

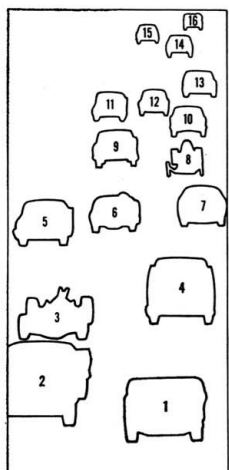
How to get fast answers:

Ford's 64-wheel performance computer

If you've begun to wonder why everything Ford touches turns out so hot and so tough and so surefooted—take a long look at the 64-wheel computer in the photo. This is an answer-machine no other manufacturer has ever equalled.

Look closely and you'll see a Ford GT coupe that copes with driver environment problems at 200 mph . . . the Ford that won the Riverside "500" and set the fastest qualifying lap ever recorded there, 103.5 mph . . . the Ford-powered Lotus that forced a new era of design at Indianapolis . . . a Shelby-modified Mustang that is going to be the quickest Class B contender SCCA ever saw . . . the new Cobra with a stunning 427 cubic inches of Ford V-8 aboard . . . a beautifully aerodynamic "Daytona" coupe . . . a double-A Fuel dragster that pumps some 1200 horsepower through another Ford 427 . . . and tops 200 in the standing quarter-mile . . . a single-overhead-cam (How about *that!*) Mustang for A/FX that somehow got 427 cubes under the hood. And so on, through these 16 machines and scores upon scores of others. They're busy answering the questions that can't even be asked on our proving grounds—or anybody's.

Win or lose, Ford gets answers. And you get cars that stop, go and handle better than you ever dreamed production machines could. No wonder we believe in open competition.



1. Ford GT coupe
2. Ford NASCAR stock car
3. Ford-powered Indy Lotus
4. Fairlane 289 D/SA dragcar
5. Mustang GT 350 competition version
6. Cobra 427 roadster
7. Cobra 289 "Daytona" coupe
8. Ford-powered AA/FD dragster
9. Ford B/FX drag car
10. Mustang 427 A/FX drag car
11. Mustang GT 350 street version
12. Cobra "dragonsnake" AA/SP drag car
13. Ford NASCAR stock car
14. Ford AA/S drag car
15. Mustang B/S drag car
16. Cobra 289 automatic



Some of the fast answers: Ford's performance option arsenal

Here's a short course in muscle-building for all red-blooded Ford owners—Ford's performance option rundown. A lot of what Ford has learned about performance is packed into this list. And what we've put into it, you can get out of it. With these going for you, what else do you need?

FORD PERFORMANCE OPTIONS

Note: A 240-cu. in. Six is standard on all except Galaxie 500/XL and LTD models, which offer a 289-cu. in. V-8 as standard. A fully synchronized 3-speed manual transmission is standard on all except Galaxie 500/XL and LTD models, which offer a 3-speed Cruise-O-Matic transmission as standard.

Optional Engines and Transmissions

(Prices quoted are over the cost of the basic 289-cu. in. V-8. Price quoted for the 200-hp, 289-cu. in. V-8 is over the cost of the 240-cu. in. Six.)

289-cu. in. Challenger V-8, 200 hp @ 4400 rpm	\$109.00
352-cu. in. Thunderbird V-8, 250 hp @ 4400 rpm	70.70
390-cu. in. Thunderbird Special V-8, 300 hp @ 4600 rpm	137.60
427-cu. in. Thunderbird High Performance V-8 (mechanical lifters), 425 hp @ 6000 rpm. . . . (competitively priced)	
390-cu. in. Interceptor V-8 (mechanical lifters), 330 hp @ 5000 rpm. Option includes heavy-duty suspension, extra cooling package, and self-adjusting heavy-duty fade-resistant brakes. Available with all transmissions	225.30
Cruise-O-Matic 3-speed automatic (with 289-cu. in. V-8)	189.60
(with 390- and 352-cu. in. V-8 except XL and LTD)	212.30
4-speed fully synchronized manual transmission (with 390- and 427-cu. in. V-8's)	188.00
Overdrive (with 289- and 390-cu. in. V-8's)	108.40

Other Ford Performance Options

Deluxe seat belts—front (retractable).	\$ 7.55
Heavy-duty battery — 70 amp. (standard with 427-cu. in. V-8)	7.60
Limited-slip differential (not available with 427-cu. in. V-8)	42.50
Transistorized ignition system (427-cu. in. V-8 only)	76.00
Extra cooling package (all models with 289-, 352- and 390-cu. in. V-8)	10.70
Calibrated-type speedometer	7.10
Heavy-duty suspension (standard equipment with 390 Interceptor and 427-cu. in. V-8 engines)	13.30
Fade-resistant brakes with riveted linings (standard on station wagons, and with 390 Interceptor V-8 and 427-cu. in. V-8 engines and sedans, hardtops and convertibles equipped with limited-slip differential)	9.30

FAIRLANE PERFORMANCE OPTIONS

Note: a 200-cu. in. Six is standard on all Fairlane models.

Optional Engines and Transmissions

(Prices quoted are over the cost of the basic 289-cu. in. V-8 option except for the basic 289-

cu. in. V-8. This price is over the standard 200-cu. in. Six.)

289-cu. in. Challenger V-8, 200 hp @ 4400 rpm	\$108.00
289-cu. in. Challenger Special V-8, 225 hp @ 4800 rpm	54.00
289-cu. in. Challenger High Performance V-8 (mechanical lifters), 271 hp @ 6000 rpm. Sedans and hardtops only	321.80
Cruise-O-Matic 3-speed automatic (with any V-8 engine)	189.60
4-speed fully synchronized manual transmission (available with 225- and 271-hp V-8's in sedans and hardtops)	188.00
Overdrive (with 200-hp V-8 only)	108.40

Other Fairlane Performance Options

Deluxe seat belts—front (retractable)	\$ 7.55
Heavy-duty battery	7.60
Limited-slip differential (not available with 271-hp V-8)	38.00
Extra cooling package (standard with 271-hp V-8)	10.70
Heavy-duty fade-resistant brakes with riveted linings (available with 3.00 and 3.25 axle ratios on all models except those equipped with 271-hp V-8. Available with all axle ratios with 271-hp V-8)	9.30
Special Handling Package (standard equipment with 271-hp V-8)	13.30

MUSTANG PERFORMANCE OPTIONS

Note: A 200-cu. in. Six is standard on all Mustang models.

Optional Engines and Transmissions

(Prices quoted are over the cost of the basic 289-cu. in. V-8 option except for the basic 289-cu. in. V-8. This price is over the standard 200-cu. in. Six.)

289-cu. in. Challenger V-8, 200 hp @ 4400 rpm	\$108.00
289-cu. in. Challenger Special V-8, 225 hp @ 4800 rpm	54.00
289-cu. in. Challenger High Performance V-8 (mechanical lifters), 271 hp @ 6000 rpm. Includes special handling package and 6.95x14 dual red band sidewall nylon tires	334.60
Cruise-O-Matic 3-speed automatic (200- and 225-hp V-8's)	189.60
4-speed fully synchronized manual transmission (with Six)	115.90
(all V-8's)	188.00
Caliper-type disc brakes, front only (not available with power brakes or in Six)	58.00
Limited-slip differential	42.50
Rally Pac—clock and tachometer	70.80
Special Handling Package (with 200- and 225-hp V-8's; includes increased-rate front and rear springs, larger front and rear shock absorbers, 22-to-1 overall steering ratio, larger diameter front stabilizer bar)	31.30

Deluxe seat belts—front (retractable)	7.55
Heavy-duty battery	7.60
Extra cooling package (standard with air conditioning option) 6-cyl.	9.30
8-cyl.	10.70
Styled steel wheels, 14-inch (V-8 engine only)	122.30

Note: All Mustangs equipped with 271-hp V-8's have 6.95 x 14 four-ply rating dual red band sidewall nylon tires as standard equipment. No extra charge for: 6.95 x 14 four-ply rating black or white sidewall nylon tires.

FALCON PERFORMANCE OPTIONS

Note: A 170-cu. in. Six is standard on all Falcons except top wagons. A 200-cu. in. Six is standard on Futura and Squire wagons.

Optional Engines and Transmissions

200-cu. in. Fairlane Six, 120 hp @ 4400 rpm	\$ 45.10
289-cu. in. Challenger V-8, 200 hp @ 4400 rpm (over 170)	153.10
(over 200)	108.00
Cruise-O-Matic 3-speed automatic (with 200-cu. in. Six)	172.30
(with 289-cu. in. V-8)	182.20
4-speed fully synchronized manual transmission (V-8 only)	188.00

Other Falcon Performance Options

Sprint Package — includes 289-cu. in. V-8, bucket seats and Sprint identification. Available only on Futura hardtop and convertible	\$222.00
(console mandatory on convertible)	51.60
Deluxe seat belts, front—retractable	7.55
Heavy-duty battery	7.60
Bucket seats (6-cylinder Futura hardtop and convertible models only; console required with convertible)	68.90
Console (available with bucket seats or Sprint option)	51.60
Limited-slip differential (not available with convertibles or wagons with 200-cu. in. Six and Cruise-O-Matic, or with 289-cu. in. V-8 option)	38.00
Extra cooling package—with Six	7.60
with 289-cu. in. V-8 option	10.70

Prices quoted are manufacturer's suggested retail price. Ford Division of Ford Motor Company reserves the right to change prices, specifications, standard or optional equipment, or discontinue models at any time without notice and without incurring obligation.

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

FORD

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FORD • THUNDERBIRD

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