

**FORD**  
—MEMORIES—

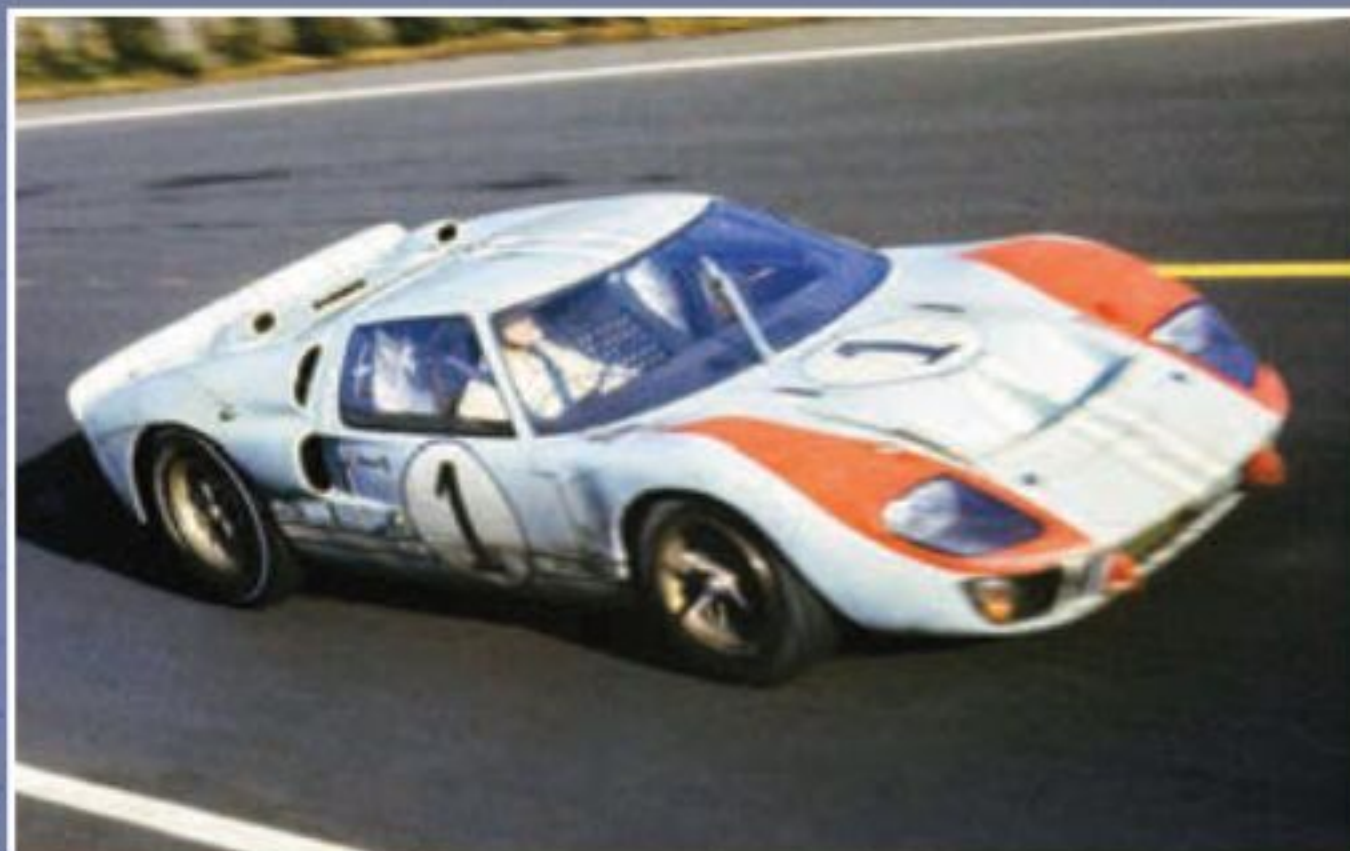
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## FORD IN THE 1960s



**W**elcome to the second issue in the Ford Memories series, Ford in the 1960s. Unlike the first issue, which took an overview of the entire Ford model history, this bookazine looks specifically at the models, the production lines, advertising and motorsport exploits of the Blue Oval during the decade which brought us the Beatles and the Rolling Stones but also saw the birth of models which would become household names like the Cortina, plus the new Transit which would even find its name entering the dictionary to define a mid-sized van.

This was also the decade in which Ford's manufacturing presence in Europe and particularly the UK began to expand, kicking off the decade by taking full ownership of Ford of Britain and shortly afterwards establishing the Halewood plant on Merseyside which would later produce the Escort and Capri.

Both of these would be mainstays of a rejuvenated Ford line-up which was seldom out of the best-seller charts, with the Cortina going on to define the rapidly-growing fleet market and the much-loved Anglia giving way to the equally successful Escort.

The Escort of course wasn't only successful in the sales charts, either. No sooner had the car been launched than

hotted-up versions were winning on track and flying sideways through forest stages on rallies all around the world. Naturally, Ford built on this success with a string of RS-badged road cars and more affordable models inspired by them like the Sport and Mexico.

Sixties drivers after a more sporting Ford had the option of the Capri from 1968, which neatly repackaged for European buyers the magic which had made the Mustang such a success in Ford's homeland. Available in a staggering 32 different model combinations, the stylish coupe added a dose of transatlantic glamour to our Sixties suburban housing estates.

Meanwhile, in an era which predated the dominance of today's premium brands, successful business types had the option of the six-cylinder Zephyr and Zodiac, Ford's extensive range neatly summed up by the 'his and hers' display of Anglia and Zephyr at the 1960 motor show.

So read on and rediscover the magical combination of marketing and engineering which made Ford one of the dominant brands of the '60s car market.

**Paul Sander**  
Editor, Ford in the 1960s



# FORD IN THE 1960s

A look at the cars, events, factories and Ford motorsport, from the swinging sixties!



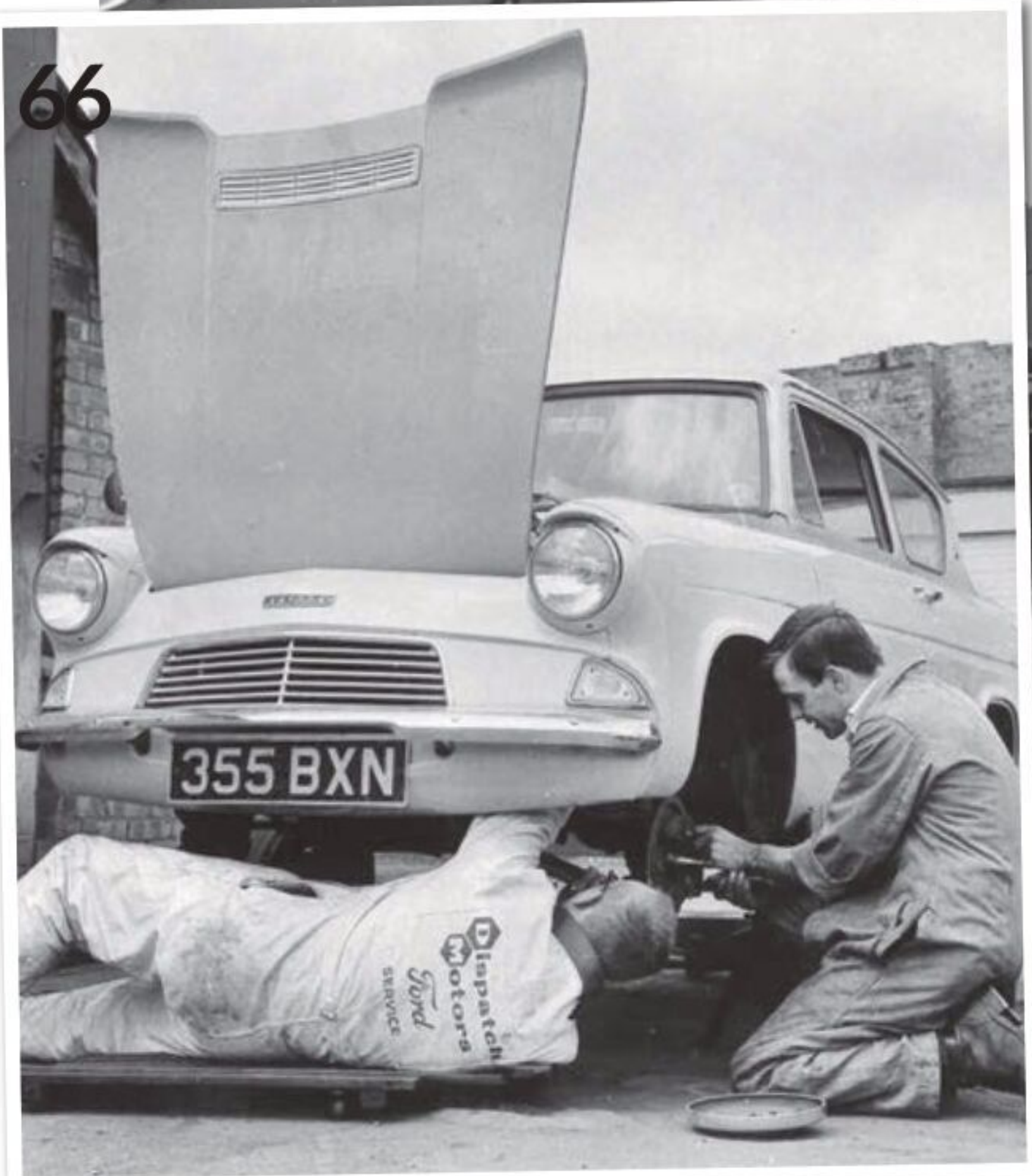
There's a top-of-the-world feeling about owning a Classic. Because of the chic, shapely styling. The best-in-class performance. The intriguing luxury. The Classic is superlatively practical. With front disc brakes, wonderful road-holding. New 1500cc engine. From only £995.12 tax paid. 2 or 4 door models. Or choose Ford's famous personal car, the Capri — from £785.10.7 tax paid.



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46

44

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76



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## FORD MEMORIES

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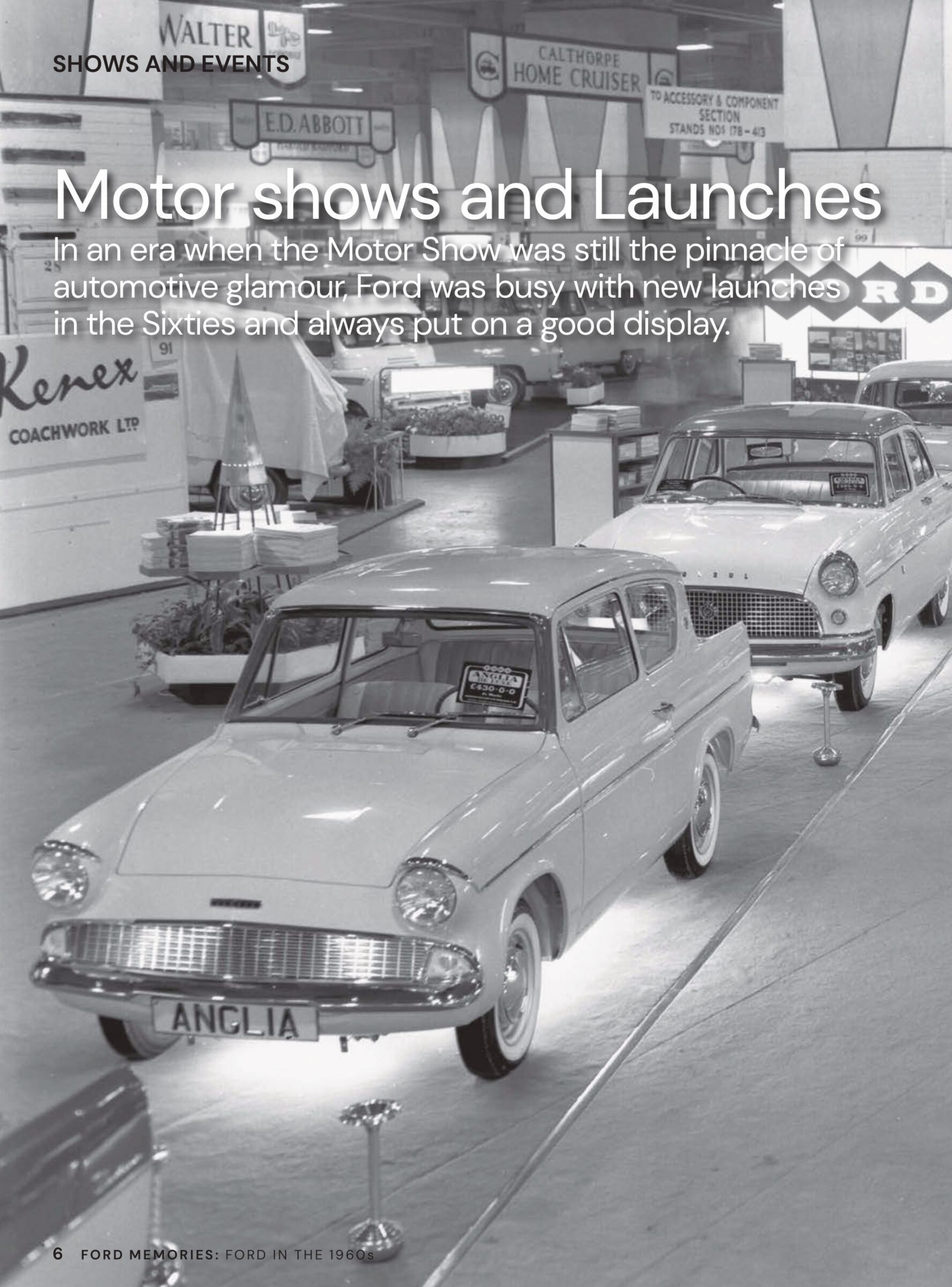
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# Motor shows and Launches

In an era when the Motor Show was still the pinnacle of automotive glamour, Ford was busy with new launches in the Sixties and always put on a good display.







Ford's 1960 motor show stand managed to squeeze in its entire range, the still-new Anglia 105E naturally taking pride of place at the front. Note the strategically placed ashtrays by each car, a real sign of the times.

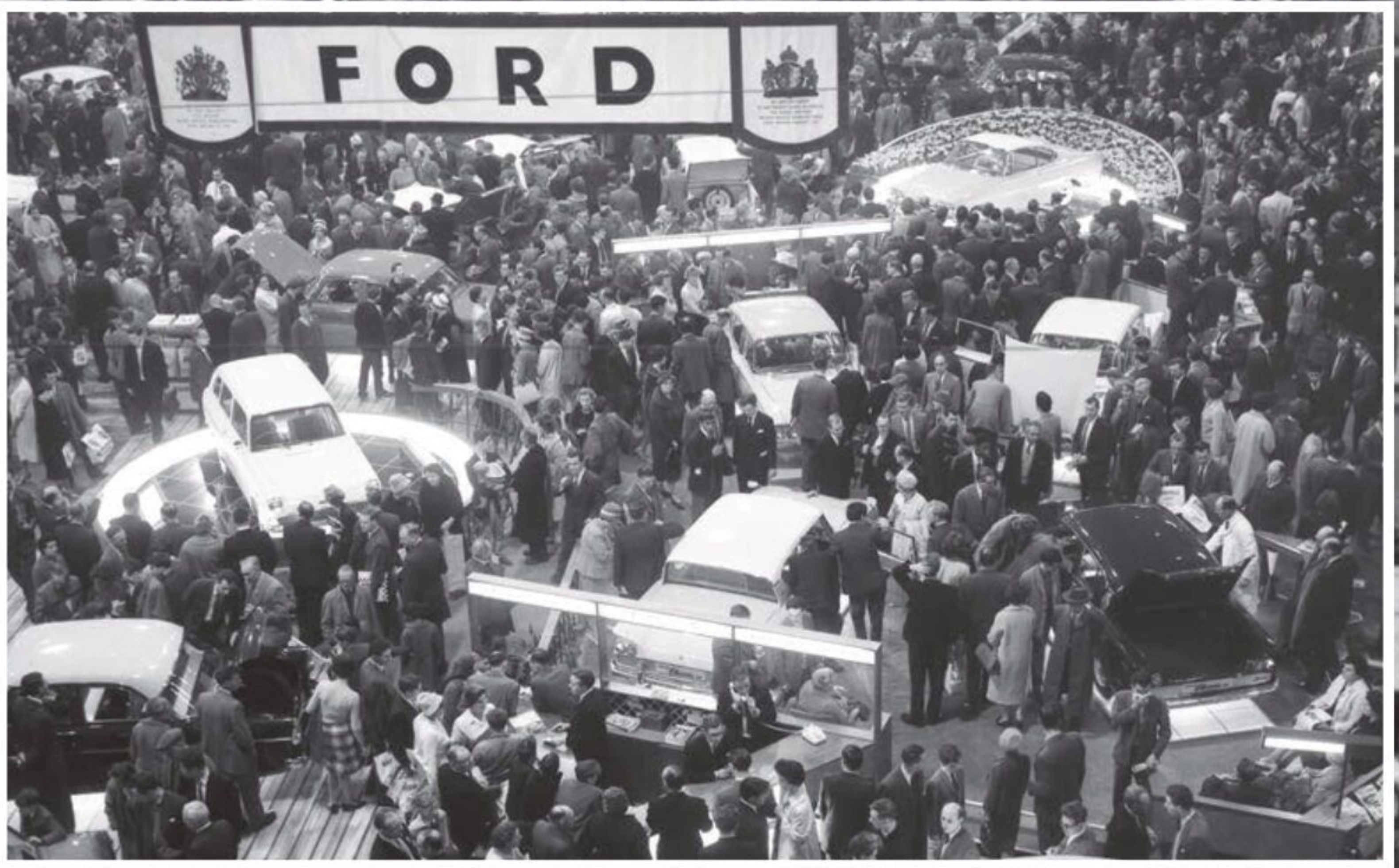


## SHOWS AND EVENTS

Back in 1961, Earls Court was humming, with Ford Motor Company and the Rootes Group facing each other across the aisle. The new Consul Classic on the Ford pitch complements the similarly transatlantic styling of the Alpine centre-stage at Sunbeam, while further Ford presence is glimpsed beyond the Rootes area with a banner for the Mercury and Lincoln marques. Other US brands represented include Studebaker and Cadillac, while just at the bottom right corner of the shot we see that cheeky Jensen has stuck its own signage to the wall of the Ford stand.

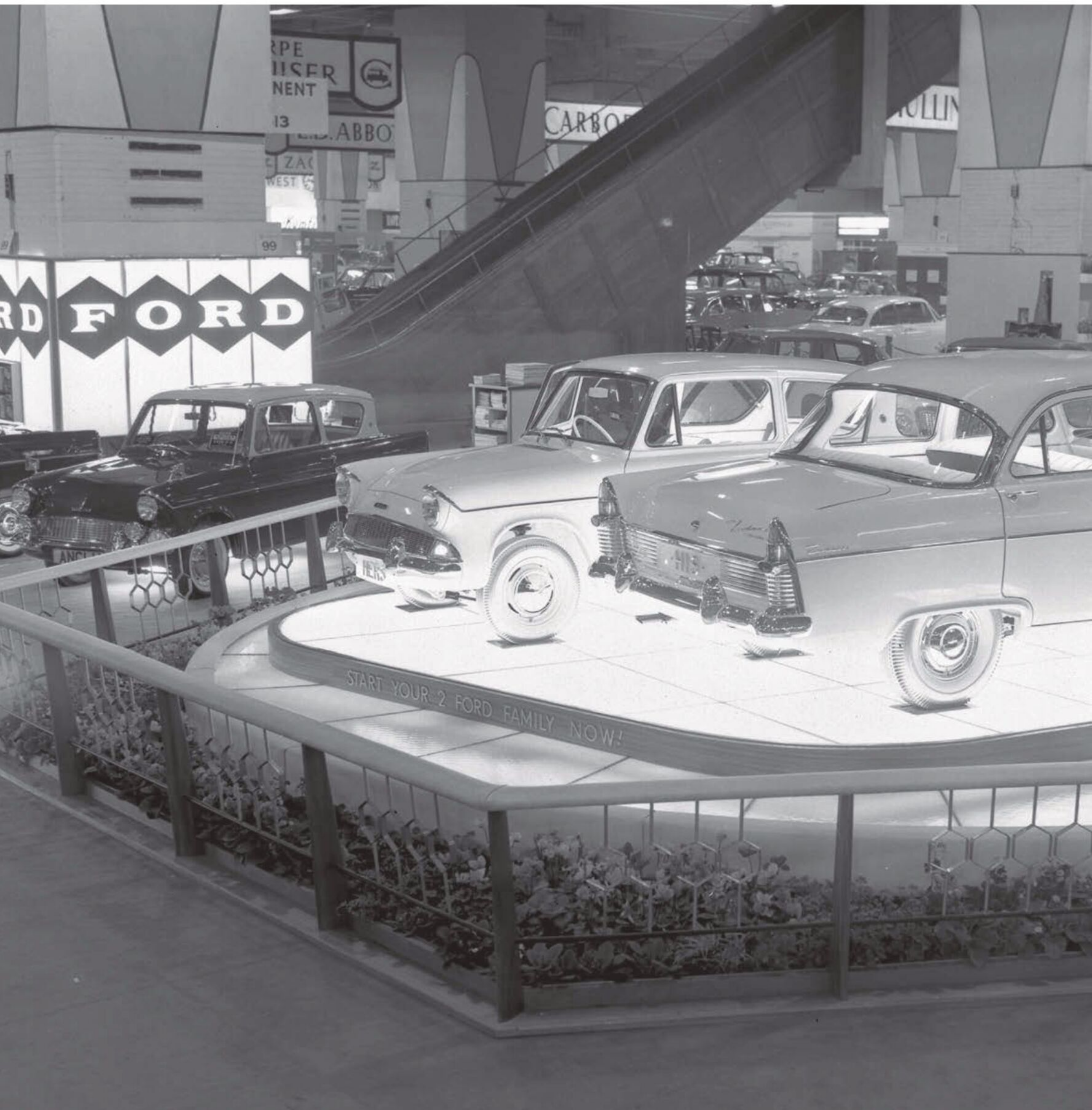






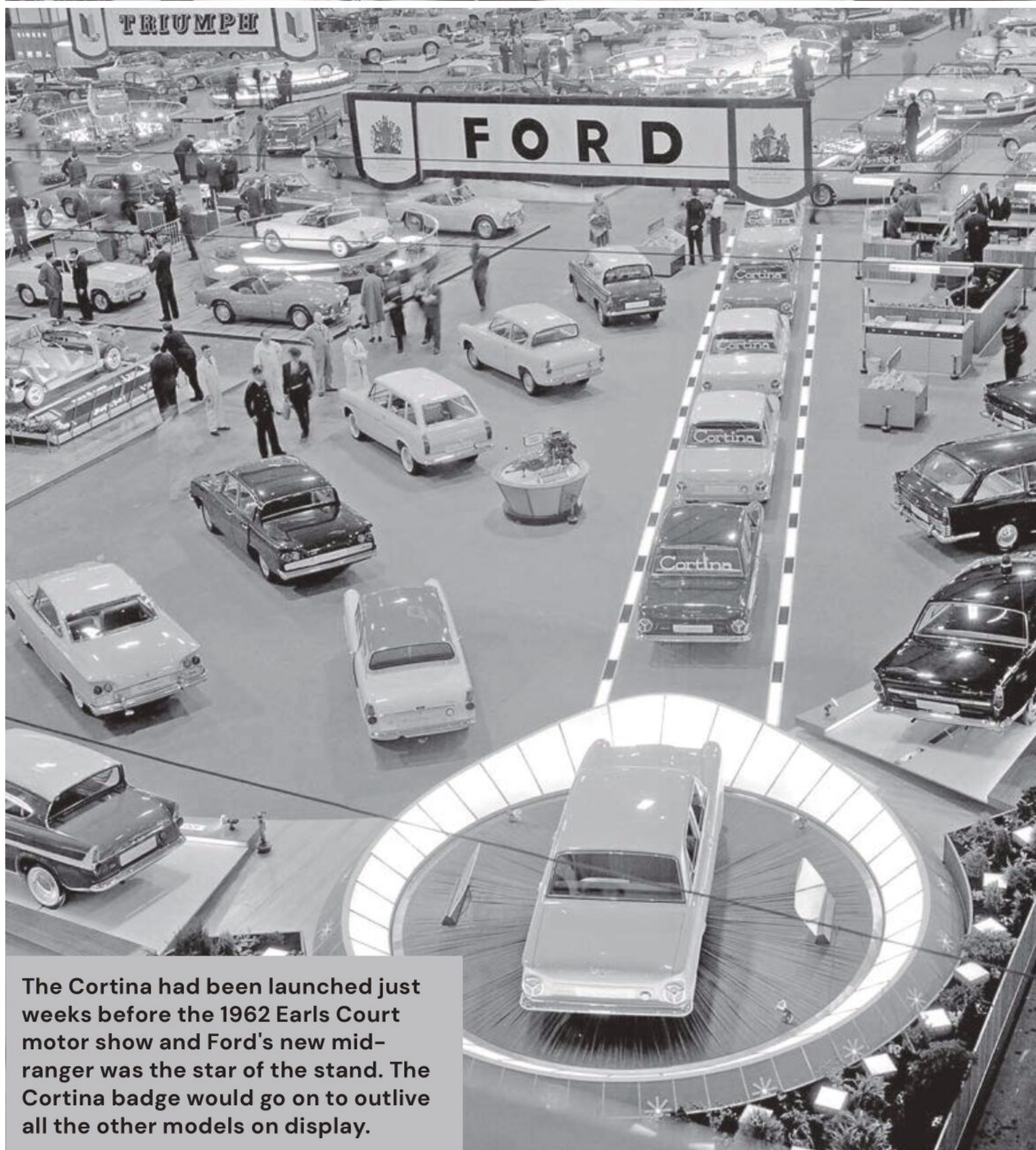
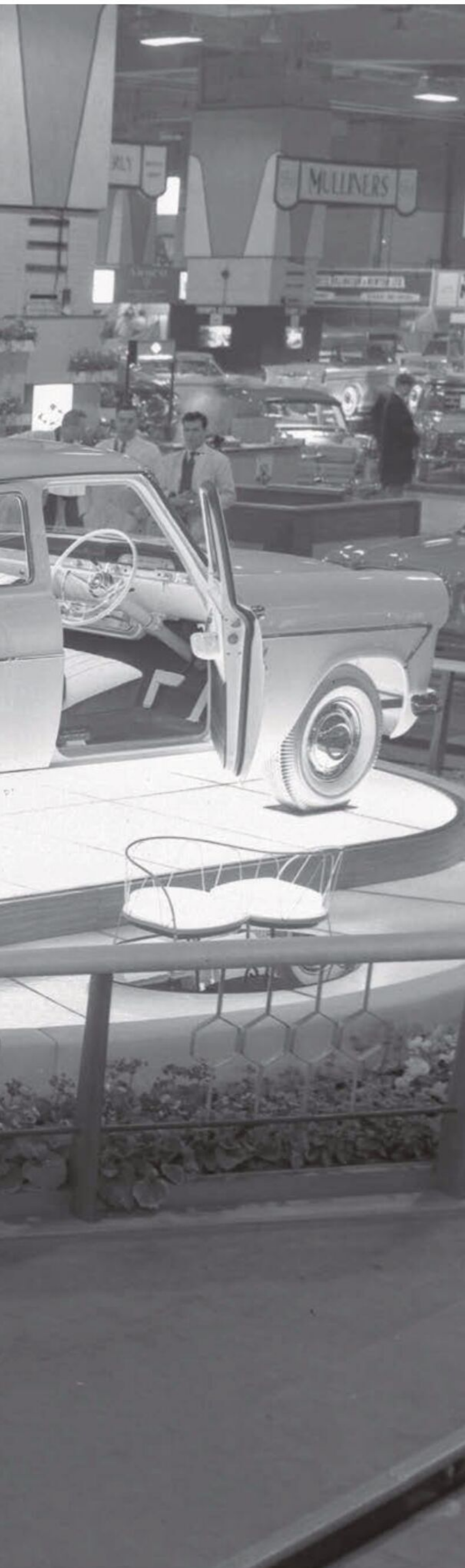


## SHOWS AND EVENTS



It's somewhat politically incorrect by modern standards, but back in 1960 Ford was encouraging showgoers to 'start your 2-Ford family now', with actress and model Jean Shrimpton (top right) posing between the imposing Zodiac (his) and the diminutive Anglia (hers, naturally).





The Cortina had been launched just weeks before the 1962 Earls Court motor show and Ford's new mid-ranger was the star of the stand. The Cortina badge would go on to outlive all the other models on display.



## SHOWS AND EVENTS



Released in 1961, the Thames-badged 307E van used Anglia front panels and running gear but was structurally very different, even using a taller windscreen.



When launched in late 1961, the glamorous Consul Capri was offered only for export, British deliveries not beginning until January the following year. Despite this, show visitors were encouraged to book up for a test drive.



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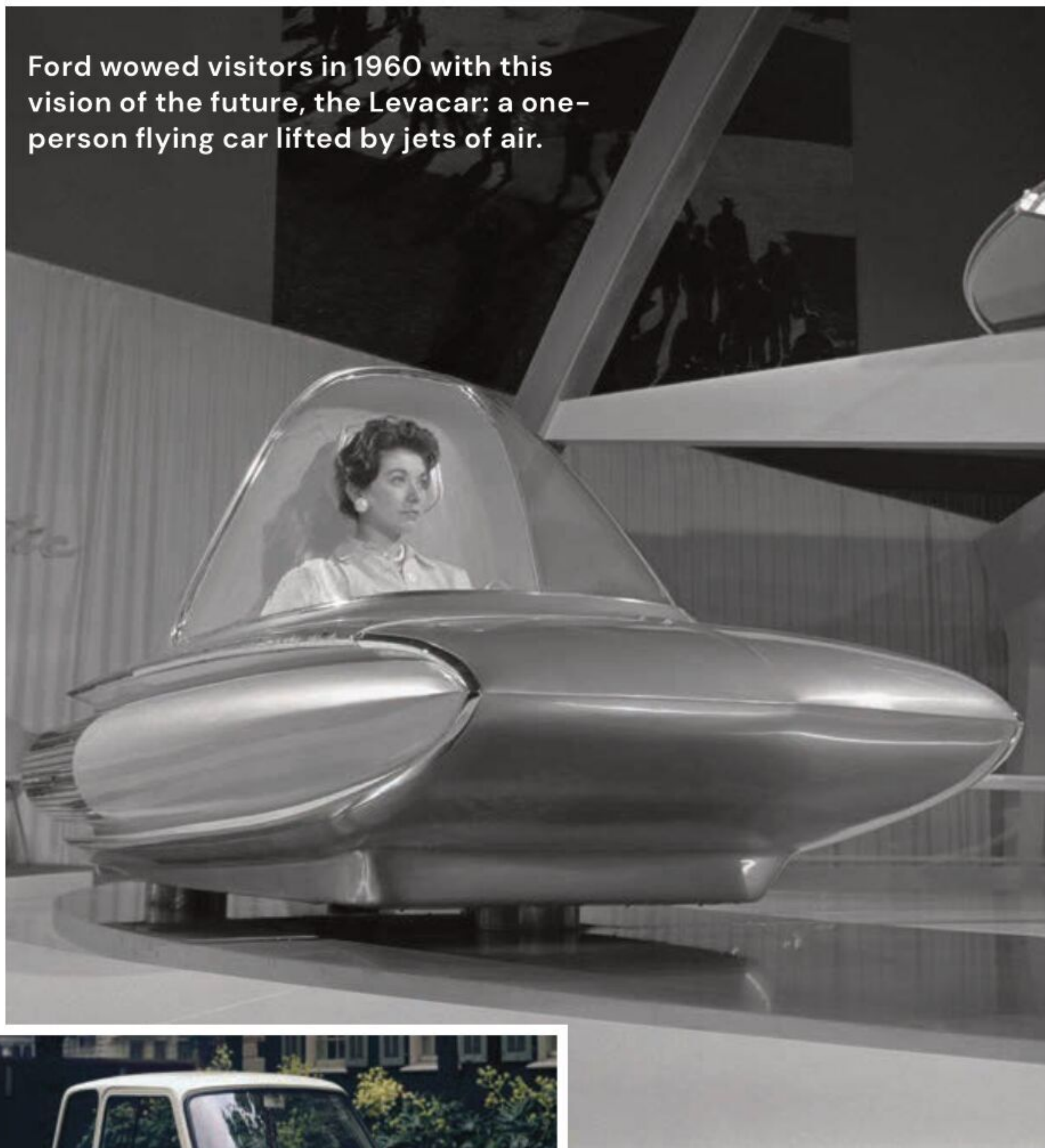
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## SHOWS AND EVENTS

Ford wowed visitors in 1960 with this vision of the future, the Levacar: a one-person flying car lifted by jets of air.



Just half the length of a contemporary Cortina, the 1967 Comuta used four lead acid 12-volt batteries under the floor and an electric motor on the rear axle which allowed it to seat four adults. The city car offered a range of 37 miles and a top speed of – curiously enough – 37mph. Ford reportedly sank £10m into the project but shelved the idea awaiting a breakthrough in battery technology.







"New Cortina is more Cortina", said the slogans at the 1966 motor show, as the Mk2 Cortina was unveiled at Earls Court. Three inches of extra width gave the new model much improved interior space, although the two models seem less than happy about it. Perhaps they preferred Roy Brown's original over Roy Haynes' squared-off Mk2?

Ford created its Cortina 'cutaway' display cars by the simple expedient of unbolting the doors, all the better to showcase the extra cabin space.





## SHOWS AND EVENTS



The February 1969 Capri launch was unusual, taking place at Cammell Laird's Birkenhead shipyard where Miss Liverpool, Margaret Ashcroft, smashed a bottle of champagne on the bumper and 'launched' it into the Mersey.



Developed under project name Colt, the Capri was intended by Ford to recapture the Mustang's incredible sales success for the European market.



Valentine's Day 1969 and the 'Capri Girls' pose with the launch demonstrator outside Reading Ford dealer Dennis J Hands.

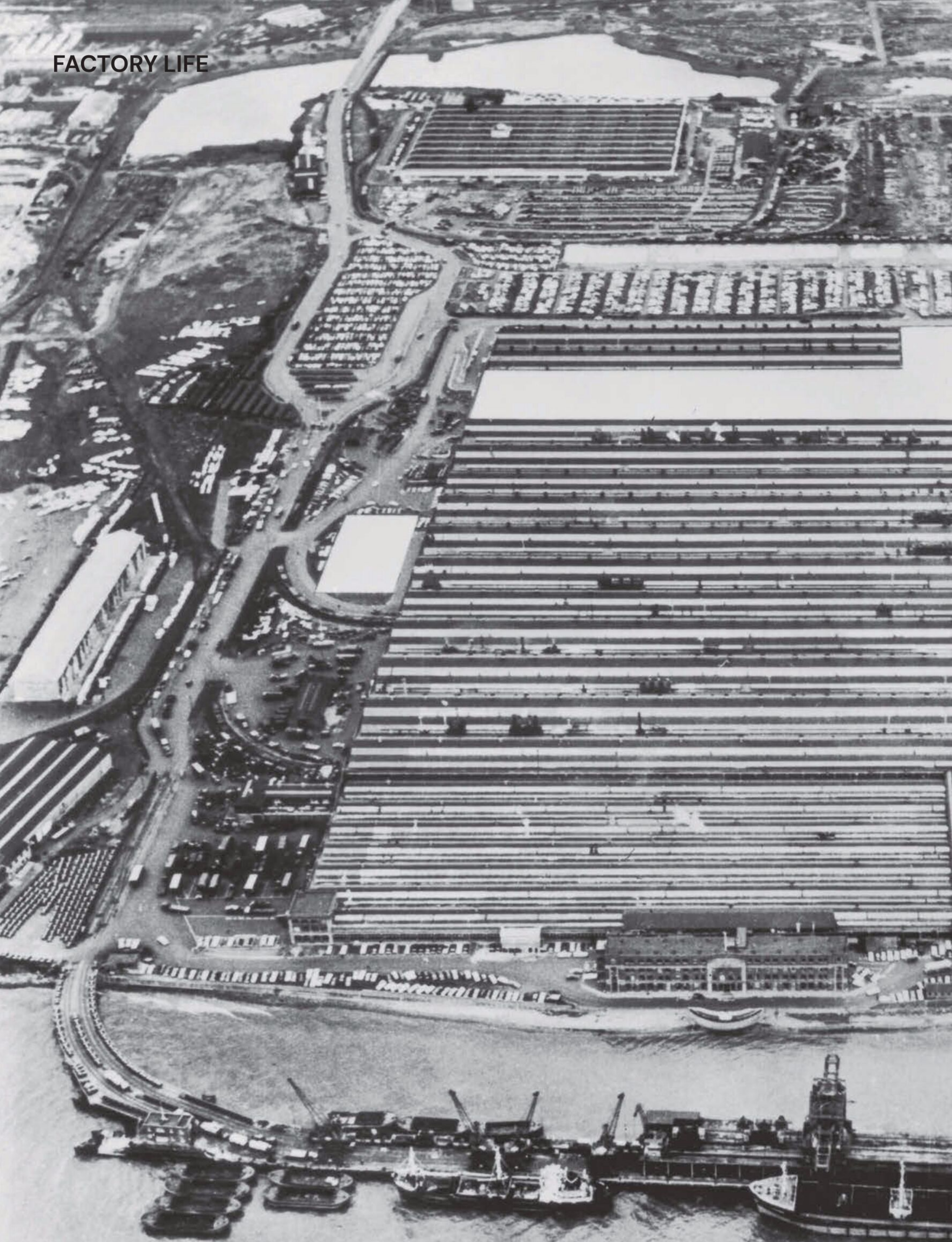








FACTORY LIFE







# Factory Life

With cars rolling off the production lines at both Dagenham, Essex and Halewood in Liverpool, the 1960s were something of a heyday for the Ford Motor Company.

The Ford motor works at Dagenham, Essex. The white L-shaped area was the site of an £18 million extension in 1969. When vehicle assembly ceased at Dagenham in 2002, nearly 11,000,000 cars had rolled off the production line.



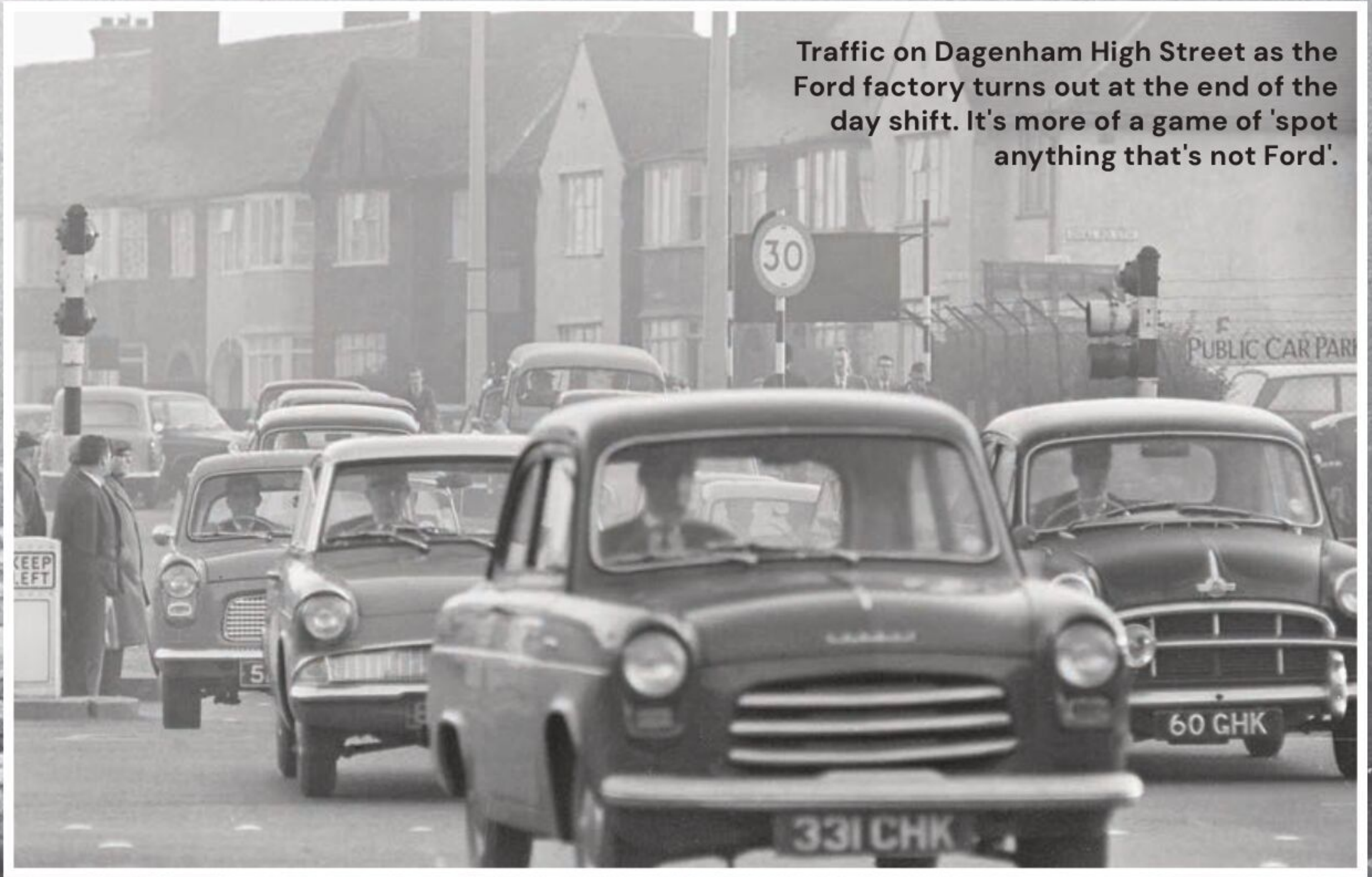
## FACTORY LIFE

Scenes at Dagenham, showing cars parked outside the factory after coming off the production line in 1964.





Traffic on Dagenham High Street as the Ford factory turns out at the end of the day shift. It's more of a game of 'spot anything that's not Ford'.





## FACTORY LIFE

Anglias parked bumper-to-bumper at Dagenham, awaiting their onwards journeys to dealerships around the country and Europe.





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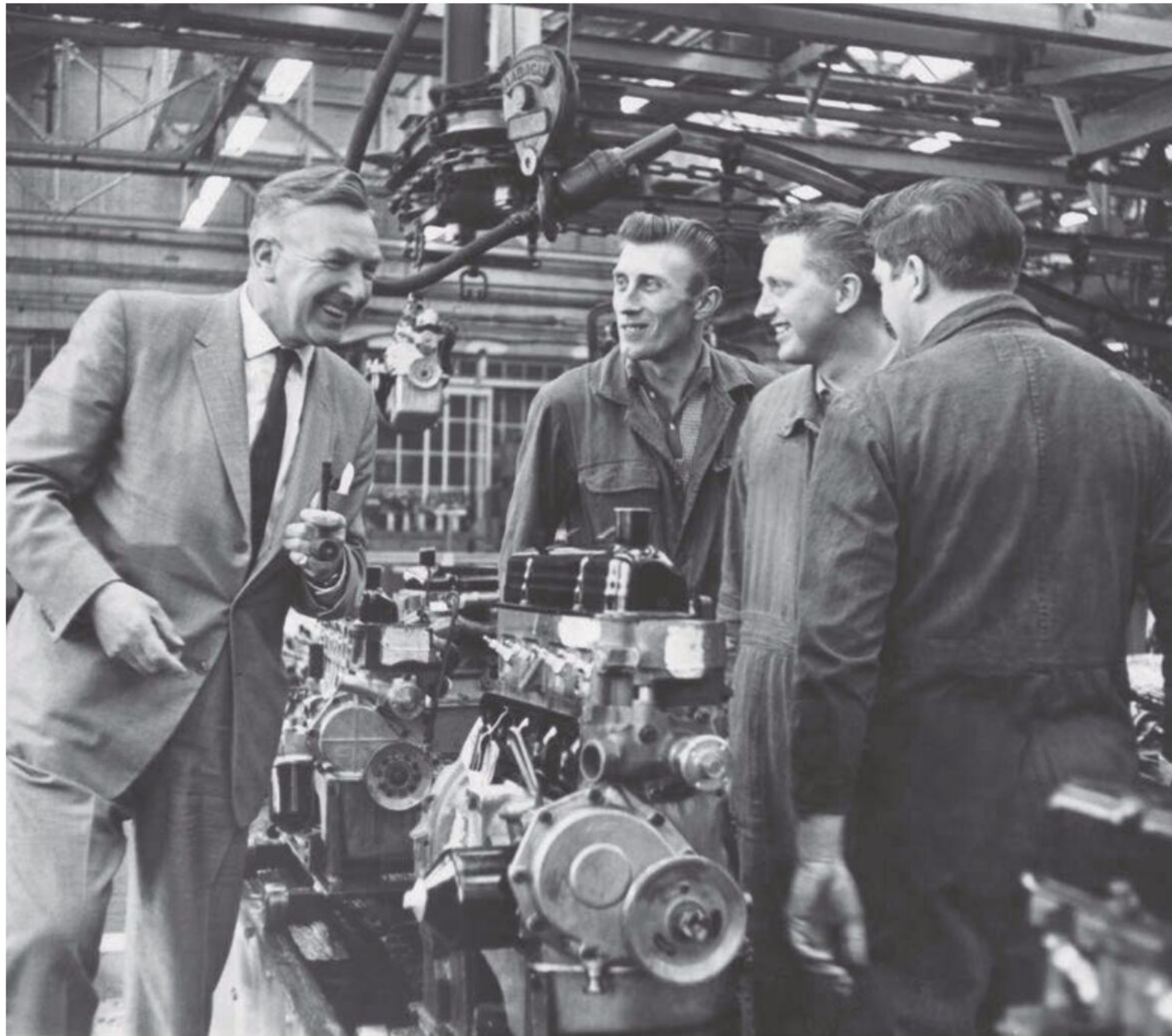


## FACTORY LIFE



This row of Mk1 Cortinas dates from 1964, taken at Dagenham. The Lotus badged car in the foreground, was the result of a collaboration between Ford and Lotus founder Colin Chapman. Based on the Cortina GT, Ford supplied the stripped-out two-door bodyshells and Lotus added the engine with Chapman's twin-camshaft cylinder head, aluminium doors, bonnet and boot lid and Elan-type gearbox. With a capacity increase to 1558cc, the Cortina Lotus had 105bhp on tap too.





Chief Executive of Ford UK Allen Barke chats to workers in the assembly shop in 1963.

By the 1960s more families had their own car and production at the Ford factories was non-stop. This photograph shows cars on a freight train at Dagenham plant in 1965.





## FACTORY LIFE



A car park, full to capacity, mainly with new Anglias, at Halewood. Production at the plant had to stop since a strike by delivery drivers left all parking spaces choked.





27th August 1965: Striking delivery drivers at the Halewood factory queue up to sign in for their pay. Three hundred of the drivers went on strike because a shop steward was dismissed after being convicted of dangerous driving.



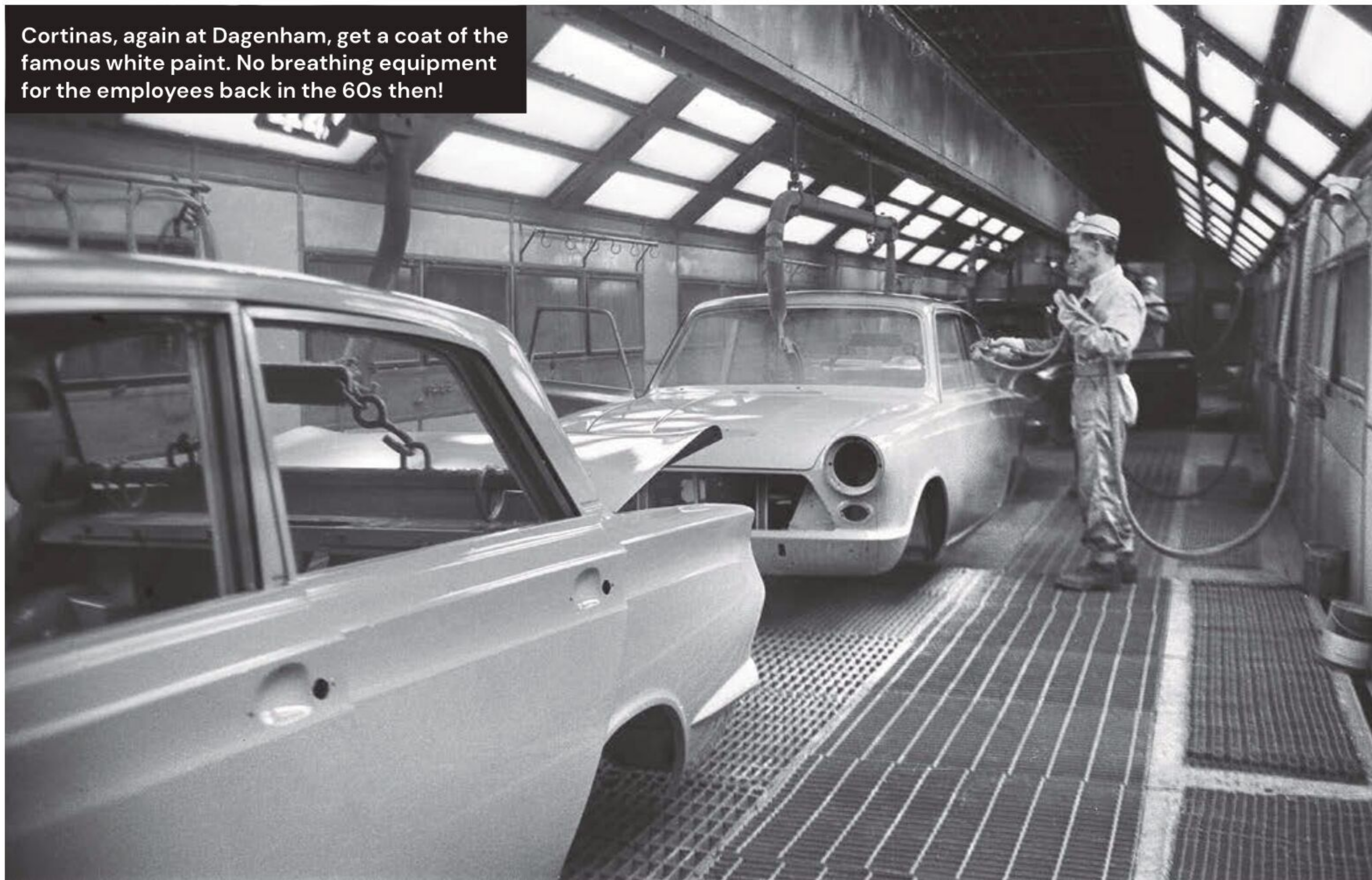
## FACTORY LIFE

Here and below:  
Mk1 Cortinas, with  
their distinctive body  
shape, make their way  
along the production  
line in 1964 at Ford's  
Dagenham plant.





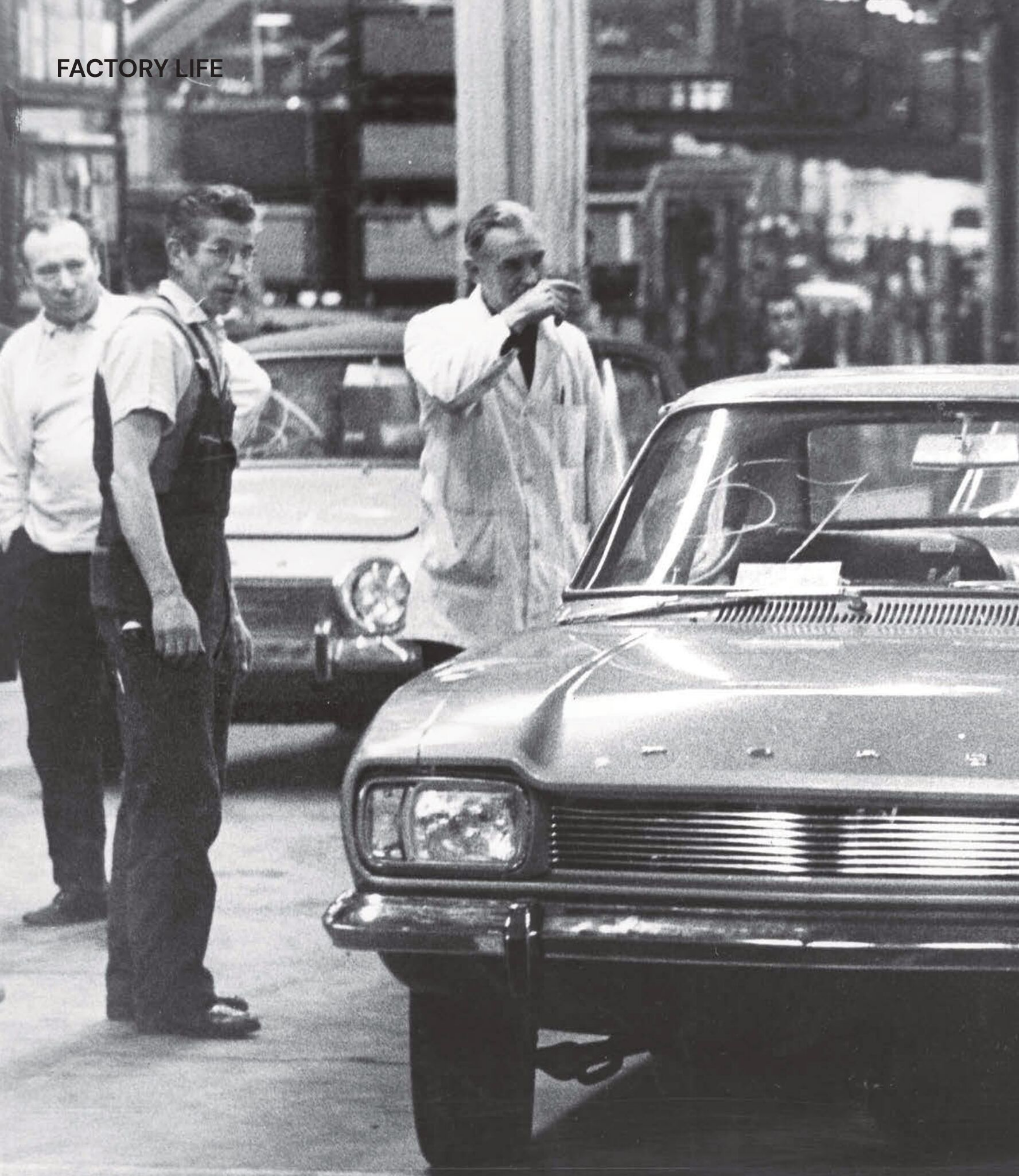
Cortinas, again at Dagenham, get a coat of the famous white paint. No breathing equipment for the employees back in the 60s then!



This shot shows a Mk1 Escort coming off the production line. Going into production at Halewood in 1967, the range comprised of two-door saloons in Standard, De Luxe and Super specifications, plus a 1300 GT. By the end of 1974, and the arrival of the Mk2, 2,228,349 Mk1s had been built in Europe.



## FACTORY LIFE



Going into production at the Halewood plant in 1969, the Mk1 Capri was "the car you always promised yourself" or at least that's how the Ford marketing department sold the car to the buying public. The Capri was a huge hit, with the model staying in the Ford range until 1986.







## FACTORY LIFE



Another Mk1 Capri at Halewood. This one must be heading abroad, the steering wheel's on the wrong side!



This picture shows the women sewing machinists of the Dagenham Ford plant, who took strike action in 1968 to fight for better pay. In the 1960s the female machinists at Ford were classified within the company pay structure as grade B. That meant they were officially unskilled, despite having to pass tests in order to gain their employment. After years battling for recognition as skilled workers, they finally walked out, bringing car production to halt and becoming the focus of national news stories. After three weeks on strike they settled for 92% of the C grade rate. Although not an equal pay strike, it was given a high profile when Barbara Castle, the Employment Minister at the time, was brought in to help negotiate a settlement.



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# 1960s Ford advertising

west-end safari

The hunt is on—fashion tirelessly in search of fashion. Location? Knightsbridge, Bond Street, Piccadilly... wherever there's a flair for dashing femininity. Transport? Ford Zodiac of course. The car with high fashion ideas and plenty of them; high fashion colours and many to choose from. The car that's easy to handle, blissful to drive. That rounds off its care for comfort and sun-lounge splendour, with safari-like stamina for country-wide treks and short hops to town. And offers the completest luxury of all for never-so-easy driving—fully automatic transmission—as an optional extra! So—if your mind's on any sort of smooth-going expedition, automatic or otherwise, fly straight to your nearest Ford Dealer and book seats (first-class all six of them) in the first Zodiac you can get your hands on!

ZODIAC £675 plus £282.7.6 P.T. — £657.7.6 UNIQUE WORLD-WIDE **FORD** SERVICE 1001

white queen wins . . . She's set her heart on a Zodiac and at last the Black King is in check! Move by brilliant move she's countered his resistance and now he nods approvingly at the high fashion touches she so much admires . . . the carefully thought-out comfort . . . luxury of styling—inside and out. His sense of strategy compels him to admit the wisdom of fully automatic transmission (a Zodiac optional extra). And even his own black heart melts when he sees the brilliant colour-choice and twin-tone schemes!

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## Unusual approach

In an effort to give its flagship Zodiac model a classier image at the start of the '60s, Ford came up with some novel advertising ideas. 'West-end safari' was a clever headline, with the text beneath suggesting that the MkII Zodiac was ideal for well-heeled ladies who enjoyed a spot of upmarket shopping: 'Location? Knightsbridge, Bond Street, Piccadilly... wherever there's a flair for dashing femininity. Transport? Ford Zodiac of course.'

By comparison, 'White Queen wins' was very odd as a campaign. 'She's set her heart on a Zodiac and at last the Black King is in check!' explained Ford's advertising copywriters to a presumably confused audience, following it up with: 'Move by move she's countered his resistance and now he nods approvingly at the high fashion touches she so much admires'. If you know of an even more peculiar Ford advert, do get in touch!





# IT'S A FORD SHOW! IT'S A CLASSIC SHOW!



## It's a Ford show...

...it's a classic show. Well, that's what this 1961 advert would have us believe when it came to that year's Earl's Court Motor Show. And in many ways it was, as it saw the UK debut of the controversial looking new Ford Classic, shown here alongside the Anglia 105E and the well-established MkII Zephyr, a model due to be replaced the following year. The short-lived Classic wasn't a huge success for Ford, with just over 111,000 sold by the time production ceased in 1963.



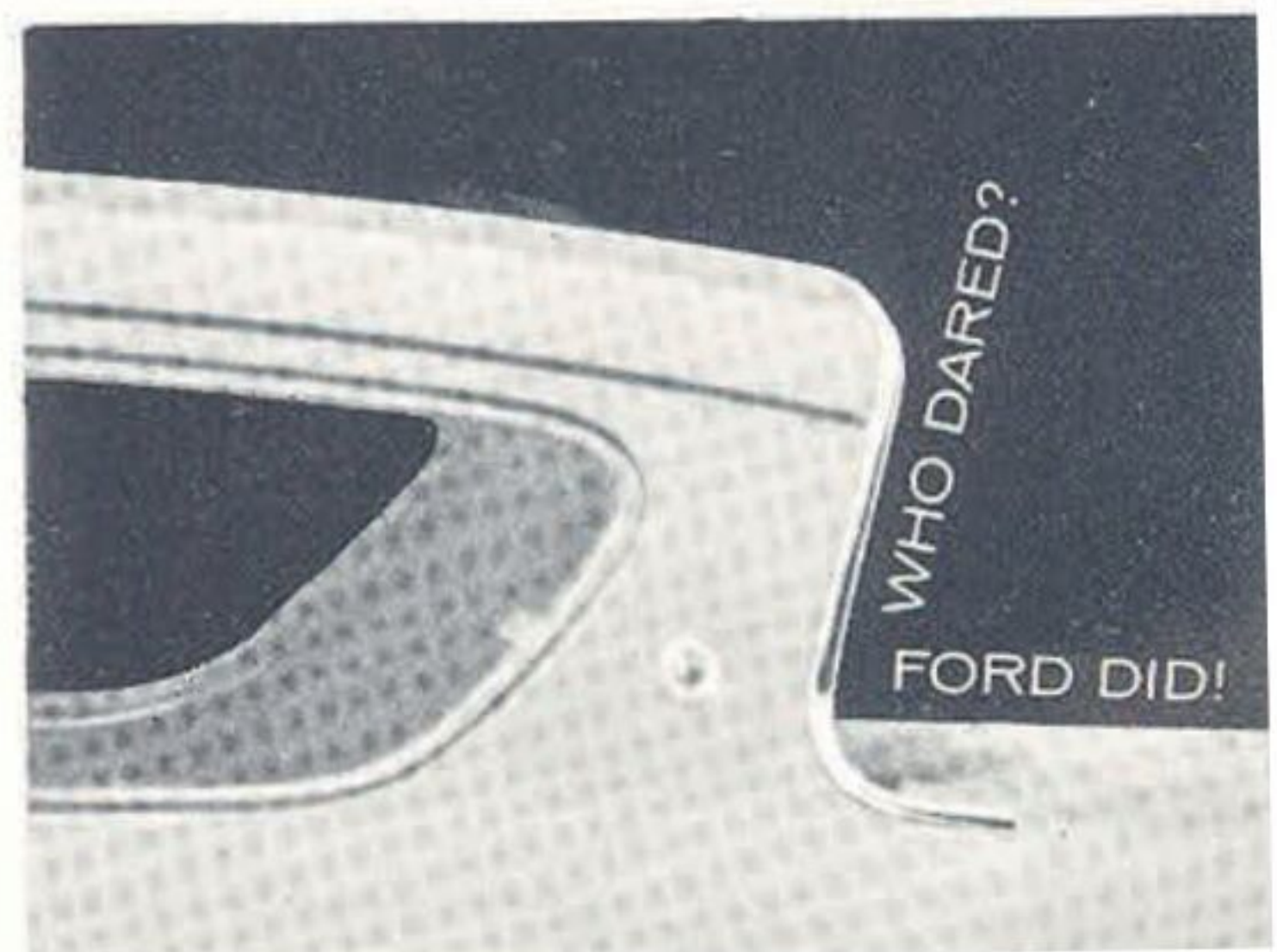
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"The sensation from Ford is an orthodox family saloon – but which I believe represents the best value on the roads anywhere today . . . The car has the silky smoothness and silence, the balance and comfort of models twice its price."

— Charles Fothergill in the *Daily Sketch*



## A new angle

Ford issued a new brochure in 1963 to jointly promote its Anglia and Cortina ranges, looking back on the success of each model. And in the case of the Anglia, that meant devoting an entire page to the car's launch year of 1959, including a few choice quotes within it: 'The car has the silky smoothness and silence, the balance and comfort of models twice its price,' suggested Charles Fothergill in the *Daily Sketch*. There was also a close-up shot of the Anglia's reverse-rake back window, together with the slogan: 'Who dared? Ford did!'





Feel like a king...

There's a top-of-the-world feeling about owning a Classic. Because of the chic, shapely styling. The beat-em-to-it performance. The intriguing luxury. The Classic is superlatively practical. With front disc brakes, wonderful road-holding. New 1500cc engine. From only £653.1.3 tax paid. 2 or 4 door models. Or choose Ford's famous personal car, the Capri —from £785.19.7 tax paid.



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The Ford Classic was almost at the end of its career by the time this advert appeared in the motoring press in March 1963, with its successor – the Corsair – set to be unveiled at the Earl's Court Motor Show seven months later. Having been launched in May 1961, the Classic's career was unusually short – and with just 111,225 cars built in total, it was something of a flop by Ford standards.

Nevertheless, this advert promised buyers that they would 'feel like a king', boasting that there was a 'top-of-the-world feeling about owning a Classic'. This was a car that was apparently 'superlatively practical', whilst also offering its occupants 'intriguing luxury'. Not bad for a family saloon that retailed at just over £653 including Purchase Tax.



# Britain's Champion Anglia

188,236 testing miles  
give solid proof of  
Anglia reliability!



Last Sunday, September 25th, we finally selected the Champion Anglia we've been searching the country for since early August. It's got 188,236 miles on the clock, its running condition is almost faultless and its safety condition is outstanding.

The proud owner of this indefatigable Anglia is Mr. Sandford of Llwyngwrl, Merioneth. He has owned his Anglia since October 1961, and between then and now it's come in for more tough treatment than most cars see in a lifetime. Not that Mr. Sandford likes being cruel to cars. (He was an A.A. Patrol Man for 25 years and before that a chauffeur.) It's just that he helps run the

local School of Motoring—which accounts for the remarkably high mileage on his Anglia.

Constantly in use, the Champion Anglia works about 10 hours a day, 6 days a week. In the past 5 years it's been driven up and down the mountainous Welsh countryside by no less than 386 learner drivers! Despite all that, it's earned its place as Britain's Champion Anglia.

Congratulations are also due to Mr. L. C. Chesham of Westcliff-on-Sea who won first place in the Van Category. His redoubtable little Anglia van has travelled all of 116,573 miles since he bought it 4 years ago. Some going,

**Tough competition.** One of the most pleasing aspects of the competition was the very large number of high mileage Anglias we found in fine running and safety\* condition. Not that we were really surprised, because we build Anglias to last. In fact that's what Angliability's all about—reliability, toughness, safety, value for money. The stuff of which champions are made.

*\* Talking of safety, whatever make of car you drive it can be given a free safety check any time next week (3-8th October). Just take it in to any Ford Dealer displaying the Ford Service and Safety Week Symbol. It's free. And it's worthwhile. Book your car in now.*

**Anglia** a real car for your money—and it's here to stay





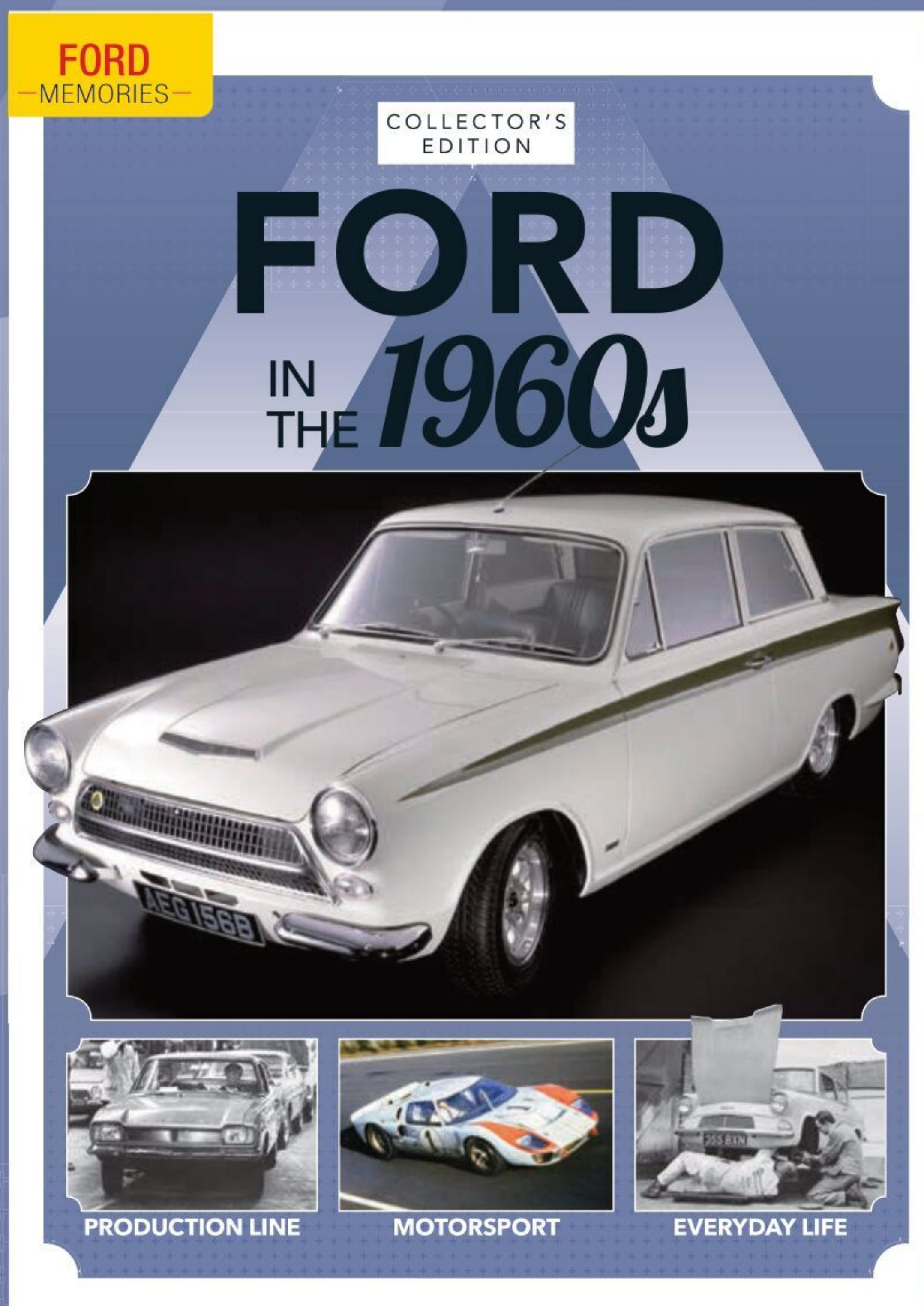
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**GT Estate Car** 





## Executive class

The most upmarket version of Ford's MkIV Zephyr/Zodiac range of 1966-72 was the Zodiac Executive, a car intended to attract the kind of buyers normally tempted by a Rover or even a Jaguar. It was meant to offer all the luxury that even the most demanding buyers could expect, all wrapped up in a package offering decent value for money.

This particular brochure had a section dedicated to the Executive, and portrayed this flagship's owner as a well-heeled city gent with his own chauffeur. They'd apparently just arrived at the owner's daughter's boarding school to collect her for the weekend.

As for the daughter's verdict on this most opulent new Ford of the time, it was all rather twee and contrived: 'It's super. When Daddy collects me from school at weekends, he comes purring up the drive with the wheels making a nice crunchy noise on the gravel. I get in and sink back into the seat and away we go, fast up the motorway to home.'

Ah, they don't write brochures like that any more... thank goodness.

*"Friends ask me why I bought my Executive, instead of the Zodiac or some other make of car. Well, it wasn't only for business reasons, although it's important when you reach a certain level to own the right sort of car. No, I bought my Executive because I think it is the best value for money luxury car on the market. It has literally everything that I and my family could possibly wish for. Features that other car makers offer as options or don't offer at all are standard equipment on the Executive, radio, heated rear screen, sliding roof, automatic transmission, power steering, real leather upholstery. And all for under two thousand quid! I could pay a lot more and get a lot less couldn't I?"*

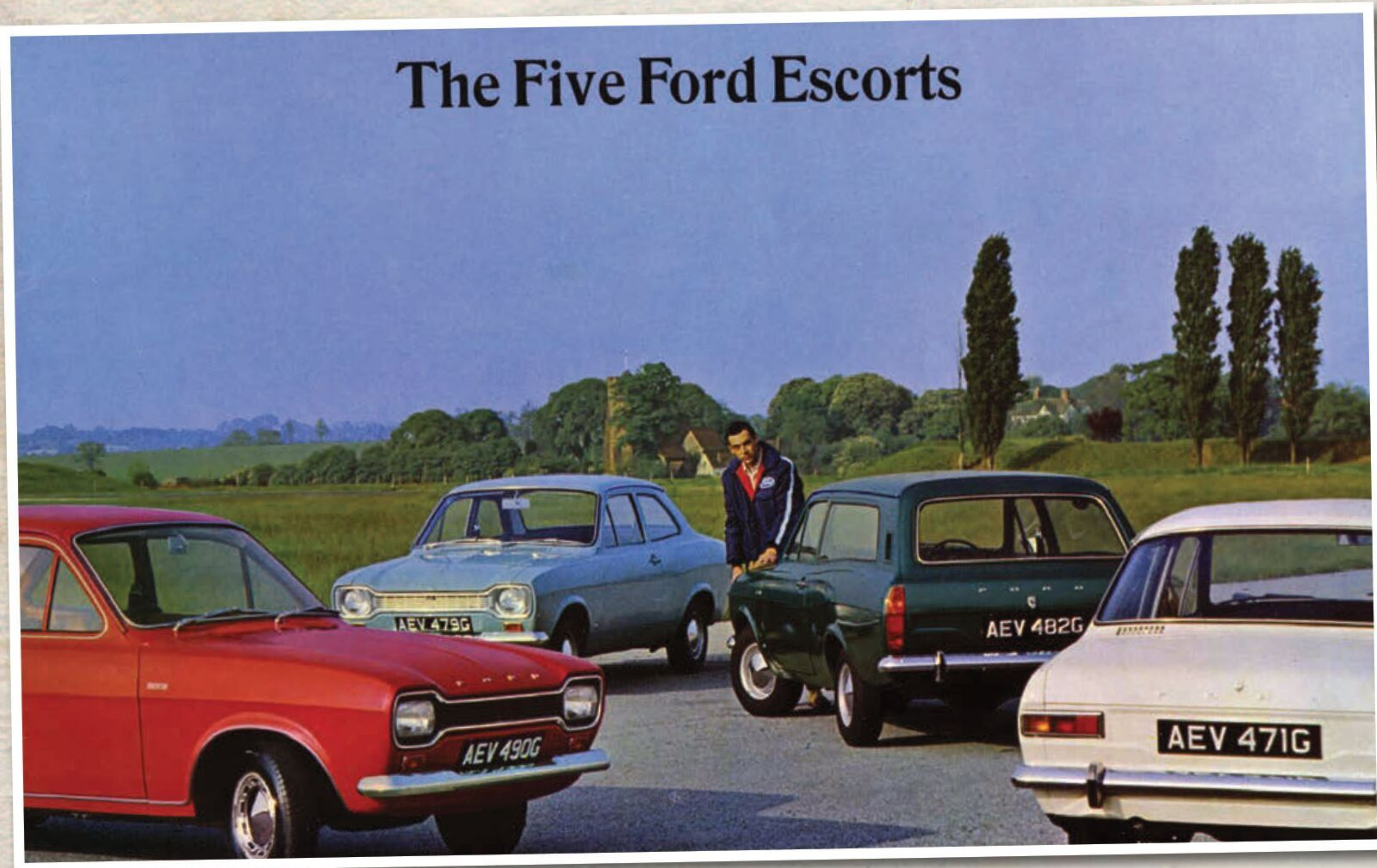
### The Young Generation.

*"It's super. When daddy collects me from school at weekends, he comes purring up the drive with the wheels making a nice crunchy noise on the gravel. I get in and sink back into the seat and away we go fast up the motorway to home."*

*"Sometimes I invite some friends back - we had seven of us inside for my birthday party and it wasn't a squash."*







## The Five Ford Escorts

### LAUNCH PHASE

The Escort would go on to be marketed in a bewildering array of different model variants, but at launch in January 1968, the range was simple enough to get all the cars into one shot: you had the 1100 in De Luxe (confusingly, this was the basic model) or Super spec, the 1300 in Super or GT trim, plus the exotic Twin Cam. The presence of the estate model in the line-up dates this shot from March of the launch year and with four inches of extra length, it proved a useful load carrier. It's an unfortunate image in many ways though: the chap in the shot above looks as if he's about to give the estate's dampers the standard used car 'bounce test', while is it just us or is the Escort owner on the right checking for rust around the screen?



## The new Ford Escort



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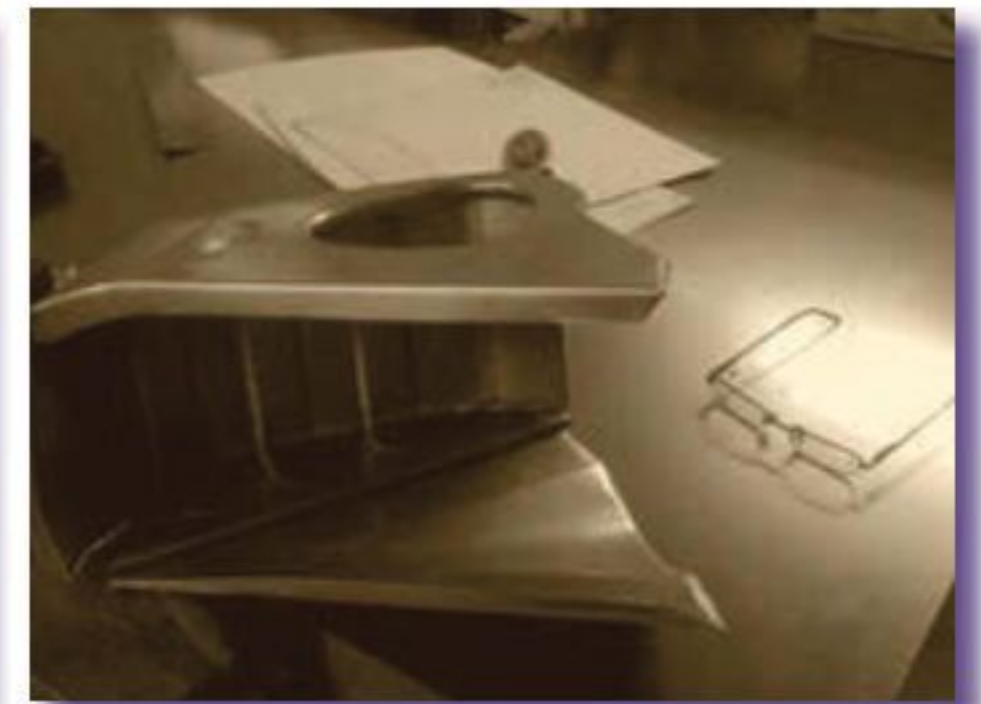
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One of the Capri's great strengths in the market was the extent to which you could customise it, as explained in this advert from 1969. Ford's marketing concept dubbed 'Capri Custom Planning' allowed buyers to mix and match options to the point where in theory a total of 32 different engine and trim variations existed. Perhaps that's why the brochures of the time picked out just eight for you... presumably these being the ones which made FoMoCo the biggest profit...



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# Track and Field

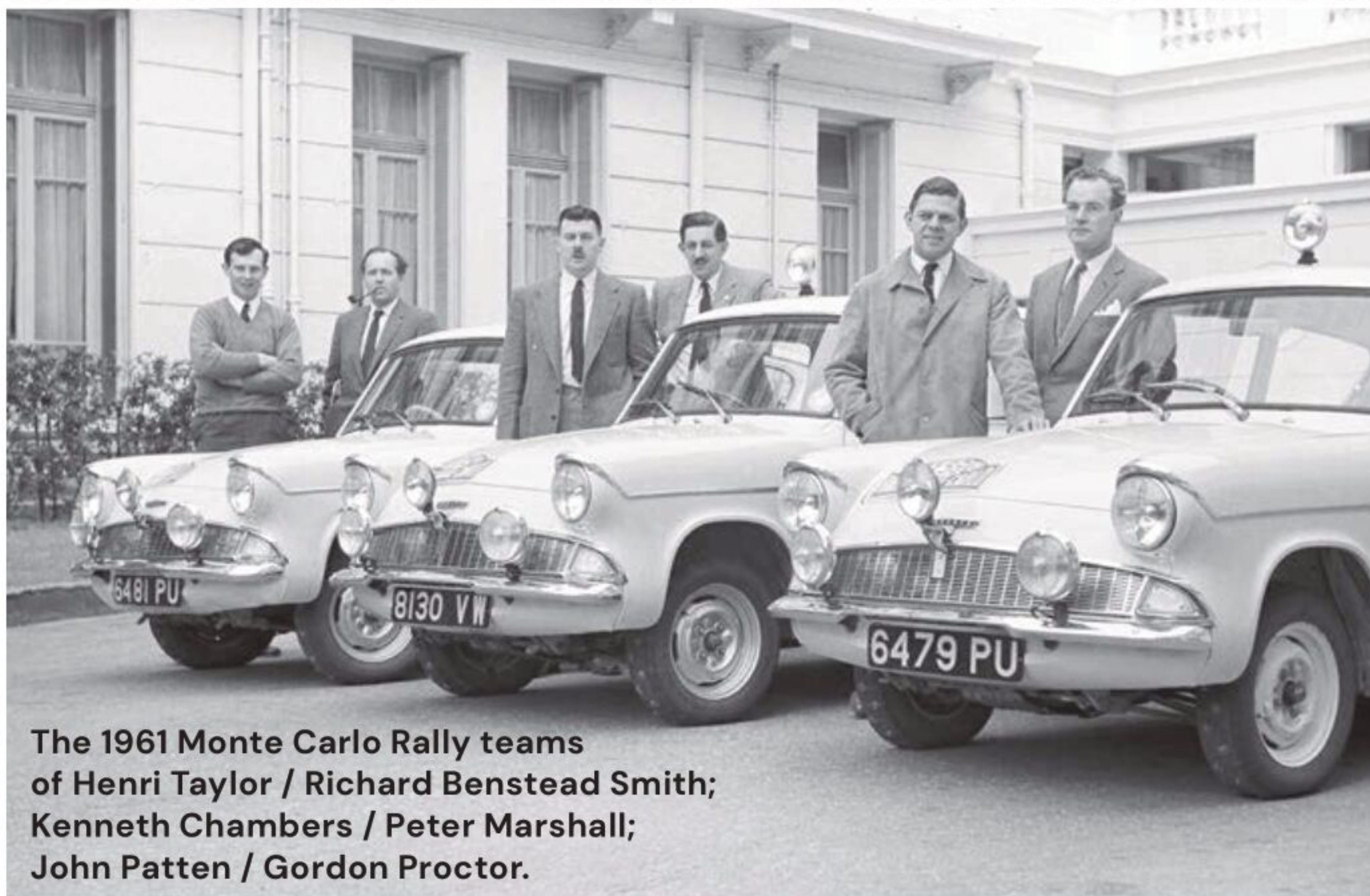


This Anglia takes a corner at speed on the RAC Rally in 1963.





This Ford Zephyr takes part in the 1960 Alpine Rally.



The 1961 Monte Carlo Rally teams of Henri Taylor / Richard Benstead Smith; Kenneth Chambers / Peter Marshall; John Patten / Gordon Proctor.



Gordon Wilkins and Michael Frostick drive their Ford Anglia on the 1961 Monte Carlo Rally.



## MOTORSPORT

A Ford Zephyr races through a village crossroads while on the 1960 Monte Carlo Rally.



Peter Hughes pushes his Anglia to the limit while on the 1960 Alpine Rally.





Anne Hall and Val Domleo's Anglia is chased by two Mini's through the streets of Monte Carlo.



An Anglia leads a Mini Cooper while taking part in the British Saloon Car Championship, Silverstone, 1966.



# MOTORSPORT



Left: Anne Hall and Val Domleo's Anglia receives running repairs.

Centre: 1960, an Anglia and the alpine streets around Marseille - fantastic!

Bottom: The John Willment Ford Cortina GT Racing Team prepare for the 1964 Monte Carlo Rally from a Shell petrol station, Twickenham, Middlesex

Main: A Mk1 Cortina gets air off a bridge on the 1964 RAC Rally.













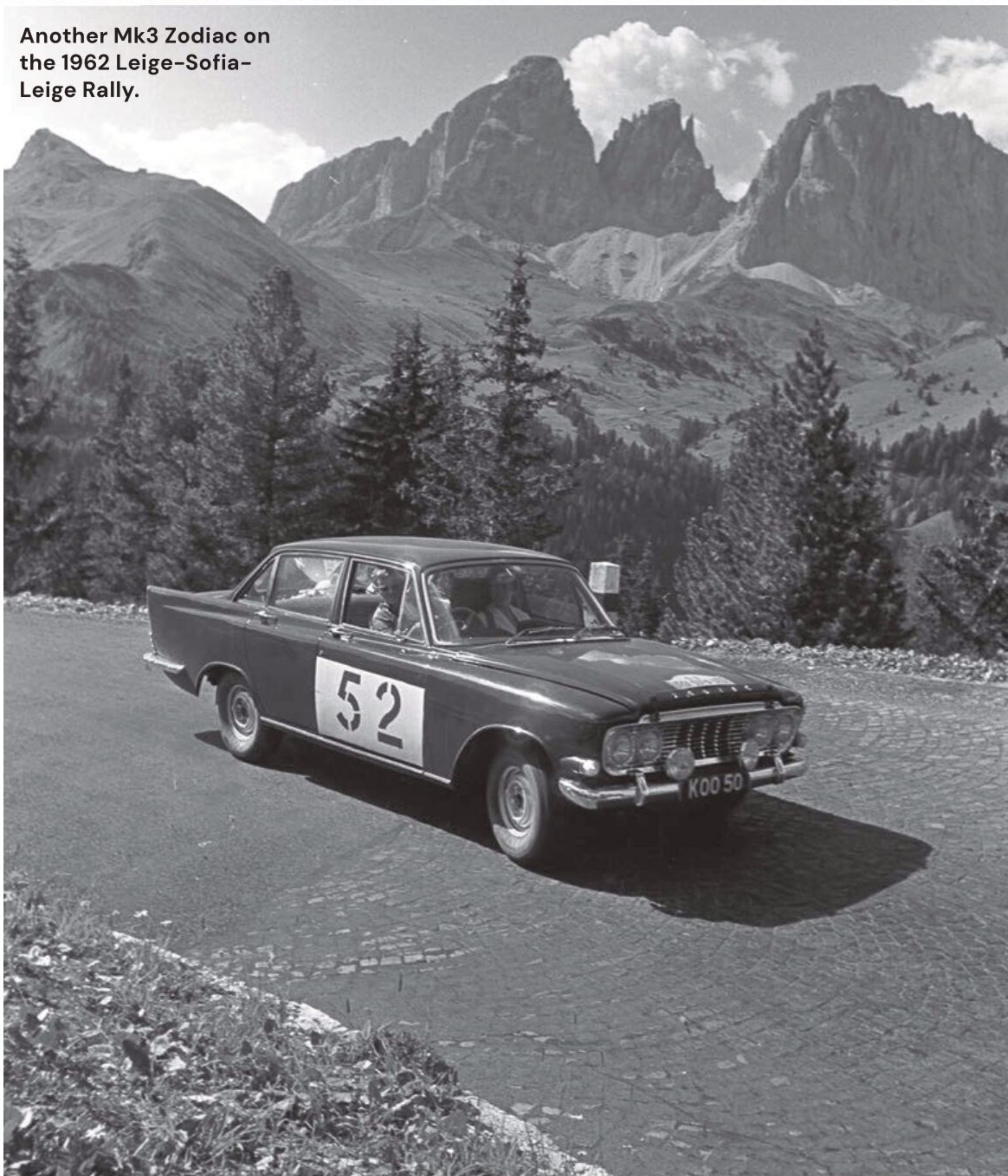
A Cortina Mk1 takes part in the 1963 Alpine Rally.



A Mk3 Zodiac gets front suspension repairs on the 1962 Leige-Sofia-Leige Rally.



Another Mk3 Zodiac on the 1962 Leige-Sofia-Leige Rally.





## MOTORSPORT



Tony Chappell drives his Cortina Lotus on the 1966 RAC Rally.



A Cortina Mk1 on the 1963 Alpine Rally.



Going sideways in Sweden in 1967.





Jack Sears and Sir John Whitmore show why saloon cars were so much fun for the spectators at the International Britax Touring Car Race, Silverstone, 1965.







Innes Ireland / John Whitmore, Ford Advanced Vehicles,  
Ford GT40, leads Günther Klass / Dieter Glemser,  
Porsche System Engineering, Porsche 904/6, and Lucien  
Bianchi / Mike Salmon, Maranello Concessionaires,  
Ferrari 250LM in the 1965 Le Mans 24 Hours.



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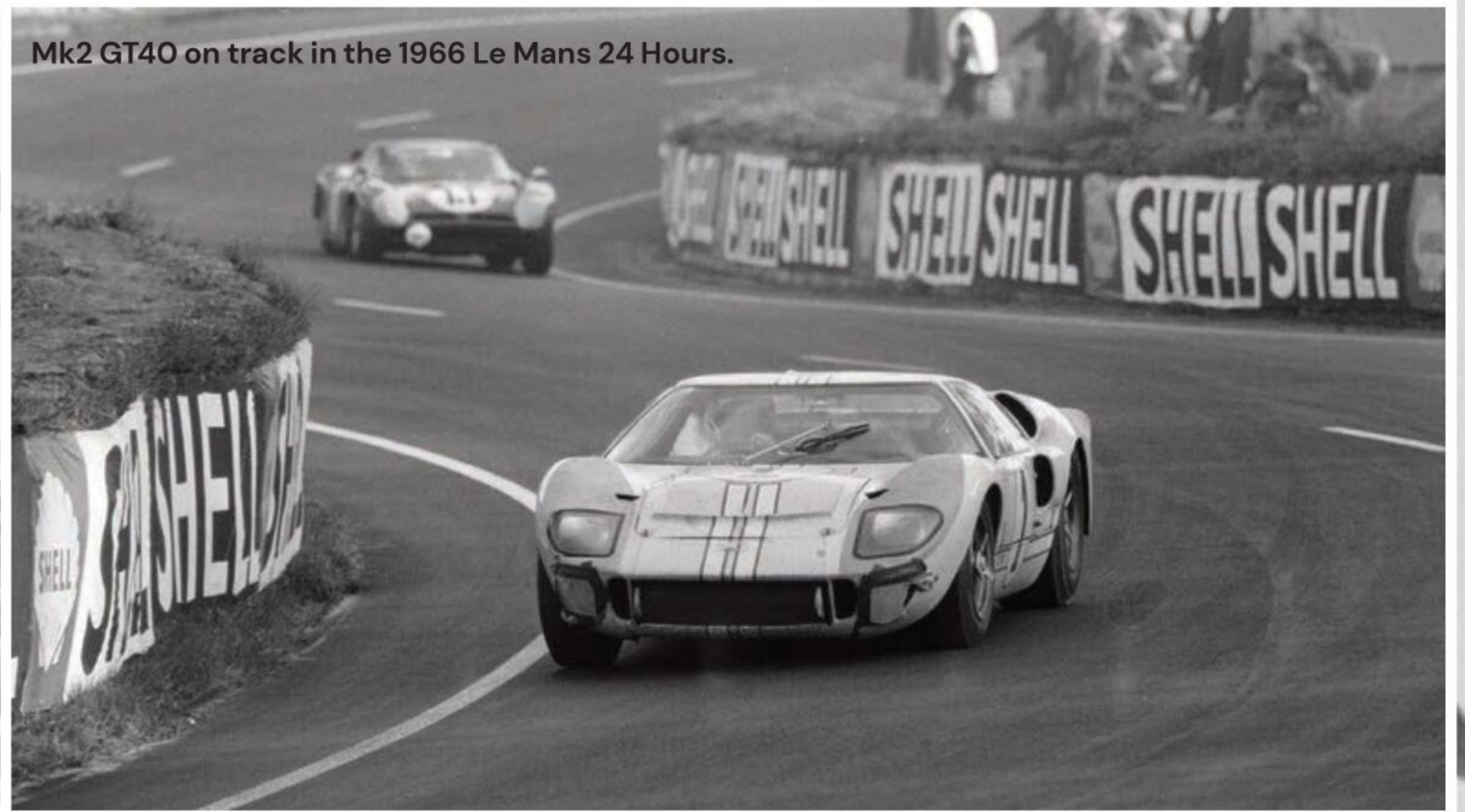
# MOTORSPORT



1964 Le Mans 24 Hours: John Surtees / Lorenzo Bandini, Scuderia Ferrari, Ferrari 330P, 3rd position, Richie Ginther / Masten Gregory, Ford Motor Company, Ford GT40, retired, Skip Hudson / Pedro Rodriguez, North American Racing Team, Ferrari 330P, retired, Bruce McLaren / Phil Hill, Ford Motor Company, Ford GT40, retired, Jo Bonnier / Graham Hill, Maranello Concessionaires, Ferrari 330P, 2nd position, and Ludovico Scarfiotti / Michael Parkes, Scuderia Ferrari, Ferrari 275P, retired, are lined up for the start as their drivers make the traditional dash at the start of the race.



Mk2 GT40 on track in the 1966 Le Mans 24 Hours.





# MOTORSPORT



1966 Le Mans 24 Hours.

Centre: Drivers run to their cars at the start of the Le Mans 24 Hours, 1966. Of the four GT40 Mk2s in the foreground, numbers 2 and 1 finished first and second, respectively.

Main: GT40 number 2 leads the pack in 1965's Le Mans 24 Hours.



Dan Gurney / Jerry Grant making a pitstop in 1966.







The remains of Richard Attwood / Jo Schlesser's GT40, 1964.





## MOTORSPORT



A Mk2 Cortina jostles with a Porsche 911 for position on a grass track course.



Roadside repairs on the 1697 Gulf London Rally.



Roger Clark drifts his Cortina on the ice in Sweden in 1968.



A Mk2 Cortina on the Gulf London Rally.







## MOTORSPORT

Two Mk1 Escorts lead the way while taking part in the 1968 British Touring Car Championship.



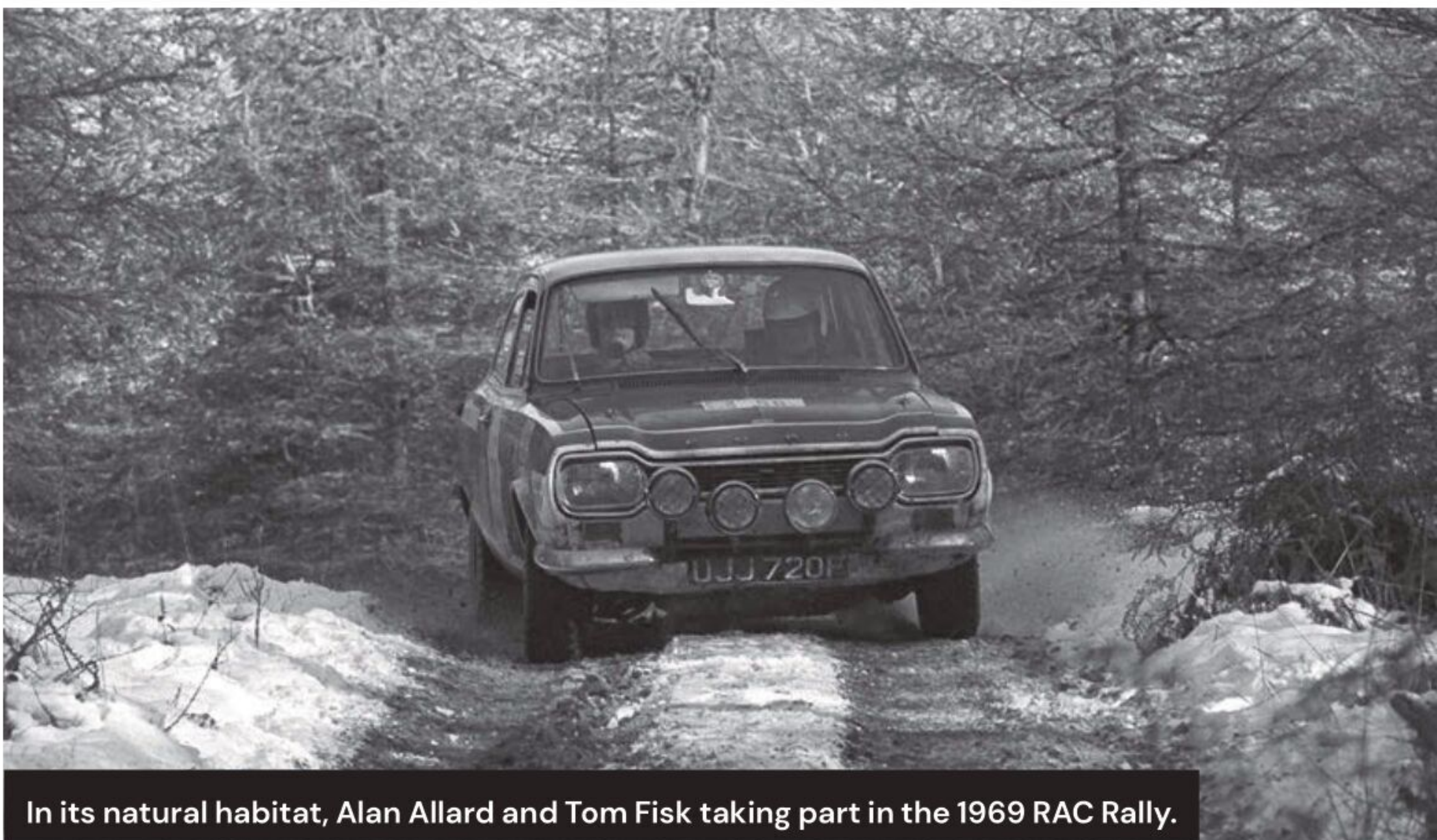




A Mk1 Escort on the 1968 RAC Rally.



Roger Clark lifts a wheel in his Mk1 Escort.



In its natural habitat, Alan Allard and Tom Fisk taking part in the 1969 RAC Rally.



# Snapshots of lives and Fords



A Cortina driver is overshadowed in 1965 by Billy Smart's elephants parading through Leicester.



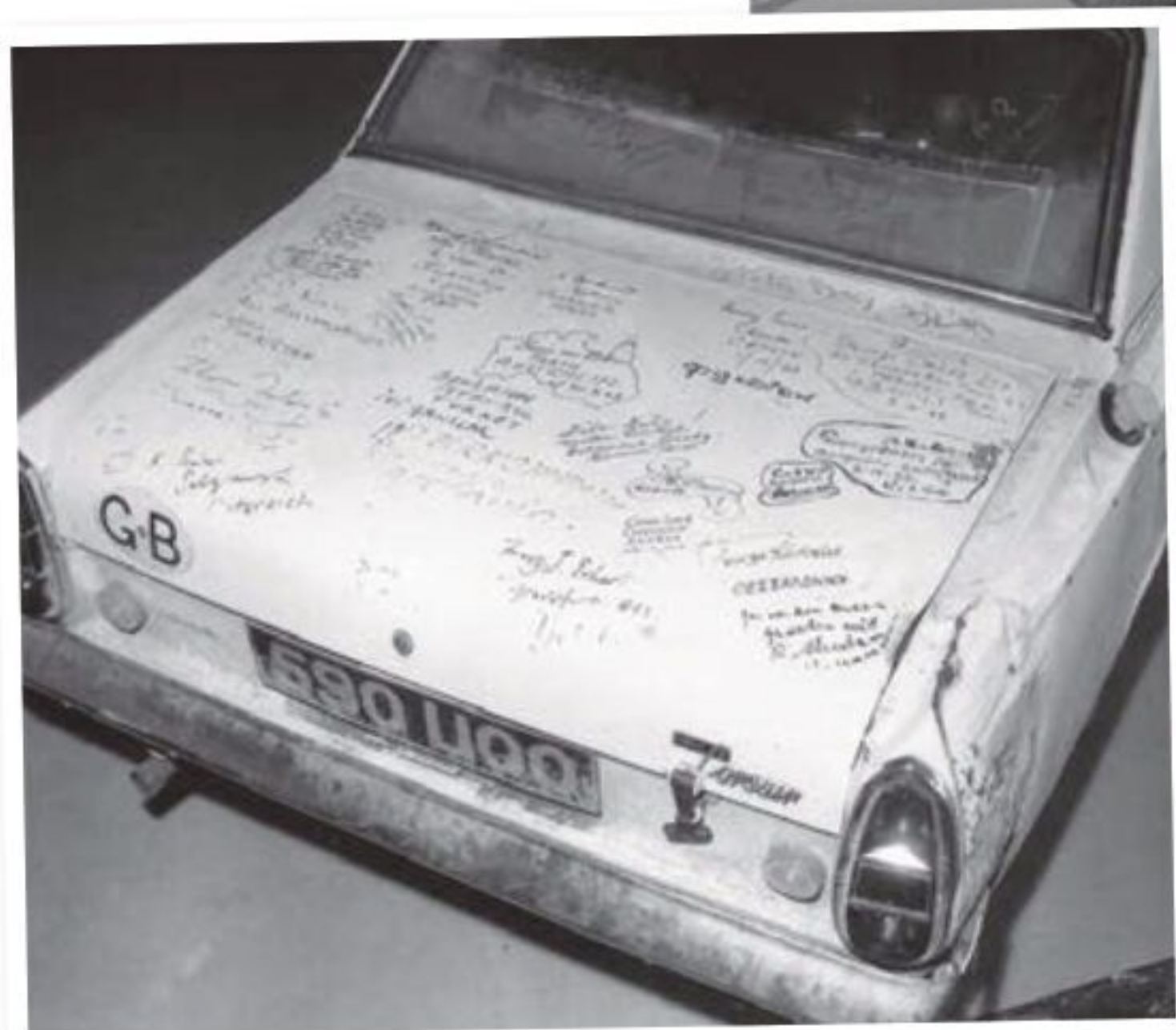
This Anglia undergoing MoT inspection at South London Ford dealer Dispatch Motors clearly needed new front brakes for its 1962 test.





## DAY-TO-DAY

In 1965 this Ford Corsair was driven around the world in 43 days 5 hours, covering 29,991 miles through 13 countries. The black-painted bonnet was an anti-glare measure and its bootlid carries messages picked up along the way.



Drivers Eric Jackson and Ken Chambers with a travel-stained Corsair after beating the liner 'Windsor Castle' on the Cape Town to Southampton trip in 1963.





A Fleet Air Arm  
Hawker Hunter  
poses next to a  
Mk2 Zephyr.



A well-worn Anglia  
visits one of the earliest  
Asda supermarkets in  
Rotherham.





## DAY-TO-DAY

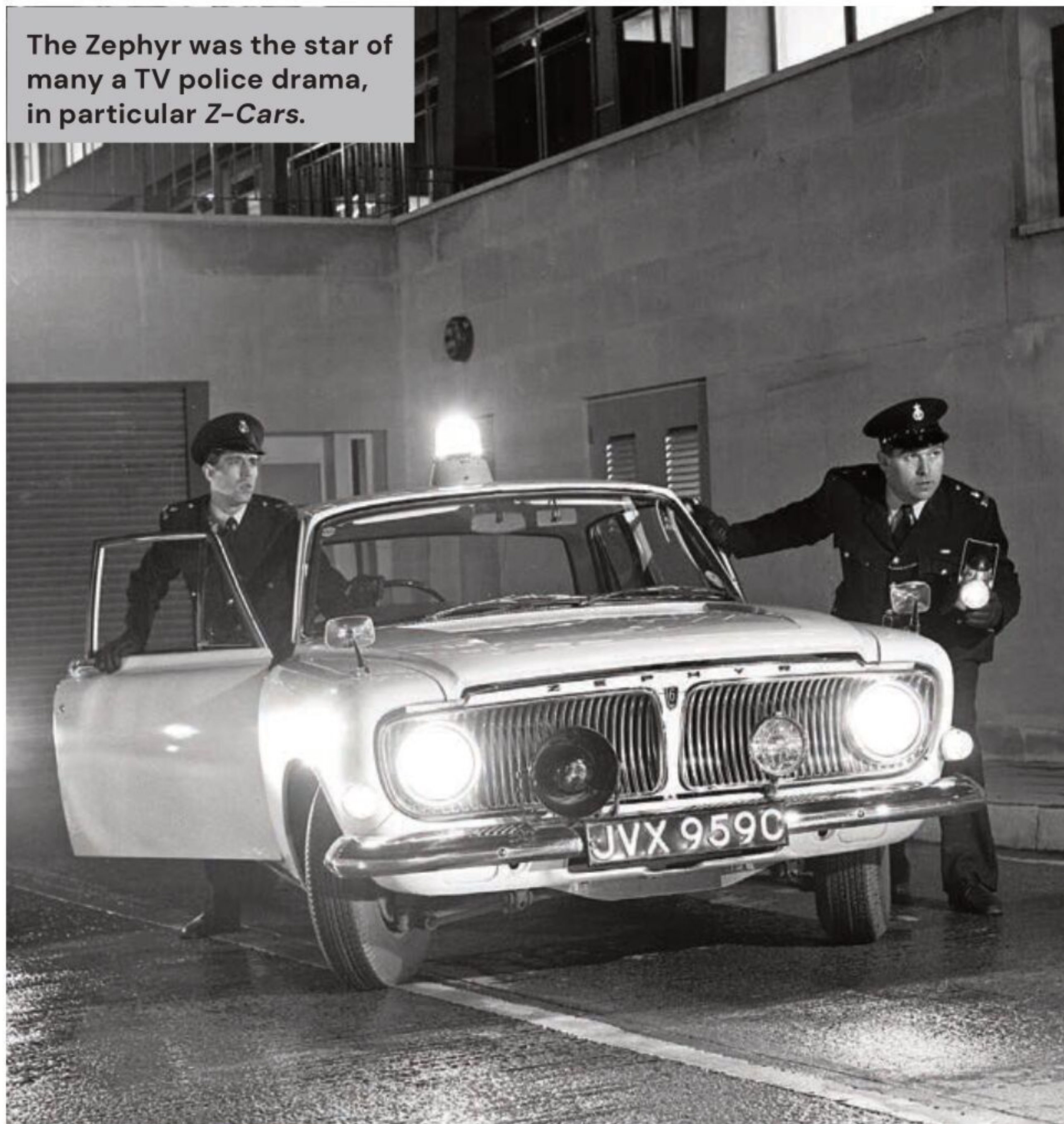
The Anglia was a popular police car, although more suited to single-crewed panda car duties than patrolling the new motorways.

Below: Police examine a Zephyr used in a robbery in London.





The Zephyr was the star of many a TV police drama, in particular Z-Cars.



The Cortina Lotus was a popular high-speed pursuit patrol car.



## DAY-TO-DAY



**Top:** It's all Fords on show here in August 1963 as a crew films a news piece on the bridge involved in the Great Train Robbery.

**Right:** It was a Ford Anglia which resulted in the capture of the first of the gang members, Roger Cordrey and William Boal, after they paid £273 for the car in stolen notes.





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Above: Diana Dors demonstrates the Corsair.



Right: Jean Shrimpton made many promotional appearances for Ford in the early '60s.





Left: A woman admiring the view, sitting next to her Ford Prefect, 1963.



Above: A young man washes the family Ford Anglia in about 1961.

Below: The Transit, launched in 1965, created an entirely new class of light commercial.



An Anglia blends into the streetscape in 1968 Banbury.



## DAY-TO-DAY

Model Twiggy poses with the short-lived Comuta electric car in 1967.





Frank Sinatra emerges from a MkIV Zephyr.



The Escort Dormobile conversion was marketed as the Elba and unlike full-size camper vans could be kept in a standard garage.







# Ford 105E Anglia

Small Fords traditionally sold because they were reliable, simple and offered good value for money. The 105E Anglia still offers all that today. We look at what it takes to look after an 'Angle-box'.

**T**he 105E superseded the 100E Anglia/Prefect twins which, while sturdy and economical, were becoming very old-fashioned in nature with their sidevalve engines, three-speed gearboxes and boxy styling. Drivers, even those on the smallest of budgets, wanted something with more style, better refinement and greater performance for a world on

the cusp of the motorway age. That which was good about the 100E, such as its MacPherson strut front suspension, hydraulic drum brakes and box-based centre-link steering, was retained but otherwise the 105E broke a lot of new ground.

Stylistically the new Anglia brought a lot of transatlantic glamour to the lower end of the car market, with its subtle tail fins, smiling grille, hooded

headlamps, sloping front end, most distinctively, its reverse-rake rear window. This latter feature had been imported from Ford's Lincoln division in America and was claimed to both stay clear in rainy weather and allow for more headroom for those in the rear seats. Mechanically the 105E introduced Ford's first small-capacity overhead valve engine, a 997cc unit of very modern design, which would become the famous, versatile and long-lived Kent dynasty. There was also a four-speed gearbox with synchromesh on the top three ratios and (finally!) electric wipers.

Almost as soon as it was launched in 1959 the 105E found itself up against its ideological opposite in the form of the BMC Mini. Where the Mini was advanced, complicated





The 105E Anglia's overhead valve engine was a huge improvement over the previous model's sidevalve unit.

and functional the Anglia was conventional, simple and stylish. The Mini arguably did more with less but the bigger, more comfortable and more reliable Anglia made a very strong case for itself. In 1960 – the first full year of production for both cars – Ford made 192,000 Anglias at Dagenham while the two BMC plants at Longbridge and Cowley made only 117,000 Minis. An estate model joined the range in 1961 and in 1962 the Anglia 123E Super, with a 1198cc Kent engine, was introduced with a higher level of trim above that of the existing 997cc Anglia Deluxe and a full-synchro gearbox.

Reliable, pleasant to drive, easy to service and simple to upgrade, the Anglia carried on the small Ford tradition of offering no-nonsense



## BUYING GUIDE: 105E ANGLIA

motoring with good value for money. Although overshadowed by the commercial success of its larger sibling the Cortina (which was very much made on the same principles as the Anglia, but scaled up) the Anglia was a continual presence in the top reaches of the sales charts until it was replaced by the new pan-European Escort model in 1968.

That reliability and simplicity remained key to the Anglia's appeal as a classic, on top of its period charm and strong nostalgia factor. There are very few jobs on a 105E, minor or major, which aren't within the scope of a well-equipped home mechanic. As straightforward as the 'Angle-box' is though, there are some areas to watch for when buying or owning one and some tips and tricks to help you on your way.

### ENGINE

The 997cc engine is stronger than the 1198cc engine, the latter being

prone to premature bearing wear. With either unit, signs of advanced wear are a rumbling bottom end, high oil consumption, heavy breathing and blue smoke. Both engines are also prone to rattling camshaft chains, rotting out their core plugs and leaking oil.

Starter ring gears can be hard to find, but it's relatively simple to sort the often dodgy carburettor, specialists being able to rebuild the early Solex to overcome its tendency for flat spots and also the post-1966 Motorcraft item.

### INTERIOR

The vinyl of earlier cars is less durable than that of later models, but both can suffer from splitting and cracking. Unsurprisingly, it's the driver's seat that usually has the most wear and it's also the first to suffer from collapsed springs in the base. Reproduction trim is available, although reviving a tired interior can be costly, and it's

even possible to replace the steering wheel with a refurbished item on an exchange basis via the owners' club. The windscreen seal often lets water in and also look for signs of water ingress where the heater bolts are. The wiper arms should have a rubber washer at their base, which if missing will allow water to seep down to the bolts.

### TRANSMISSION

The first signs of gearbox wear are a bit of whine and failing synchromesh on second gear. Jumping out of second is a sign of wear in the selector rods. Oil can leak from the back of the input shaft, while it's not unusual for it to seep out of the diff's nose bearing, which has an often perished integral oil seal in its casing. The back axle has a reputation for being strong.

### SUSPENSION

Sagging rear springs can be retempered, although heavy-duty







**A surprising amount of reproduction trim is available for these cars, so reviving a shabby interior is possible – even reconditioned steering wheels are available. Leaking rear lights can cause rusty boot floors.**

saloon versions can be sourced from the owners' club. Likewise, new GAZ inserts for tired struts are available, as are rear dampers. The steering should feel light and responsive, but if it's vague and there's a wobble at speed, then it's a sign that the linkage's often worn idler joint on the drag link is past its best. Again, the club can help, offering owners a remanufactured replacement with a modified idler joint. Look to see that the grease nipples have been regularly oiled.

### **BODYWORK**

By the standards of its day the Anglia was seen as fairly rust-resistant, but in the grander scheme of things it's a cheap mass-produced all-steel car designed in the 1950s of which the youngest is 50 years old, so corrosion will always be an issue lurking in the owner's mind, even on cars that have previously been restored.

The big rust spot is the top of the front wings, which corrode from the front at the headlamp bowl all the way

back along the 'peak' of the wing, down where the wing joins to the bulkhead and then to the door bottom and sill. The rot also creeps into the inner wing structure around the critical MacPherson strut mount. Beyond keeping the inside of the wing clear of accumulated mud and muck, and attending to any chips or early signs of rust creeping around the headlamp bezels, there is not much preventative work to be done.

If caught early a good welder can put in patches of new metal. In more extreme cases new panels are available but are expensive – over £500 for the complete outer wing and another £150 for the two inner wing panels.

Other trouble spots on the Anglia are more ordinary and, again, come down to keeping the underside of the car clean and doing what you can to fend off the inevitable demise of mild steel panels in a British climate. The sills, wheelarches and front and rear valances all benefit from regular cleaning and, if the underlying metal

and paint is sound, an application of rust-preventing wax or underseal.

A lot of the Anglia's body problems come from leaky seals letting water into the interior. For instance the rear window frames are pressed into the window seal by the catches and eventually the seal becomes hardened and deformed, resulting in leaks. The same goes for the boot lid, which can quickly rot out the boot floor from within, and the seal around the heater intake vent. All these can be made for around £20 from lengths of standard two-part rubber door seal material. That heater intake should also be checked for blocked drain ports, which make things damp and unpleasant inside and lead to nasty rust in a difficult to repair spot.

### **VALUES**

£4000–£5000 is enough to secure MoT'd cars, with £5000–£6000 enough for tidy examples and £6000–£8000 enough for Anglias in very good to excellent condition.





# Ford Cortina

The first two generations of the ever-popular Cortina were often copied but never really bettered and these landmark Fords are now regarded as national treasures among Blue Oval fans.

We profile what to look for when viewing a Mk1 or Mk2 Cortina

To say the introduction of the Mini in 1959 had rattled the Ford top brass was an understatement and the news that BMC was developing a larger version that would eventually go on sale as the 1100 worried them even further. Ford had just replaced its ageing sidevalve small cars with the 105E Anglia and the larger 109E Classic was due to come on stream from 1961, but the company knew it would need a new medium saloon to sit between the 105E and its larger cars.

In an era before Ford of Europe, Ford's Cologne division was working on project Cardinal, a mid-sized, front-wheel drive car that would be built both in Germany and the USA. Internal politics resulted with the American end of the deal collapsing, which left the field wide open for Ford of Britain's chairman Sir Patrick Hennessy to give the go-ahead for

Dagenham to develop its own new mid-sized car. The result was Project Archbishop, a title chosen to take a swipe at management who had not included Hennessy in the Cardinal.

Ford's chief body engineers Don Ward and Dennis Roberts made use of the latter's aeronautical engineering skills when designing the Mk1 Cortina's monocoque and the end result was 150lb lighter and used 20 fewer pressings than the 109E Classic.

The Consul Cortina made its public debut in September 1962 with four basic models in the line-up. All were powered by a 53bhp 1.2-litre 'Kent' driving the rear wheels through a four-speed gearbox. Variants available at launch included either a two or four-door Cortina Standard or the far better equipped De Luxe saloon.

The important fleet market warmed to the Cortina's mechanical simplicity when compared to the

1100's 'complex' front-wheel drive and gearbox-in-sump configuration. By the end of 1962, the Cortina was selling well and in the first few months of the following year the range was expanded with the addition of the 1500 Super, a five-door estate and the now desirable 1500 GT, while Lotus added its twin-cam head to produce the Lotus Cortina.

A major facelift across the Cortina range in 1964 included the addition of Ford's Aeroflow face-level vents and a new style facia. The Consul bonnet badge was dropped and in September 1965 the plain but functional Standard was deleted from the sales list. A year later the millionth Mk1 Cortina rolled off the assembly lines and in October 1966 the Mk2 Cortina broke cover. Advertised under the mantra of 'New Cortina means more Cortina', the Mk2's completely restyled bodywork





was 2.4 inches wider than the craggy looking outgoing model.

Although the Mk2 saloon utilised the previous model's underpinnings, the revised superstructure had not only increased the front track by three inches, it also provided more room inside the cabin. The 1500 GT's dashboard featured an extra row of instruments above the heater controls, as well as a remote gearchange, and in February 1967 a load lugging estate version appeared

on the scene offering 70 cubic feet of stowage space. In 1968 a revised model offered a 1.6-litre Kent option for the first time and at the end of 1967 Ford took the covers off the now iconic 1600E.

Ford had a strict four-year model rotation and in the autumn of 1970 the totally revised Mk3 arrived.

Early Cortinas are sought-after classics today and if you're shopping for a Mk1 or Mk2, here's what you need to know.

#### **BODYWORK**

Whether the Cortina being viewed is a Mk1 or Mk2, rust will attack the bodywork in all the usual places, which means the front wings, outer sills, doors, rear arches, floor pans, inner wings and boot floor. A common corrosion spot on both models is the top mountings for the MacPherson struts on the inner wings. Repair sections are available and many cars will have been plated over in this area, but make sure any repairs have been done properly.

While looking under the bonnet, check the seams around the rear bulkhead for signs of corrosion before inspecting the base of each A pillar. Moving under the car, the area around the rear spring hangers is a notorious rust spot and quite a few GT models were fitted with rear radius arms; the security of the mounts should be added to the check list. Floor pans, inner sills and chassis outriggers can rust badly, so check for signs of poor repairs.

Lotus models have aluminium panels and early examples were fitted with a fragile A-frame rear coil-spring suspension set up, which



Interior trim details are hard to source, so non-standard features are common.



## BUYING GUIDE: CORTINA Mk1 & 2



means these cars must be inspected by a marque expert.

Carefully check the fit of all the doors, as worn hinges and poorly repaired A and B-pillars can cause the doors to drop.

Original panels are difficult to find for these cars, although the good news is that there's a reasonable selection of reproduction panels available. The bad news however is that they are very expensive – a complete front panel for a Mk1 will cost around £1500.

### ENGINE & TRANSMISSION

The Consul Cortina range was introduced with an 1198cc three-bearing engine similar to the unit fitted to the Anglia. From January 1963, a 62bhp five-bearing 1498cc 'Kent' engine joined the line-up, while the 1.5 unit in the GT was rated at 78bhp. Changes for the Mk2 included carrying over the 1.5 unit but the three-bearing 1.2 engine was replaced with a 1297cc five-bearing unit.

In the summer of 1967, both these powerplants were replaced with the option of either a 1.3 or 1.6-litre Kent engine with a redesigned crossflow cylinder head to help improve

combustion. Although the Kent engine has proved to be reliable, it's certainly not problem-free and one of the most obvious issues these engines suffer from is excessive tappet noise. Worn timing chains are common and issues in this area are identified by a light rattling from the front of the engine.

Rumblings or knocking from lower down could be a sign of worn bearings. Worn pistons, bores and rings will produce clouds of blue smoke from the tailpipe when the engine is revved hard and if there's a mayonnaise type mess lurking under the oil filler cap, that could indicate coolant has mixed with the lubricant.

The twin-cam engines fitted to the Lotus are based on the 1558cc Kent unit, but should really be checked over by a marque expert.

All manual Cortinas were fitted with a four-speed gearbox and checks should include listening out for worn synchromesh, worn bearings, jumping out of gear on the overrun and a slipping clutch. A remote linkage was fitted to the Super, GT and 1600E models and when inspecting a rare automatic, ensure the changes are sharp and reasonably jolt-free.

### SUSPENSION & BRAKING

Both the Mk1 and Mk2 share a similar layout based on MacPherson struts kept in check by an anti-roll bar at the front and a rear set-up comprising a live axle and a pair of semi-elliptic leaf springs. Steering was by worm and peg and any undue tightness in the steering may be down to the box having been over-adjusted to take out any play.

To check the front suspension, raise each wheel in turn and while gripping the top and bottom of the tyre, rock the wheel backwards and forwards. Any play will indicate a worn or poorly adjusted hub bearing, while movement on the opposite plane will indicate a worn track rod end or steering idler. Checking for worn lower swivels is a bit more difficult and requires a pry bar to be inserted between the base of the strut and the hub assembly to test for any movement.

Rear suspension checks should include inspecting the springs for sagging or damaged leaves, plus worn shackle bushes and misting shock absorbers. The front disc and rear drum brake set-ups on both these medium sized Fords are





The Mk2 facelift increased interior space courtesy of a wider bodyshell.



Pinnacle of the Mk2 range was the V6-powered Savage conversion.



Upmarket versions of the Mk2 were a long way from the Mk1's basic metal dash.

very similar, although some higher specced models were fitted with a servo. Checks should also include inspecting all the fixed and flexible pipework, front calipers and rear cylinders for leaks.

#### INTERIOR

This is where any new owner needs to be extra critical as sourcing replacement trim can be frustratingly difficult. This also means many cars have non-standard details.

Be especially cautious when viewing a GT or 1600E and make sure it's not a dressed-up Super. Double check the paperwork to make sure it was registered as a GT and be even more wary with the Lotus Cortina.

When it comes to sourcing replacement interior trim, reproduction seat covers and door cards are readily available from specialist suppliers.

#### VALUES

While an exceptional Mk1 Lotus Cortina will cost close to £65,000, more for examples with track or rally provenance, there's still hope for us mere mortals who would like to get behind the wheel of an early Cortina. While a 1.2 or 1.5 Mk1 Super will cost around £10,000, expect to pay up to £15,000 for an early GT in excellent condition. Mk2 prices start at between £8500-£9000 and rise to over £14,000 for a mint 1600GT, while adding another £1000-£1500 should land an excellent 1600E.

There were a number of professionally converted Cortinas available and probably the best known Mk2 is the Cortina Savage. Produced by Jeff Uren, the Savage was powered by a 3.0 litre 'Essex' V6 and a decent example will start at around £14,000. But make sure it's a genuine Jeff Uren conversion, as there are quite a few replicas around. Another rarity is the Crayford Convertible which is currently changing hands for up to £15,000 for the Mk1 and £12,000 for a Mk2.



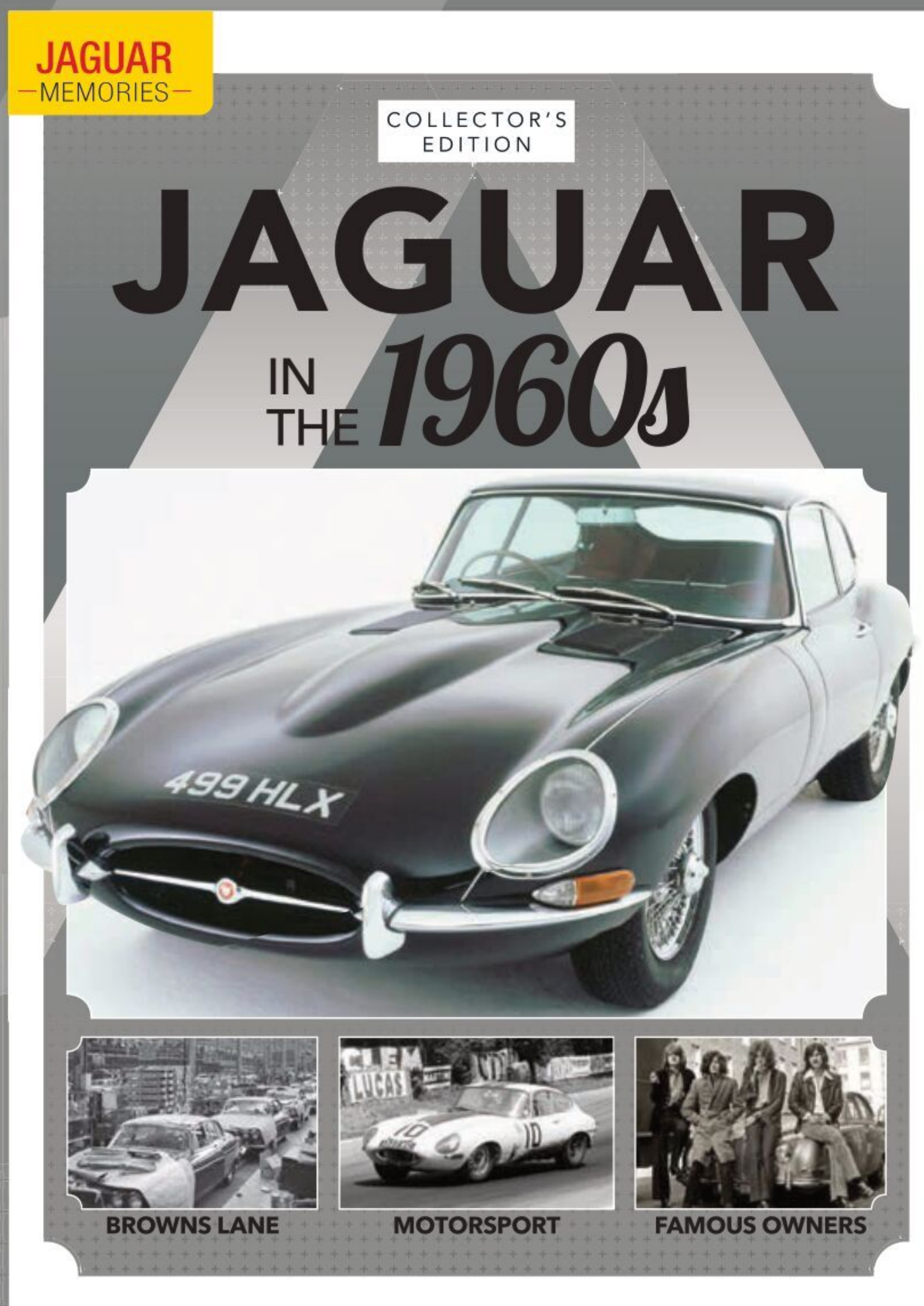
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# Ford Escort Mk1

The first generation of the all-conquering Escort made its debut 50 years ago and set new standards for other manufacturers to follow. We look at how to keep a survivor in fine fettle.

The development of the Escort was one of fledgling Ford of Europe's pioneering projects and replaced both the successful but ageing UK-built 105E Anglia and the innovative front-wheel drive German Taunus with a single model.

Escort production got underway in the UK in late 1967 at Ford's Halewood plant and left-hand drive European production followed at Genk in Belgium towards the end of the following year.

At first, only two-door versions were available, with a two-door

estate shortly after launch in January 1968 and a four-door saloon added towards the end of that year.

The Escort's distinctive dogbone shaped grille was a late addition in the design process and the car's 'Coke bottle' side profile was imported from Detroit.

Power for the early models came from either an OHV 1.1 or 1.3-litre Crossflow inline four-cylinder driving the rear wheels though a four-speed gearbox. Although the Escort was the first small Ford to use rack-

and-pinion steering, the rest of the car's underpinnings were almost identical to what had graced the outgoing 105E Anglia and consisted of MacPherson struts up front and semi-elliptic leaf springs at the rear.

The 1300GT was a popular choice with enthusiasts and power for this model came from a mildly tuned 1.3 litre Crossflow fuelled by a Weber carburettor.

Uprated suspension and extra instrumentation added to the appeal and the 1300GT became the





The 1300E offered the style of the RS models at more modest cost.

forerunner of a string of sporting Escorts.

The smartly kitted out 1300E (above) may have taken the Escort upmarket but it was motorsport success which boosted sales. This led to the introduction of a string of 'hot' roadgoing models such as the Mexico, RS1600 and RS2000.

Mk1 Escort production ended in 1975 when the squarer Mk2 was launched and although Ford had built over two million, only a small number of 'cooking' versions have survived into preservation.

#### ENGINE

Although the Crossflow engines fitted to these cars have a strong bottom end, they can suffer from piston and bore wear at around 60,000 miles. One of the first symptoms of trouble ahead is fuming from the oil filler cap and this is a good indicator that the piston rings are starting to fail.

Timing chains can rattle as the mileage mounts up, while an erratic idle is often down to wear in the carburettor throttle spindle. Some 1300Es were fitted with a less reliable Spanish version of the Weber and while both carbs look similar, parts aren't interchangeable. Tubular manifolds are prone to cracking and can be heard with the bonnet open

#### TRANSMISSION

Any rumbling from the gearbox means the layshaft bearings have collapsed. Jumping out of gear on the overrun and noisy synchromesh when changing gear, particularly from third to second, will indicate the gearbox is due for an overhaul.

Quite a few 1300Es will have lost their close-ratio box by now and may be running an incorrect 1100/1300 gearbox. This isn't ideal as the ratios aren't matched to the 1300E's cam. Correct GT boxes are hard to find and a genuine one will have the marking 69AB or 69AG, followed by E or F to



The 109bhp Lotus-engined Twin Cam was far more subtle than later RS models.



## BUYING GUIDE: ESCORT Mk1

denote if it was originally fitted to a 1300E. Rear axles on these cars are reasonably bulletproof so long as the fluid has been topped up and a humming noise from the back end is usually worn half-shaft bearings.

### BRAKES

Seldom-used cars suffer the most problems and often suffer sticky front calipers and seized rear wheel cylinders. Steel brake pipes can rust where they are routed along the rear axle casing and brake back plates.

The braking system on these cars is simple enough for a keen DIY owner to work on and replacement parts are reasonable easy to locate, although some OE items for the more powerful Mk1's are getting harder to source.

### STEERING & SUSPENSION

Sourcing uprated springs and dampers is good way to improve a Mk1's roadholding manners, so many cars will already be running replacements with a different specification from the originals.

Also check the rubber strut top mounts, as these are prone to perishing and replacement requires spring compressors to dismantle the strut. Also check the rear springs for signs of sagging and corrosion. Steering racks on these cars are reliable, although they can develop



Ford's crossflow engines are a simple DIY prospect.

wear in the ball socket if the lubricant dries up due to a split gaiter.

Although right-hand drive Escorts appear to be externally identical to Genk and later Saarlouis-built left-hookers, there is a slight difference in the underpinnings between UK and European-manufactured Escorts.

### BODYWORK

First generation Escorts will rust in all the usual places and the main places to check are the front 'chassis' rails, inner wings, A-posts, floorpans, strut tops on the inner wings, around the rear arches and the tips and back edges of the rear wings.

Sills on these cars can be particularly bad, especially on upmarket models with decorative chrome strips pop-riveted along the panel. Both ends of the sills can also rot out.

On Escorts fitted with the vinyl roof, inspect the material carefully for any rips, as it's likely the metal underneath will be rusty. That means the vinyl will have to be stripped off the roof to sort the issue out.

Carefully check around the front and rear windscreen surrounds for any signs of corrosion starting to burst out from behind the screen rubbers.

Repairing rust in this area is usually a screen-out job and by the time any corrosion is visible, water will no doubt have leaked into the interior. It's a good idea to lift up the front carpets and check for any wet patches. If any damp is present it will smell fusty and further investigation will be required.

Reproduction panels and repair sections are available, although wings for these cars often cost £500 apiece.

Bumpers for Mk1 Escorts are incredibly scarce and expensive, as is the rear boot trim and the chrome 'hockey sticks' around the rear lamp clusters.



Reproduction panels and repair sections are available.





The Mk1 Mexico is hot property today: budget on £25,000 upwards.

Opening rear windows on late 1973 two-door Mk1 Escorts are a great autojumble find. These were standard fittings but were usually replaced with fixed glazing under warranty when the originals fell out.

### INTERIOR

Although a complete, tidy interior is a must, many Mk1 Escorts will have been fitted with seats and door cards cannibalised from a later model.

If originality is essential professional trimmers are able to supply the correct pattern of vinyl for quite a few model variations, as good second hand seats are now

almost impossible to source. A tatty headlining can be replaced with an almost similar replacement but fitting a new lining is a job best left to the professionals.

When it comes to replacing worn carpets, a number of specialist suppliers are able to offer a decent choice of new moulded carpet sets, many of which are virtually indistinguishable from the original equipment.

### ELECTRICS

With the wiring on early survivors now 40 years old, electrical connections on some components can become

unreliable and soldered joints can fail. Alternators on these cars can be troublesome and the heated rear window has a habit of failing too, the latter's usual cause being the relay under the dash.

On cars fitted with a rev counter, this can sometimes play up but the problem is usually rectified with a quick tap. The fuel gauge isn't the most accurate either and the needle on the speedometer can jump about if the cable has dried up. Headlights are either round or square, the latter being shared with quite a few other models.

### CONCLUSION

A Mk1 Escort Deluxe or Super is a fun car to own and a well turned-out example will attract a lot of attention, although a Mexico or Twin Cam will definitely steal the limelight at a classic gathering.

While a lot of base model two-door examples have been legitimately converted into 'hot' Mk1s and sold as replicas, some have unfortunately been produced from stolen cars and passed off as the real thing.

Anyone in the market for an RS model of Mk1 should always seek advice on what to look out for from clubs and forums such as [www.oldschoolford.co.uk](http://www.oldschoolford.co.uk) to help identify the genuine article.

### VALUES

There's a big difference between the sporting and 'cooking' Mk1: the Twin Cam can stretch up to £50,000 and an RS1600 £60,000+ while even the RS2000 can command £40,000.

Two-door non-RS Escorts are still thankfully reasonably affordable and a really nice unmolested Mk1 will cost around £8000 to £10,000.

Adding another couple of grand to the deal should be enough to bag a 1300 Sport, 1300E or 1300GT in need of a bit of TLC.

For a more affordable option, seek out an estate or four-door saloon and budget on just £4000 upwards.



Replacement seat covers and door cards are available for the Mk1 Escort from a number of specialist suppliers.





# Ford Capri Mk1

Often overshadowed by the V6 versions, the early four-cylinder Capris make great and stylish classic Fords. Fancy one? Here's what to look for.

**F**ord might have touted the Mk1 Capri as 'The Car you always promised yourself' on its February 1969 launch, but the distinctive coupé's chances of fulfilling that somewhat tall order hinged a fair bit on what was under the never-ending bonnet.

Granted, the Capri's long nose, squat rear end and sloping roofline certainly attracted plenty of admirers, but fitted with the entry-

level 1298cc motor it's debatable whether it was anyone's dream car.

To have even a fighting chance of backing up the Capri's purposeful looks, the 1599cc Kent engine was the absolute minimum and even then, you really needed the GT specification to give MGB owners a run for their money. More performance was just weeks away though, courtesy of the 1998cc V4 motor introduced in March and reserved exclusively for

the sporty GT. With its twin-choke Weber carburettor and better suited gearbox ratios, the 2-litre GT could run to 107 mph and at just £46 more than the 1600GT it was a steal.

Adding to the GT's appeal and also to the rest of the range were a host of appearance-enhancing Custom Packs – X, L and R. The X pack with its reclining front seats, bucket rear seats and reversing lights and the L pack offering overriders, chrome exhaust trim and dummy air scoops were available on all models, while the R pack with its Rostyle wheels, lairy matt black bonnet, spotlamps and leather-shod steering wheel was unique to the GT.

Such choice, its unique formula and Ford's masterly marketing meant the Capri was a smash from the off,





In 1600GT form, the Capri boasted 82bhp.

running changes such as more power for the 1.6-litre engine in September 1970 and a major facelift in 1972 ensuring its continued success.

All good things come to an end though, and with the hatchback Mk2 model around the corner, Ford called time on the production of the Mk1 in December 1973.

By then, the smaller-engined cars were overshadowed by the burly 3-litre V6 models and while that's still the case today, there's a great deal to recommend the four-pot Capris. They might not be the fastest Mk1s

but they're cheaper to run and buy than their six-cylinder brethren and while you might indeed have always promised yourself a V6, the four-cylinder models certainly won't leave you disappointed.

#### **BODYWORK**

Wings rot around the headlights and at the rear quarters, NOS Ford replacements costing circa £600 apiece and pattern panels around £300. Such is the price that the best bet is to professionally repair the original Ford wings if they're still in

Panels are scarce, meaning restoration can involve plenty of skilled fabrication work.





## BUYING GUIDE: CAPRI Mk1

place. Reckon on £450 to replace a frilly valance, although the likes of sills and the often-rusted rear arches can be rectified with more affordable reproduction panels.

Bubbling on the scuttle is a tell-tale of major rust in the A-post, the difficult-to-repair area rotting inside out. Doors don't suffer too much, but if they do need replacing be aware that they're not interchangeable between early and late cars without modification to the door card and lock fixings. Decent used trim is hard to find, although some parts like the scarce and expensive 'hockey sticks' around the rear lights and the strip that runs below the boot have been reproduced in recent years by the likes of Motomobil in Germany.

### ENGINE

A rattling timing chain, tapping top end and heavy breathing are all signs of a tired Kent motor. The later Pinto is also prone to a noisy top end – the

cause being a worn camshaft that's been starved of oil – and if the valves are to stay straight it'll need a cam belt change every 30,000 miles. Thorough servicing and resetting the tappets can usually sort rough running issues with both engines, although flat spots and idling can be down to wear in the carburettor.

The Essex V4 isn't particularly smooth but is reasonably durable if well maintained, issues such as overheating and blown head gaskets only tending to arise if the cooling system is neglected. Running hot can also increase the V4's chances of breaking its nylon timing gear. The V4 GT's Weber is reliable and fuelling issues are usually the pump.

### ELECTRICS

Replacing the lights of early cars is relatively straightforward – the headlights are fairly common sealed-beam units and the rear clusters are shared with the Mk1 Escort. Facelift

items are a lot harder to source, both front and rear lights being unique to the model and the latter's use on the RS3100 driving up prices.

To make matters worse, the facelift's oval lights also have a tendency to suffer from damp-induced damage.

The lack of a relay can cause the headlight switch of pre-facelift cars to melt, while the GT's rev counter is unreliable in its readings.

It's not interchangeable between 1.6-litre and 2-litre GTs either, the bigger-engined car's rev counter being marked V4. Batteries for cars with flat post connectors are hard to find but it's possible to change the leads.

### GEARBOX

The Type 3, single-rail box is reasonably durable, although any rumbling points to terminally-worn bearings. The English axle isn't nearly as hardy as the later 3-litre's Atlas, but it tends to soldier on even with



The Capri can be a handful to drive hard, not helped by over-stiff aftermarket suspension.





Seat covers are available in any colour you like as long as it's black.



a bit of a whine. Bits to rebuild the four-speed box and axle are available.

#### **BRAKES**

Seldom used cars are prone to sticky callipers and seized rear wheel cylinders. New replacements are easy to source, as are front discs, rear drums and shoes.

#### **STEERING & SUSPENSION**

Vague steering and wallowy ride suggest tired bushes and dampers.

Facelift models are more softly sprung than earlier cars and watch out for cars that have upgraded rear suspension – the Mk1 has a very light rear end and if it's stiffened too much it'll skip everywhere.

#### **INTERIOR**

Reproduction black trim is available, with a set of front seat covers costing £340. Only 10 per cent of surviving Mk1 Capris are thought to be running shades different to black and it's nigh-on impossible to find

replacement trim for these. Door cards can warp and it's not unusual for the rear carpet to suffer from water damage if the rubber door seals have perished. Black door cards and rear panels can be bought new as can carpet sets, although it's worth checking that the latter is to correct OE specification where the front section covers the crossmember.

#### **VALUES**

Apart from the sought-after late-model 2.8 Mk3 cars, it's the Mk1 which has attracted the most attention. Ignoring the ultra-rare RS2600 and RS3100, an up-and-running Mk1 project car might set you back £4000-£6000, while a four-cylinder model in good order should be somewhere around £9000-£12,000.

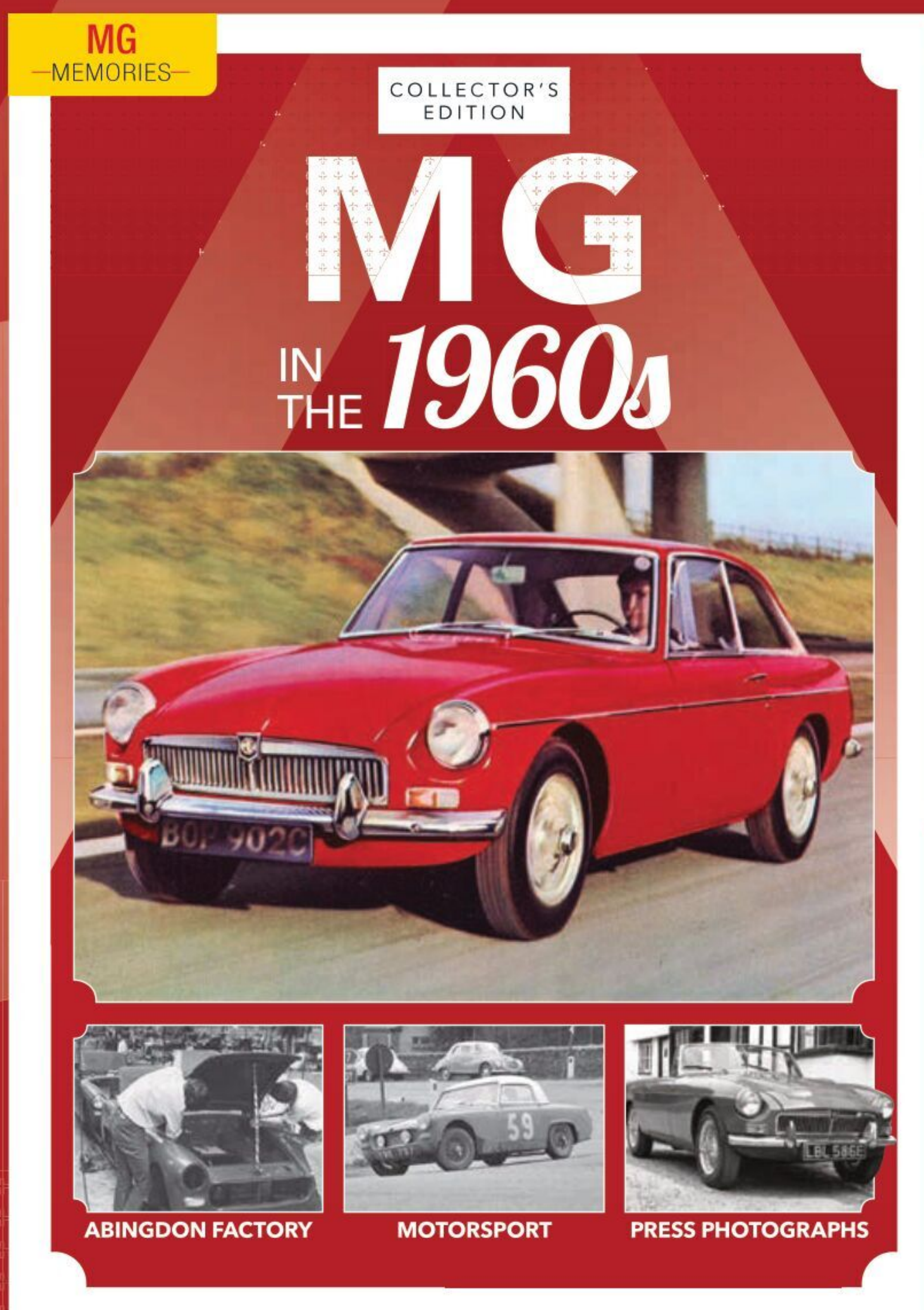
Find a low-mileage immaculate V6, however, and again you'll be looking at up to £20,000-£25,000 – or even more for a 3-litre which has been restored to an exceptionally high standard.



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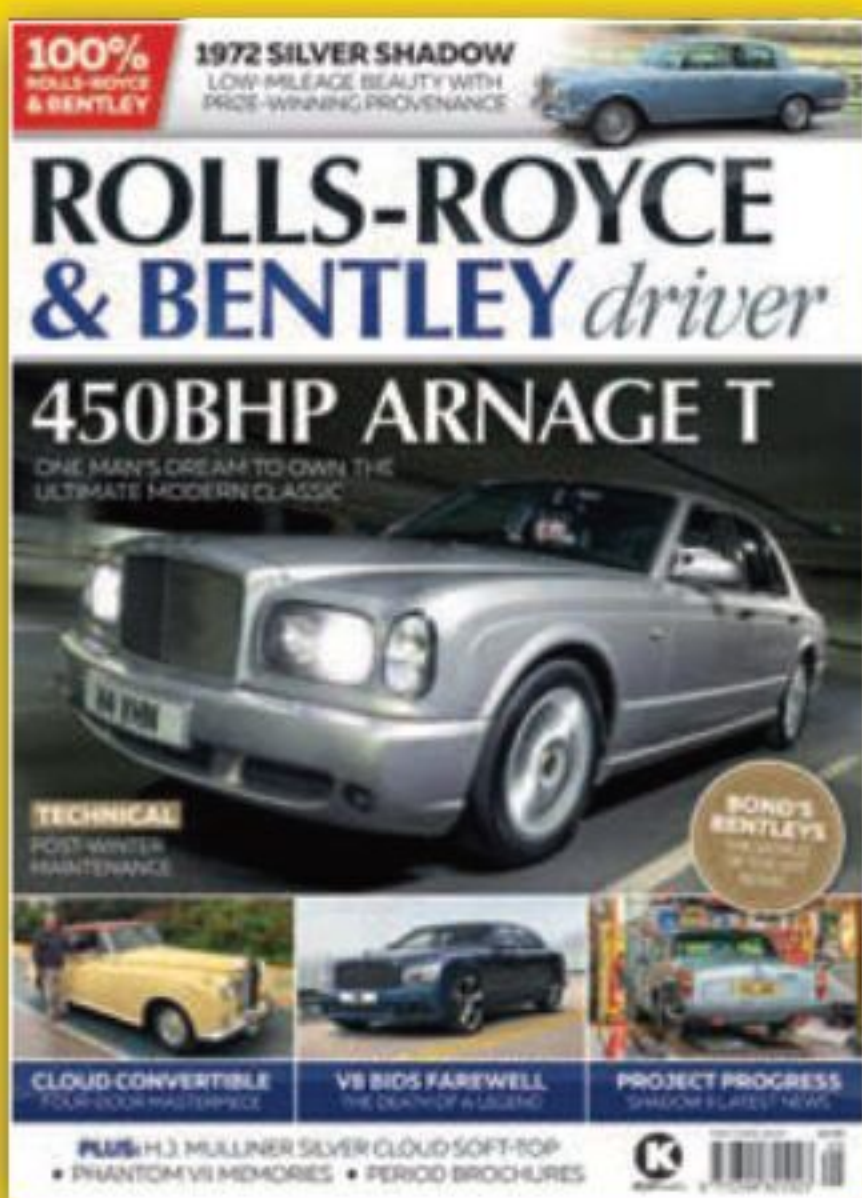
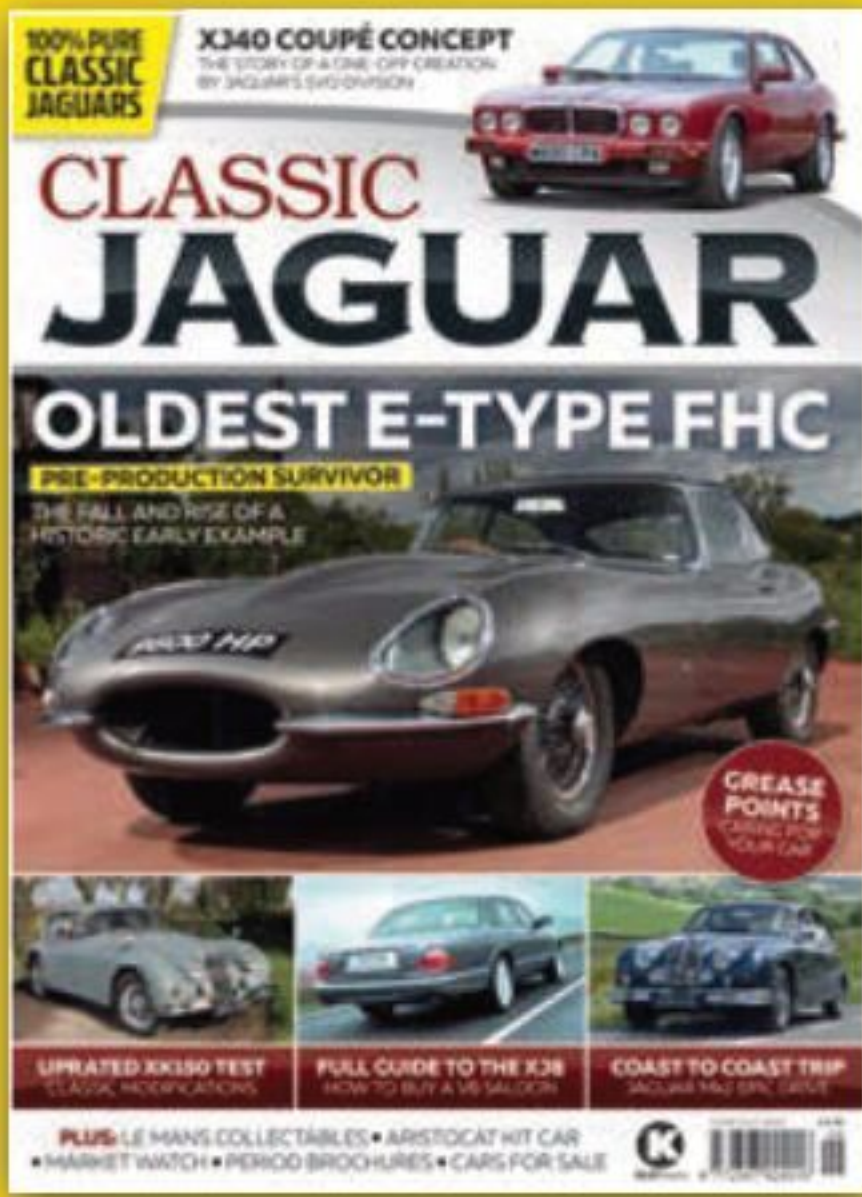
# THE FORD IN THE 1980s

We look at the decade when Ford dominated Britain



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# FORD IN THE 1960s

A look at the cars, events, factories and Ford motorsport,  
from the swinging sixties!



This second bookazine in the Ford Memories series takes a look back at the 1960s, the decade which brought us Beatlemania, the mini skirt and famously for Ford the Escort, which would go on to shape the next four decades for the manufacturer.

However, it was also a decade for the other cars in the Ford range. The Consul/Zodiac and Anglia 105E were carried over from the 1950s and were still selling well. The introduction of the Cortina in 1962 saw a shift away from transatlantic styling, and the launch of the Capri in 1968 meant the European market had its very own mini-Mustang. On the track Ford took on Maranello's finest – and won – while the Cortina and Escort started to inflict their dominance on the rally stages.

In this issue, take a look through archive pictures of the Dagenham and Halewood production lines, motor shows and events, period advertising and memories of everyday people enjoying their Fords.







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