Ord focus

Built on the outskirts of Detroit—for another year or so —and with a well-deserved spot in driveways across the country, the Ford Focus is as American as apple pie. During its journeys, the Focus has accumulated many gifts, and it has bestowed them on the American consumer; among them are lithe handling and impressive fuel efficiency. Unfortunately, these gifts come with some compromises. The Focus is outclassed by larger rivals that offer more passenger space, larger cargo holds, and more modern features. Still, it's an easy car to recommend, and its two body styles—hatchback and sedan—offer broad appeal. There are even high-performance ST and RS versions and a plug-in electric model, but we review those models separately. These changes include two-way adjustable headrests that replace last year's four-way adjustable units, the deletion of the turn-signal indicators on exterior mirrors of SE trims, the deletion of rear-seat floor mats in S models, and the disappearance of the auxiliary input jack and door-release handle ambient lighting elements in all models. The Focus is available as a sedan and for extra money as a hatchback. Opting for the SEL gets you a six-speed dual-clutch automatic transmission, an 8. Being Midwesterners, we'd also select the Cold Weather package, which includes heated front seats and a heated steering wheel to make frigid mornings less unpleasant. Likes: Manual transmission is available, great steering, fun to drive. Dislikes: Six-speed automatic is unrefined, both the four-cylinder and three-cylinder engines are slow. None of the Focus's powertrains are particularly inspiring. The standard four-cylinder is not as punchy as the turbocharged engines available in many competitors, while the tiny, efficient turbo three-cylinder available on the sedan is overmatched by the Focus's weight. The Focus is one of the more amusing cars in its segment to hustle down a twisty road. Its fun-to-drive nature doesn't come at the expense of comfort, either, as the Focus boasts a composed ride and a relatively isolated interior that make it feel more expensive than it is. The Focus makes up for its lackluster power with impressive efficiency. It's among the best fuel sippers in its segment, outperforming its average EPA ratings—and most of its competitors—in our real-world testing with a result of 38 mpg. If you're seeking maximum fuel efficiency, the turbocharged 1. Dislikes: Cramped back seat, outdated interior design, disappointing standard infotainment system. The Focus has gone a long time without an interior overhaul, and its widespread use of plastic trim and outdated-looking cabin are clearly weak points. At least the controls are mostly straightforward and easy to use. Your friends and family won't enjoy being stuffed into the small rear quarters of the Focus, as legroom for back-seat passengers is sorely lacking compared with nearly all of its rivals. Small windows don't help alleviate the claustrophobic feel of the interior. The optional touchscreen infotainment system—called Sync 3—is refreshingly easy to use, with well-organized menus and large on-screen buttons. The base setup uses a much smaller screen and offers far fewer connectivity features. We recommend stepping up to either the SEL or Titanium trims, which have the more advanced system with an 8. Practicality is not the Focus's strong suit. While its cargo-carrying numbers are average, storage space for small items in the cabin is lacking. In our testing, it fit four of our carry-on suitcases with the rear seats in use and 15 carry-ons with the rear seats folded. The Focus achieves only average crash-test results and lacks many of the active safety features of its competition. While it achieved a five-star rating from the National Highway Traffic Safety Administration NHTSA , it lags behind in the Insurance Institute for Highway Safety's small overlap crash test, where it only achieves an Acceptable rating—most of its newer rivals were rated Good in this test. Key safety features include:, Ford's warranty program is entirely average among its peers, without the complimentary scheduled maintenance that GM offers on many of its vehicles. New Cars. Buyer's Guide. Type keyword s to search. View Photos. Kirk Seaman. More on the Ford Focus. Advertisement - Continue Reading Below. More From Ford. The Ford Focus is a compact car C-segment in Europe manufactured by the Ford Motor Company and created under Alexander Trotman 's Ford plan, which aimed to globalize model development and sell one compact vehicle worldwide. Ford of Europe introduced the Focus in to the European market as a replacement for the Ford Escort. The decision to name the new car the "Ford Focus" was made in early , as Ford's senior management had been planning to keep the "Escort" nameplate for its new generation of small family cars. A last-minute problem arose in July when a Cologne court, responding to a case brought by the publisher Burda , ordered Ford to avoid the name "Focus" for the cars in the German market since the name was already taken by one of its magazines Focus. Ford of North America began marketing the Focus in September for the model year, with some changes from the European version. The car was launched as a three-door hatchback , four-door sedan , and five-door wagon ; a five-door hatchback debuted in It came with a 2. This original Focus RS was only available in Europe with a limited run of cars being built; just under half of these were sold in the UK. For decades, in the U. The second generation Focus was launched at the Paris Motor Show on September 25, as a three and five-door hatchback and an estate, although the new car

was previewed, [9] in 4-door sedan form, as the "Focus Concept" developed by Ford Europe at the Beijing Motor Show in mid The basic suspension design, which contributed much to the Mk 1's success, was carried over largely unchanged from its predecessor. Along with a 10 percent stiffer bodyshell, according to Ford this offers a better ride, but critics claimed the car lacked the precise and poised handling of the Mk 1. The same body styles as the Mk 1 Focus were offered, though the sedan did not appear until mid As a result, the interior and boot space have increased. New technologies include a KeyFree system, a solar-reflect windshield, adaptive front lighting, Bluetooth hands-free phones and voice control for audio, telephone, and climate control systems. Stylistically, the Mk 2 features the same design language found in the Mondeo and Fiesta. Although still recognisable as a Focus, the new car uses styling features from the abandoned B-Proposal for the original Focus which never reached production. In , Ford released a MK. Major changes included a new bonnet with more creases, the removal of all mouldings along the doors and sides, new sculpted pull back headlights, and the big trapezoidal lower grille. In , the new Focus RS was launched, with a modified version of the 2. For the North American market, development followed a separate path. Since debuting at the North American International Auto Show , the restyled â€" generation was available as a two-door coupe and four-door sedan ; the hatchbacks and wagon were discontinued. Also included in the redesign was a support beam behind the dashboard for extra structural rigidity. Though informally considered as the second generation, it was never officially referred to as such by Ford since its platform was the same as the first generation. For the third generation, Ford reunited both international and North American models by releasing the international Mk3 worldwide. The previous North American version was discontinued, and the new model was launched simultaneously in North America and Europe in early , both having started production late in In designing the Ford Focus, a group of young designers used what's called the Third Age Suit in order to simulate the physical limitations of an elderly person. The suit, which restricts the wearer's movements, allowed for insights that were implemented into the car's design. The car shown was a five-door hatchback model, also debuting a new 2. A five-door station wagon was also made available at launch. This new generation of Focus incorporates a redesigned cabin with new materials and new entertainment technologies. A significant amount of the new models of the first year experiences problems with rust underneath the front bonnet, partly due to issues with the seam sealer used between the structural part of the bonnet and the skin, which allowed water to seep in and create corrosion similarly to other Ford models of the period. Other issues included rust developing on the trunk lid of the hatchback model due to vibrations of a plastic insert creating friction and wearing out the paint on the metal skin of the lid. Later models included a relocated park brake lever, redesigned adjustable front head rest and a redesigned accessory 12v plug that is more ergonomic. Ford previewed the third generation facelifted model at the Geneva Motor Show. The ST and RS models, the latter of which features an upgraded version of the 2. The RS now has all-wheel drive. The new model year update Focus range will be offered with a 1. A revised 2. On April 10, , Ford unveiled the European and Asian-market versions of the fourth-generation Focus, to mark the brand's 20th anniversary. As in the previous generation, the model is available with sedan, hatchback and estate bodystyles. The exterior features a sportier design, while Ford described its interior as being simpler. The company also emphasized technology featured in the new model, including the Sync 3 infotainment system, FordPass Connect, and the CoPilot driver assistance suite. A crossover SUV trim level known as the Active is available with the hatchback and estate bodystyles. The car also has a Vignale luxury trim level. In April , Ford announced that all passenger vehicles but the Mustang would be discontinued in the North American market, in order to focus on trucks and SUVs. The Focus Active was intended to be the only version of the model available in the market, [17] but Ford cancelled these plans in August over tariffs imposed by the U. Ford no longer sells the Focus in Russia, Belarus and Kazakhstan due to a broader reorganization of their European branch. In April , Ford confirmed there are no plans for a fourth generation Focus RS model due to pan-European emissions standards and high development costs. It was immediately on the pace, setting many fastest stage times, but an illegal water pump meant that the two cars were excluded from that event. The team successfully defended the manufacturers' title in the season. All the rally cars are built, prepared, and run for Ford by M-Sport , the motorsport team based in Cockermouth , Cumbria in Northern England. The team is managed by Malcolm Wilson , a well known former British rally driver. During its second season, the car ran on liquefied petroleum gas , taking the first BTCC win for a car powered by this fuel at Brands Hatch. Both cars had engines built to the Next Generation Touring Car engine rules. Motorbase continues to compete with the Ford Focus ST The best result is 6th place by Nash in the Race of Morocco. They secured the Class T driver's titles in and The Focus that raced in the Bathurst 12 Hour was powered by a 5. Only models sold

hope and joy of the gospel with college and university students, inspiring and equipping them for a lifetime of Christ-centered evangelization, discipleship and friendships in which they lead others to do the same. Only 30 percent of Americans who were raised Catholic are still practicing. Religious Landscape Survey Pew, Our Approach We win the hearts of college students, build them in the faith and send them to the world. Our Impact. More than Missionaries. Serving Locations. More than decisions to pursue religious vocations. Over 2, mission trip participants. More than 4, students in one-on-one mentorship. Nearly 17, SEEK attendees. I saw women who, through Christ, recognized their own value and worth in a way that I physically ached to experienceâ€¦. Without judgement they led me, just as I was, to an encounter with Christ. Paul Heric, Chaplain. Launching college students into lifelong Catholic mission More than winning campuses. Join With Us Help us reach the hearts and minds of this generation. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I ha

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