

# Falcon proves it's America's toughest compact in the rugged Monte Carlo Rallye!



Maritime Alps were full of empty voids like this "shelf" turn at the start of the fourth special section. There is no margin for error.

**Falcon entered two classes in Europe's 2,700-mile winter ordeal, won them both... and finished second overall out of 299 cars. That's durability!**

**In the Rallye's five special Alpine sections, Falcon was first overall in four, tied for first in one. That's roadability!**

**In the Rallye's final test around the Monte Carlo racing course, Falcons were first and second. That's maneuverability!**

There were 299 cars on hand for the start of the 33rd Monte Carlo Rallye. Some 2,700 miles and 3½ days later, only 163 were still in the rally when the field struggled into Monaco—but they included all eight of the specially prepared Falcons that originally started!

This eight-out-of-eight record was perhaps more remarkable than the fact that, despite a handicap favoring the smallest cars, a Falcon captured second overall. One car can have luck . . . but eight have to have *total performance*.

The final results in the Monte Carlo

Rallye gave Falcon 2nd place overall, 1st in Class 8 of the Touring category, 1st and 2nd in Class 5 of the much tougher Grand Touring category, 1st and 2nd in the final three-lap test on the Monte Carlo circuit. But Falcon got a lot more than that; from these specially equipped cars it got invaluable experience in how to build a car better, make it tougher, sharpen up its *total performance*. That's the real reason Ford is interested in open competition—and why Ford-built cars have got so much more to show drivers.



A Falcon storms uphill on the twisting Grand Prix circuit in Monte Carlo.



Snow was a lot surer footing than the ever-present glare of ice. Here practice run tests Falcon traction.

**TRY TOTAL PERFORMANCE  
FOR A CHANGE!**

# FORD

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