



GRAND SLAM!
Torino wins 1968 NASCAR,
USAC and ARCA championships.
And Cobra's coming on for more!

Torino started strong by taking the first five places in the first race it entered, the 1968 Riverside 500. Torino finished strong, too. Specially modified Torinos won all three stock car racing crowns. Boss drivers Dave Pearson, A. J. Foyt and Benny Parsons did a lot of hard charging to get us there.

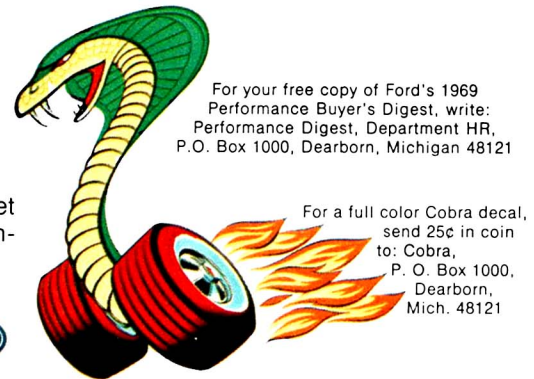
What's all this got to do with you and our new street machine? Plenty. Something as quick and mean as Cobra doesn't happen until you do a batch of triple-crown-winning Torinos. Cars that go fast grow slowly! With Better Ideas born in the heat and hustle of stock car racing.

Take a good look at Cobra by Ford. Standard 428 CID 4-barrel V-8 rated conservatively at 335 horses. (The *largest* standard engine in any car in its class.) Competition suspension with staggered rear shocks

to soak up the 440 lbs.-ft of torque that beast above throws out. Wide-tread belted F70 x 14 grabbers mounted on 6-inch rims. Four-on-the-floor, all-synchro box, exposed hood lock pins.

If you really want to get down and dirty about it, put in the 428 CID Cobra Jet V-8 with through-the-hood Ram-Air induction, power front discs and Traction-Lok differential. The only surprise left in your life is the price—very low.

Go to your Ford Dealer's Performance Corner and test-drive a Cobra. Run it up to five grand and you'll know we're telling it like it is.



For your free copy of Ford's 1969 Performance Buyer's Digest, write: Performance Digest, Department HR, P.O. Box 1000, Dearborn, Michigan 48121

For a full color Cobra decal, send 25c in coin to: Cobra, P. O. Box 1000, Dearborn, Mich. 48121