

# The Escort Twin Cam



**The fastest thing on Ford wheels**

# The Escort Twin Cam has been developed specifically to win races and rallies - Here's how

This twin cam version of Ford's new Escort models is an exciting, high-performance car.

Its top speed is well in excess of 110 mph.

Its acceleration is phenomenal - 0-60 mph in 9 seconds.

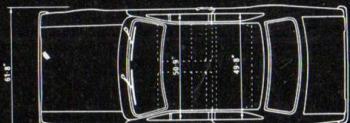
So if you have a professional racing or rallying driver's attitude towards cars, our Escort Twin Cam could easily be the car you are looking for.

It's certainly the car we at Ford are looking for.

We're going to enter it for most of the big events in 1968.

We expect it to win most of them, because we've put everything we know about high performance into this car.

And you know how much we know.



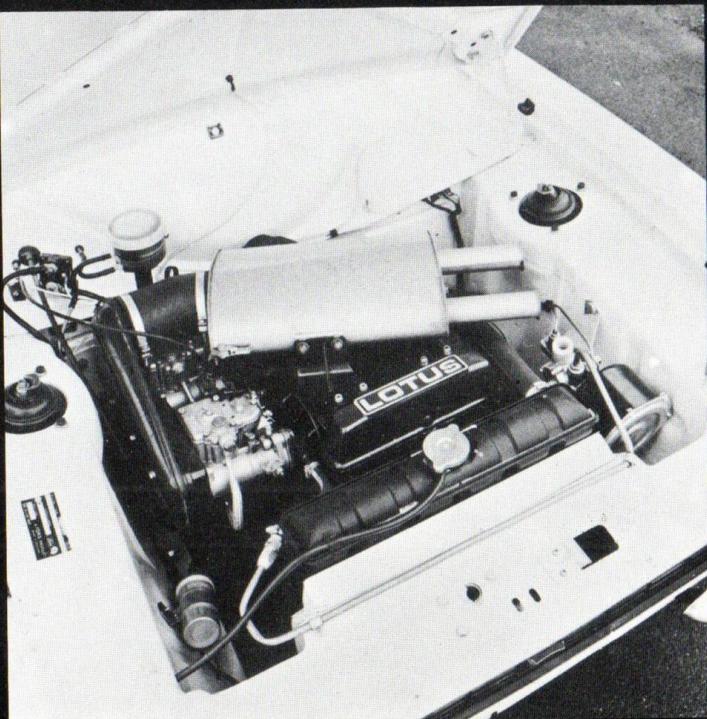
## Power

The engine is a modified version of the famous Cortina-Lotus engine.

1560 cc. 82.55 mm bore, 72.75 mm stroke.

Compression ratio 9.51:1.

It develops 115 bhp at 6000 revs and maximum torque is 106 lb/ft at 4500 revs.



# General Features



The car's instruments are set into a binnacle housing positioned where they can all be seen at a glance and where they are protected from reflections and glare.



Two large round dials give you road speed, engine revs and mileage.

Four smaller ones cover fuel, oil pressure, water temperature and battery charge.

Turn indicator and ignition warning lamps are also in this binnacle.

Indicators, main and dipped beam, flasher and horn are all controlled by a single antenna switch mounted on the steering column.

But we've put the windscreen washer button on the floor, so you don't have to take a hand off the wheel at the very moment your windscreen gets spattered with mud.

The car has a heater and demister, and 'Aeroflow' type ventilation from two adjustable face level vents located at the top of the facia panel.



We've also fitted two-speed wipers with wire non-lift blades and the full complement of ash-trays, visors and scuff plates.

The front seats are individually adjustable and all seats are strengthened by heavy lateral fluting of the Vinyl upholstery.



The Twin Cam is a very attractive looking car (Ermine white outside, black inside).

Everything about it says high performance.

And the car lives up to its looks.

But there isn't an enthusiast in the world who doesn't want to personalise his car by adding to it.

So, over the page you'll find a list of special Escort Twin Cam equipment available from the Ford Performance Centre.

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series featured on vehicles in this publication are FoMoCo accessories available from Ford Dealers, at additional cost.

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

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# Racing and Rallying Equipment available from the Ford Performance Centre

The battle begins long before the start line, with the preparation of the car for the race track or rally route.

It's all a matter of personal choice, of course.

Every owner is his own master.

But at our Performance Centre at Boreham, Essex, the experience of track engineers and drivers is available to those that want it.

A large range of special equipment has been developed to help owners win races and rallies.

Here are some that can be fitted to the Escort Twin Cam.

## Long-distance touring seats

The type used in Ford works cars.

They give excellent lateral support, and have ventilated seats and backs.

The passenger's seat is fully reclining and has a head rest.



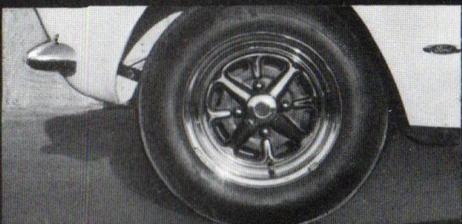
## 4-speed close ratio gearbox

Specially designed for racing.

Ratios - first 2.296:1, second 1.697:1, third 1.28:1.

## 5½J chromed sports wheels

Polished chrome spokes and rim, with deep off-set and strengthened centre discs suitable for racing and rallying, but also very elegant looking.



## 6J magnesium alloy competition wheels

Machined spoked wheels improve ventilation of brakes.

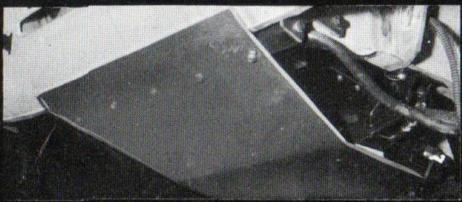
They're stronger than steel wheels and save approximately 4½lb weight per wheel.



## Sump shield

The most essential piece of equipment for a rally car.

It is made of ½" duralumin with a type of 'armour-plated' skin.



## Auxiliary touring fuel tank

An extra 9 gallons of fuel, doubling the Escort fuel capacity.

## Alternative axle ratios

The standard Escort Twin Cam axle ratio has had to be fixed to meet the average requirements of driving.

For competition work, alternative ratios can be fitted; 4.7:1, 5.1:1, 5.5:1.

## Limited slip differential

Conventional differentials divide torque equally between the rear wheels.

A limited slip differential provides a torque bias that automatically transfers the greater proportion of torque available to the wheel with the greater adhesion.

Extremely valuable on wet or loose roads.

## Lightweight housings

For clutch, gearbox extension and differential save many pounds in weight.

## Heavy duty suspensions

For competition work, a heavy duty front suspension unit can be ordered.

Also, front springs with a rate of 150 lb/in, and rear springs of 90 lb/in.

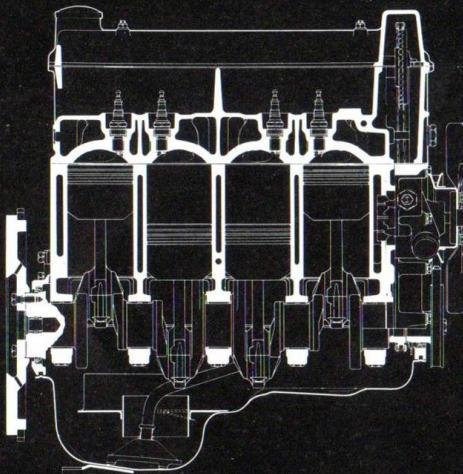
## Adjustable telescopic rear shock absorber

Can be set by hand to a wide range of settings to adapt to any competitive conditions.

## High performance brake pads and linings

## Fibreglass bonnet and boot lids

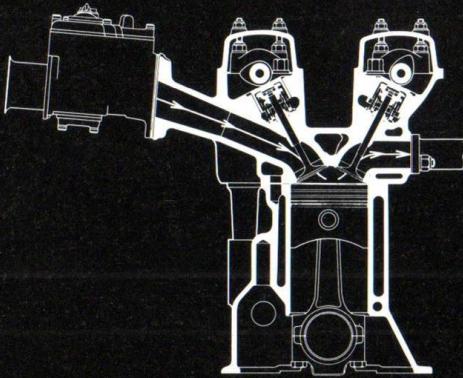
The Lotus designed cylinder-head with its hemispherical combustion chambers and opposed lay-out, is die-cast in light alloy with integral inlet manifolds.



Fuel feed is by two twin-choke 40DCOE Weber carburettors.

Exhaust is a 4-branch free flow system.

Valve operation, of course, is by twin overhead camshafts driven by a single stage roller chain.



Ignition is by 14 mm long reach plugs vertically positioned.

We believe this engine to be the most sophisticated power unit of its size ever to be made for a production car.

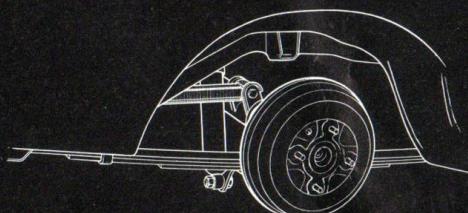
Rear: semi-elliptic springs with hydraulic double-action telescopic shock absorbers and two trailing links.

## Transmission

A hydraulically operated 8" diaphragm clutch acting on a 4-speed synchromesh gear box.

	<b>Gear ratios</b>	<b>Overall ratios</b>
1st	2.972	11.225
2nd	2.010	7.592
3rd	1.397	5.276
4th	1.00	3.777
Rev	3.324	12.555

The rear axle is of the semi-floating type, with hypoid final drive. The axle ratio is 3.77:1.



## Brakes

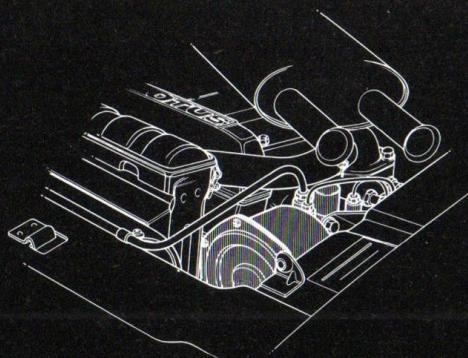
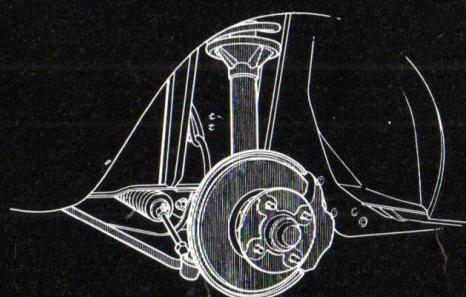
Hydraulically operated and all servo-assisted.

Front	Disc dia.	9.625 ins
	Pad width	2.087 ins
Rear	Drum dia.	9.00 ins
	Lining width	1.75 ins
Total	Lining area	68.64 sq.ins
	Swept area	285.6 sq.ins

## Suspension

The front and rear suspensions are of the type we have found to be most satisfactory for high performance cars.

Front: independent coil springs with Macpherson telescopic dampers and stabiliser bar.



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