



*Now we've added a 2+2  
to the Mustang stable*

*If that slippery shape makes everything else within  
a half mile look homemade—too bad. That's progress.*

**Well, they still have Lollobrigida . . .** and Chateau Mouton Rothschild '59 and Balencfaga. But Europe no longer has a monopoly on this kind of four-wheeled flair and fire. Not with the Mustang 2+2 suddenly appearing on the scene. Just think, an unexpected low price and options you can't get in Modena and 6,000-mile or 6 months' maintenance and a ride like a little fat cloud and service at any Ford Dealer's.

Speaking of options, the basic V-8 has 289 cubes and 200 horsepower; the No. 2 version has a four-barrel

carburetor and 225 hp. (but still with hydraulic lifters) and the solid-lifter High Performance jewel turns out 271 horses. Unless you want to go the kit route and that climbs all the way up to four Webers and 330 beasts (can you call 'em horses?).

More good news: front disc brakes are available, and for very little scratch. But the 2+2's fold-down rear seat, which opens up a ski-length luggage area right back to the trunk sill, isn't an option, it's there for free. And so are the bucket seats and floor-shift levers and the 200 cubic

inches in the six-cylinder engine. And the looks. Don't forget the looks: that's what turns Main Street into the Via Veneto . . . and you into Nuvolari!

*Best year yet to go Ford  
Test Drive  
Total Performance '65*

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