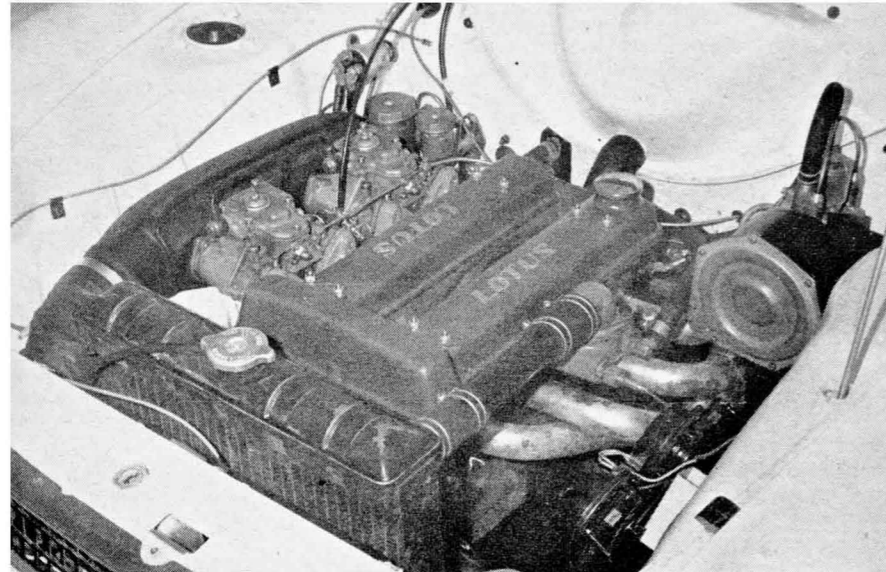


MODERN MODEL A

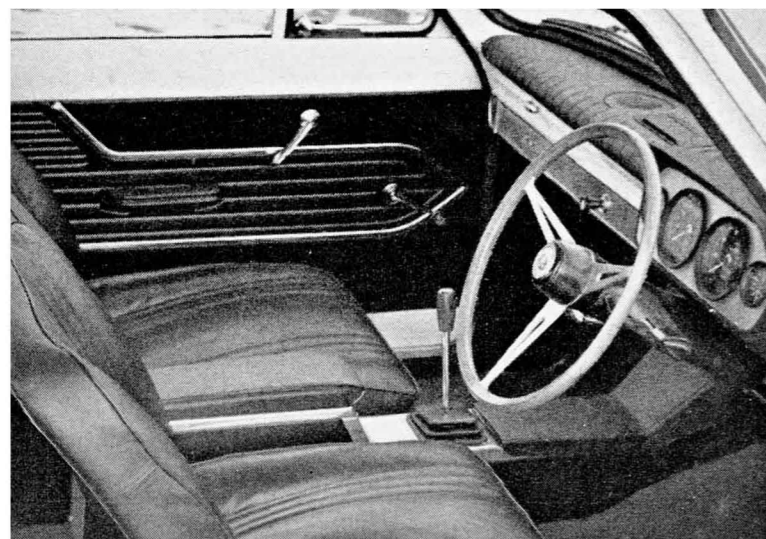


BUILDING A BETTER tiger trap: A mass-market car touched by Lotus.

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But the worldwide Ford Motor Co. organization has progressed beyond us. Amid its spectrum of catalogued models there is one (or more correctly, a series) that represents an admirable modernization of—not Henry's Tin Lizzie, but Ford's even more ubiquitous and universally utilitarian Model A. It is the Consul Cortina produced by the British Ford subsidiary in Dagenham, England.

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There have been other cars designed for the world market—Volkswagen being a good example—which have been compared to either the Model A or T. While there have been some valid points of similarity, these other latter day makes have missed in one or more important respects. The VW, for instance, has a vastly different engine-drive concept. Others lack the variety of performance equipment and accessories being marketed for them. And, of course, none but Cortina bears the name Ford.

The wide range of speed equipment and performance accessories which

was marketed by outside manufacturers has a striking parallel with the Cortina. Model A nostalgists will recall such goodies as a Roof dual-updraft carburetor manifold, the Morton & Brett "Indianapolis" ohv conversion cylinder head, Miller camshafts and high performance heads, accessory instrument panels, free-wheeling devices, and other equipment to increase speed and output of the engine. A similar situation today in England finds respected speed shops such as Alexander Engineering Co., Cosworth Engineering, V. W. Derington Ltd., and C. T. Wooler Engineers offering extra performance bits and pieces for the Cortina engine.

It is in the Cortina's stout heart, moreover, that the most interesting story lies. When this engine block originally appeared in the Anglia in 1959, it was quite obvious that greater things were in store for it in the future. The "80 bore" family, as this series is known (for 80.96-mm bore)

	MODEL A	CORTINA
Wheelbase, in.	103.5	98
Overall length, in.	155	168.3
Front legroom, in.	41.75	44.4
Hip room, front.	44.5	54.0
Headroom, front.	37.6	37.6
Passenger capacity	4/5	4/5
Engine bhp @ rpm	40 @ 2200	53 @ 4800
Bore & stroke, in.	3.875 x 4.25	3.1875 x 2.29
Axle ratio.	3.77 (4.11 opt.)	4.13
Turning circle, ft.	34	34.67
Steering ratio, overall.	11:1	15.1:1
Turns, 1 to 1	3	4.2
Minimum clearance.	9	6.5

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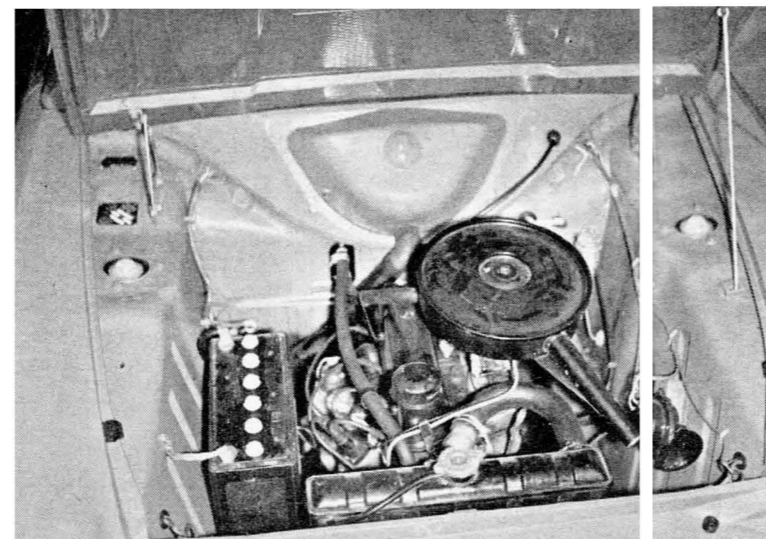
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With light alloy body panels and drive-line parts, an altered rear suspension utilizing coil springs and radius rods, wide racing tires and other competition accouterments, the Lotus-Cortina evolves into a classification unheard of in Model A days—that of a peanut Super Stock.

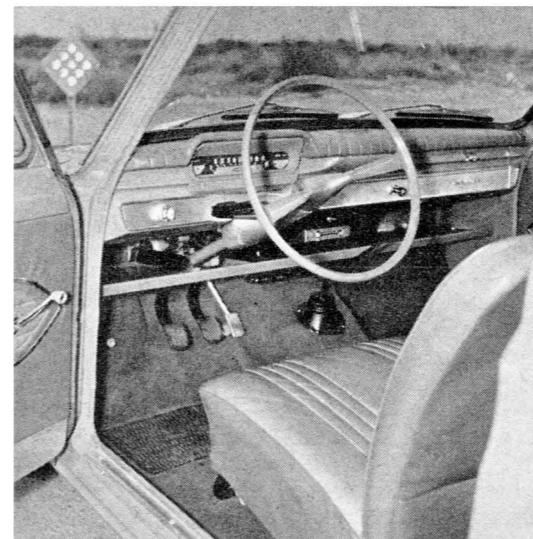
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FORD CONSUL CORTINA VARIANTS											
Model	Engine type	Displ. cu. in.	Bore & stroke	Comp. ratio	Bhp @ rpm	Torque @ rpm	Valves	Carburetion	Axle ratio	Brakes	Distinguishing Features
Standard 1200	109E	73.0	3.1875 x 2.29	8.7	53 @ 4800	66 @ 2700	IL	Solex	4.13	Drum F—8 x 1.75 R—8 x 1.5	Solid interior, exterior colors; painted grille; no brightwork trim.
Deluxe 1200	109E	73.0	3.1875 x 2.29	8.7	53 @ 4800	66 @ 2700	IL	Solex	4.13	Drum F—8 x 1.75 R—8 x 1.5	Duo-tone trim, extra indicator lights, wheel covers.
Deluxe 1500	116E	91.4	3.1875 x 2.862	8.3	59.5 @ 4600	81.5 @ 2300	IL	Zenith	4.13	Drum F—8 x 1.75 R—8 x 1.5	Vinyl interior, padded dash, bright window trim.
Super 1500	116E	91.4	3.1875 x 2.862	8.3	64 @ 4600	85 @ 2300	IL	Zenith	3.90	Drum F—9 x 1.75 R—8 x 1.5	Pile carpets, more exterior brightwork with two chrome side strips, more accessories standard.
GT 1500	116E	91.4	3.1875 x 2.862	9.0	78 @ 5200	91 @ 3600	IL	Weber DCD.1 2-bbl.	4.13	Disc F—9.5 Drum R—9 x 1.75	Bucket seats, console with extra gauges, floor shift, small GT badge on rear fender.
Lotus-Cortina (Super Sport)	Lotus	95.06	3.250 x 2.862	9.5	105 @ 5500	108 @ 4000	DOHC	Weber DCOE2 2 x 2	3.90 (std) 3.77 4.13 4.43	Disc F—9.5 Drum R—9 x 1.75 servo-assisted	White body with green side flashing, black screen grille, aluminum hood, doors and trunk lid, coil spring rear suspension.
Lotus-Cortina (Super Sport) Stage II	Lotus	95.06	3.250 x 2.862	n.s.	140 @ n.s.	n.s.	DOHC	Weber DCOE2 2 x 2	3.90 3.77 4.13 4.43	Disc F—9.5 Drum R—9 x 1.75 servo-assisted	Team Lotus racing version, not publicly available. Further lightening with plexiglass windows, etc.

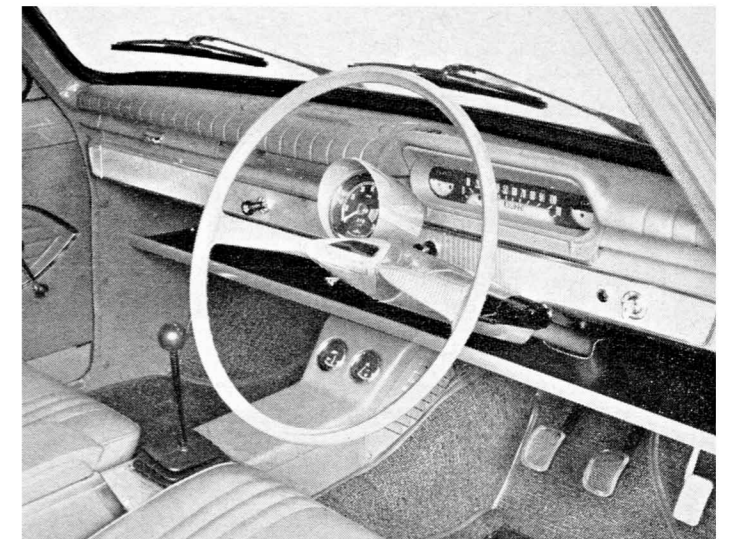
IN SUPER form, Cortina is little changed.



DE LUXE CORTINA has padded dash but rubber floor mats.



CORTINA GT is identified by console, hooded tach.

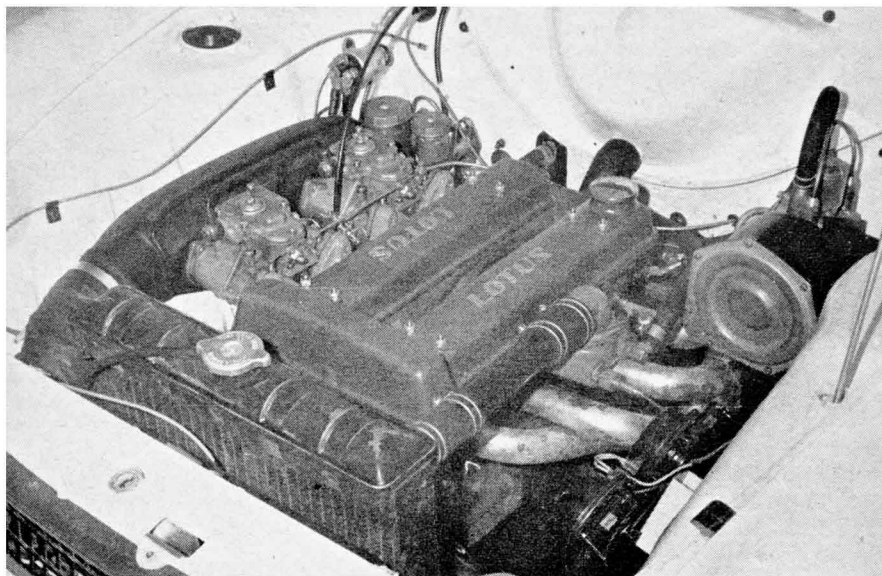


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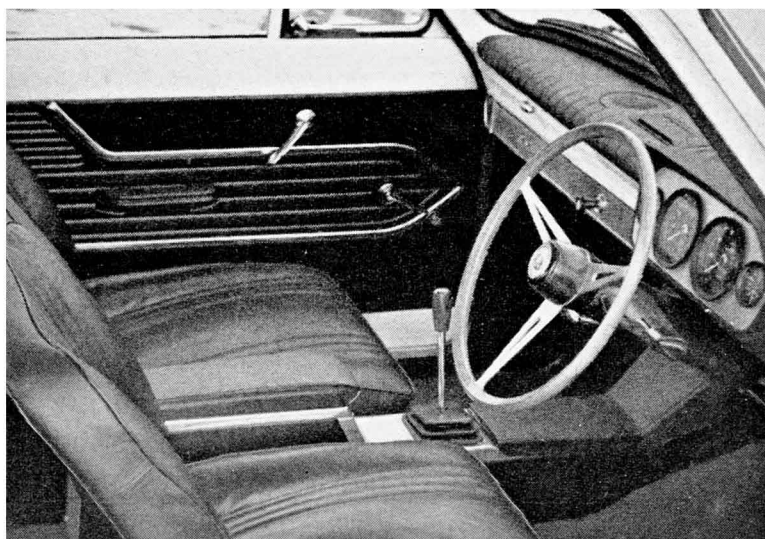


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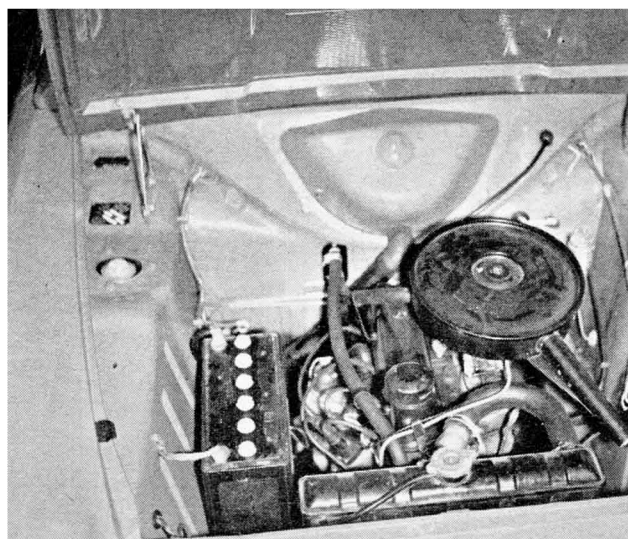
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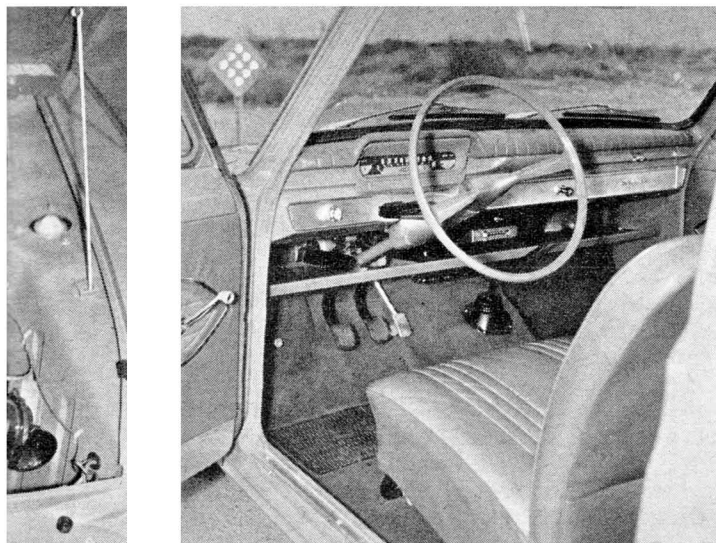
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