



LARGE GLASS area of rear window extends from mid-roof to trunk opening and lack of curvature in the glass cuts down tendency to distort vision. Little else in Mustang styling has been altered for autumn announcement.

Ford Mustang Two plus Two

PUBLIC introduction of the Mustang last April turned out to be a hard act to follow—ask any GM or Chrysler Corp. publicity man. But Ford follows it up with another encore winner in the slantback variant of the line, the 2 Plus 2. (It was to have been called the GT until someone remembered the LeMans entry might someday see limited production.)

This third model (the hardtop and convertible are continued) looks about as expected, with the rear roof section

sloping from mid-section down to the trunk opening. But the blind rear quarter panels are put to use with built-in ventilator outlets, operated by a push-lever inside.

Inside, the rear seat area is redesigned to fold down, with a hinged upper section of the seat back to further tidy-up the interior when in cargo-carrying trim. Skis can be carried inside, extending from the rear of the trunk along the console to the shift lever.

The important mechanical change is

front wheel disc brakes as an option (Ford swears they are more readily available now) on any model. These are Kelsey-Hayes supplied, ventilated cast-iron discs with 4-piston calipers and help to bring the brakes of the Mustang more in line with the rest of its sporting qualities.

Base engine now is the redesigned 200-cu. in. Six, with seven main bearings and 120 bhp. The earlier 170/101, now rated 105 bhp, has been dropped from the Mustang line as well as the 260-cu. in. thinwall V-8. The 289 engine options continue. With the V-8s, low profile 6.95-14 tires are standard.

The full range of Mustang options, including limited slip differentials (with ratios of 3.50, 3.89 and 4.11:1) and high performance handling suspension components will be offered. As with the first Mustangs, such normally optional items as bucket front seats (both now adjustable) and floor carpets are standard. In addition, there are optional (extra cost) "styled steel" wheels.

FLEET LOOK of aerodynamic slipperiness is imparted by roofline slope, in contrast to lower body's more purposeful lean appearance.



REAR SEAT headroom is tight, but ventilators are an improvement.

