bench Seats/Column Change	No	No	X	No
Padded Instrument Panel	X	X	X	X
Safety Sun Visors (Two)	One	X	X	X
Anti Burst Door Locks	X	X	X	X
Childproof Locks on Rear Doors	No	No	X	X
Lap/Sash Seat Belts (Front, two)	X	X	X	X
Door & Hand Operated				
Courtesy Light	Hand Only	X	X	X
Electric Windshield Wiper	X	X	X	X
Windshield Washers	X	X	X	X
Glove Compartment with Door	No	X	X	X
Front Parcel Tray (Safety-type)	X	X	X	X
Front Door Armrests	Pull	X	X	X
	Handles only			
Rear Door Armrests	No	No	X	X
Safety Dished Steering Wheel	X	X	X	X
Sports Leather-Bound Steering				
Wheel	No	No	No	X
Safety Glass All Windows	X	X	X	X
Colour-keyed Rubber Floor Mats	X	No	No	No
Carpets	O	X	X	X
Front Wheel Disc Brakes	X	X	X	X
Aeroflow Ventilation System	X	X	X	X
Temperature & Fuel Gauges	X	X	X	X
Metallic Exterior Paints				
Available	No	X	X	X
Colour-keyed interior Paint	No	X	X	X
Reversible Keys	X	X	X	X
Coat Hook	X	X	X	X
Long Range Driving Lamps	No	No	No	X
5J Road Wheels	O	O	O	X
Radial Ply Tyres	O	O	O	X
Driver's Side Racing Mirror	No	No	No	X

Code for Above: "X" means standard fitment. "O" means optional at extra cost. "No" means not offered.

OPTIONAL EQUIPMENT. Three-speed automatic transmission (220, 240 and 440), "1600" engine (220, 240 and 440), whitewall or radial ply tyres all models (radials standard on GT), manual and pushbutton radios, Fan kit for heater/demister. Tinted laminated windscreen, full wheel covers. For a full listing of accessories, consult your Ford Dealer.

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