



Those aren't loving cups, Old Buddy!

Down in NASCAR country, it's dog eat dog—no favors asked, none given. If you're going after the championship, friend, you'd best learn the rules.

Start with a car like Torino—put together by a bunch of Ford engineers who know that a draft isn't a cold wind through the kitchen.

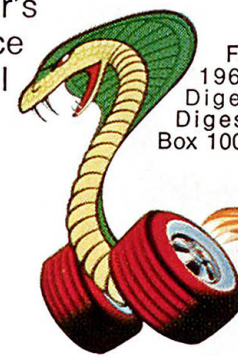
Then, give it all to a team of old pros named John Holman and Ralph Moody. What they don't know about making a car go fast hasn't been learned.

Add a driver name of David Pearson. When three of those boys dive into the fourth turn at Darlington, you better bet on number 17 getting his share.

Finally, get yourself together a pit crew that hates to stand still. When that big Grand National comes to a stop, all you want to see is flying lug nuts. We had the best, bar none. And remember, in a 180-mph race the cars that break—lose. We won—and we've got the trophies to prove it.

In case you're not all that interested in dicing with the 1968 NASCAR Champion, we have built you a machine for '69 named Cobra. Now your Aunt Nan wouldn't want this car. It sort of rumbles and quivers and gets insulted

when it has to stand still. And all those 428 cubes stuffed under the hood do like the taste of high octane. But buddy, you stomp on this one and it goes like who-shot-John! One of these Cobras can be found in your nearest Ford Dealer's Performance Corner. Y'all come!



For your free copy of Ford's 1969 Performance Buyer's Digest, write: Performance Digest, Department T, P.O. Box 1000, Dearborn, Mich. 48121.

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

