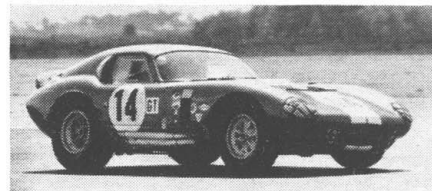


Our most exotic "answer machine"—the Ford GT—showed its potential early in the 1965 season by out-running Europe's finest in the 2000-kilometer Daytona Continental...and went on to win the prototype class in the Sebring 12-hour!



Ask the right quick questions and you get some awfully fast answers!

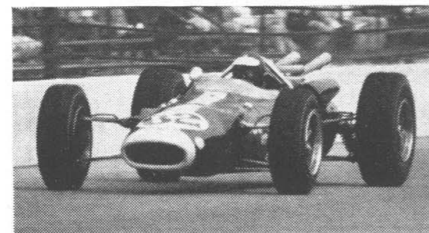
That's the big reason Ford is in open competition... the tracks are the world's toughest proving grounds. Ask some very advanced questions and you get answers—right now! Answers that can make passenger cars safer, better-handling, more efficient, more fun to drive. Not everybody has the salt to try it. But Ford does, as you can judge from the 1965 record books. We think it's a pretty good box score!



International Road-Racing

World Championship comes to America: 1965 will be remembered as the year a team of Cobra Daytona Coupes won the World's Manufacturers' Championship, marking the first time in the history of road-racing that American cars have been able to defeat Europe's finest racing machinery. The Cobras took 8 "first in GT" victories and 2 "second GT" places—and won the Championship going away.

More significant, these Cobras were powered by Ford V-8's. This is important to you. Why? Because the Ford engines that helped win the World Championship were modified versions of stock Ford passenger car engines! What Ford engineers were able to learn from the Cobra victory in the 12 hours of Rheims in France probably couldn't be learned anywhere else. The same goes for Germany's 1000 kilometers of Nurburgring, the Daytona Continental and Sebring here in the U.S. and England's Tourist Trophy (some of the other races Cobras won).

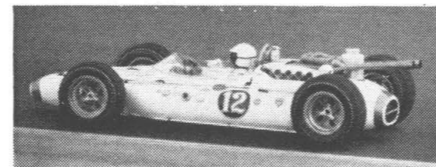


Championship Car Racing

An era ends at Indianapolis: When World Champion driver Jim Clark drove his "Lotus Powered by Ford" into Victory Lane after the Indianapolis 500, American track racing had been changed. Only 11 cars finished the 500—8 were powered by Ford V-8's! Make no mistake, this Ford V-8 is a racing engine. But, it was developed from our 289 cubic-inch Fairlane V-8 design. In turn, the 289 got some very pleasant improvements from the Indianapolis experience—and that helps everybody!

USAC Championship races: Ford V-8 racing power was represented in 12 other United States Auto Club Championship races. Ford drivers won 7! At the high-speed mile-and-a-half track at Atlanta, Johnny Rutherford drove a Ford-powered A. J. Watson-built car to victory. On the mile tracks, Parnelli Jones won the Milwaukee 100 and Joe Leonard's Halibrand Ford-powered speedster won the 150. A. J.

Foyt drove a Lotus-powered-by-Ford to wins in the Trenton 150 and 200 and the Phoenix 200.



The seventh win: Rookie driver Mario Andretti won the Hoosier Grand Prix—a championship car road-race—at Indianapolis Raceway Park. Andretti, who went on to win the National Championship, drove a Ford-powered car built by Clint Brawner. The Hoosier GP win proved that the Ford racing V-8 was just as much at home producing power throughout a flexible rev range as at near-constant high-revs on a high-speed oval. It's great sport, sure, but Ford engineers really put it to work.



Stock Car Racing

NASCAR Grand National competition: This is the biggest of the big leagues, the ultimate testing ground

where competition-modified full-size sedans show the last limits of durability, efficiency, road-holding, power; Fords won 48 out of the 55 races run! In fact, those big-muscled stockers finished in top ten positions 360 times... and they swept all the so-called "super speedway" events, the long-distance, high-speed competition at Daytona, Charlotte, Atlanta and Darlington.

A car for a champion: In a tough, close battle for points Ned Jarrett blazed his way up to become the Grand National champion... in a competition Ford, naturally. Jarrett won 13 times out of 54 starts. And he put his Ford in the top ten ranks in 45 races. In fact, 4 Ford drivers finished in the top 5 places in the point standings.

NASCAR Road-Racing: Twice in 1965 Nascar staged long distance road races, on sports car circuits, to give the sedans a chance to show how they cope with the problems of high-speed braking, shifting, slow corners, right and left turns. This certainly didn't make any difference to the Fords; at Riverside Fords took the first four spots; at Watkins Glen Fords were first, second, fourth, fifth, sixth, seventh and eighth!



ARCA Manufacturers' Award: Big Ford victories weren't confined to NASCAR. On the mid-Western circuits sanctioned by the Automobile Racing Club of America a brilliant driver, Jack Bowsher, sizzled to victory 25 times in 37 starts. That was good enough to earn the ARCA Manufacturers' Award for Ford... and good enough to prove that those husky 427 thumpers are hard to beat anywhere!



Road-Racing

427 cubes go road-racing: Everyone knew how potent Ford's 427-cubic-inch V-8 engine was from its almost legendary stock car racing record. So,

when Shelby-American designed their Series II Cobra roadster around it, competitors feared the worst—and rightly so! This new Cobra, powered by Ford's 427 "wedge" engine, went on to win Sports Car Club of America class A production Championships in 4 of the 6 divisions.

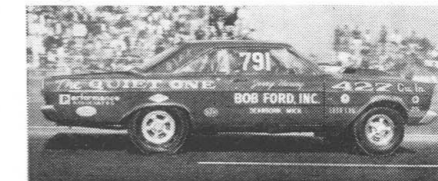
Mustang's a road-race winner, too: Mustang—the most successful new car ever introduced—is probably the most successful new race car, too! The Mustang GT 350, Shelby-American's road-racing version, took SCCA Class B production honors in 5 of the 6 divisions.

Two more champions: At season's end, the SCCA invited all of the Divisional leaders to Daytona for a run-off—the American Road Race of Champions. The "big-bore" production car race was all Cobra. Ford-powered 427 Cobras finished first, second and third over-all and ditto in Class A. Fourth over-all was the Class B winner—a Mustang GT 350. One race and two more Ford Championships!



Drag Racing

National Hot Rod Association: Winning the NHRA Manufacturers' Award takes a lot of doing. Being "Top Eliminator" in one or two meets isn't enough. You've got to go out and perform, time after time, because the NHRA's top prize is awarded for the highest number of points amassed in 42 meets! Consistently fast runs won this award for Ford. Ford won it last year, too! That's consistency. Seven men were the nucleus of a group of Ford drivers who garnered 5600 points. Our nearest competitor had 4500.



American Hot Rod Association: In the AHRA's World Championship event Ford took 7 of the 9 "eliminator brackets." Gas Ronda's special 427 cubic inch single-overhead-cam

Mustang entry was the Top Super Stock Eliminator. Drag car specialists devoted their talents to Fairlanes, Falcons, even Rancheros to get into this winning act. When it was all over, the AHRA presented its Manufacturers' Award to Ford for outstanding performance.



What else? Well, a rally-equipped Mustang won the European Challenge Cup—a season-long series of races, rallies and hillclimbs, many among Europe's toughest. Then there was Roy Pierpont. He drove a competition Mustang to the British Saloon (sedan) Car Championship.



A long way from Coney Island: The annual Miami-Nassau Ocean Powerboat Race was won by Don Aronow—a former Coney Island lifeguard. Aronow, who builds the Donzis he races, chose Ford-based power. His twin 450-hp engines proved that in the water, too, Ford power has no equal.

That silver bowl: Starting with a "prototype class" victory by a Ford GT car at Sebring, Ford-powered cars went on to win the Alec Ulmann Cup. This silver bowl is presented annually to the American manufacturer whose engines garner the highest number of points in four of the world's greatest, longest road-races; Sebring, the Targa Florio, Nurburgring and LeMans. This year, as last, it was Ford power that topped all others.

What do you do for an encore? As we said, we think it's a pretty good 1965 box score. But here it is 1966... and we're still doing our homework.

AMERICA'S TOTAL PERFORMANCE CARS

FORD

MUSTANG • BRONCO • FALCON
FAIRLANE • FORD • THUNDERBIRD

