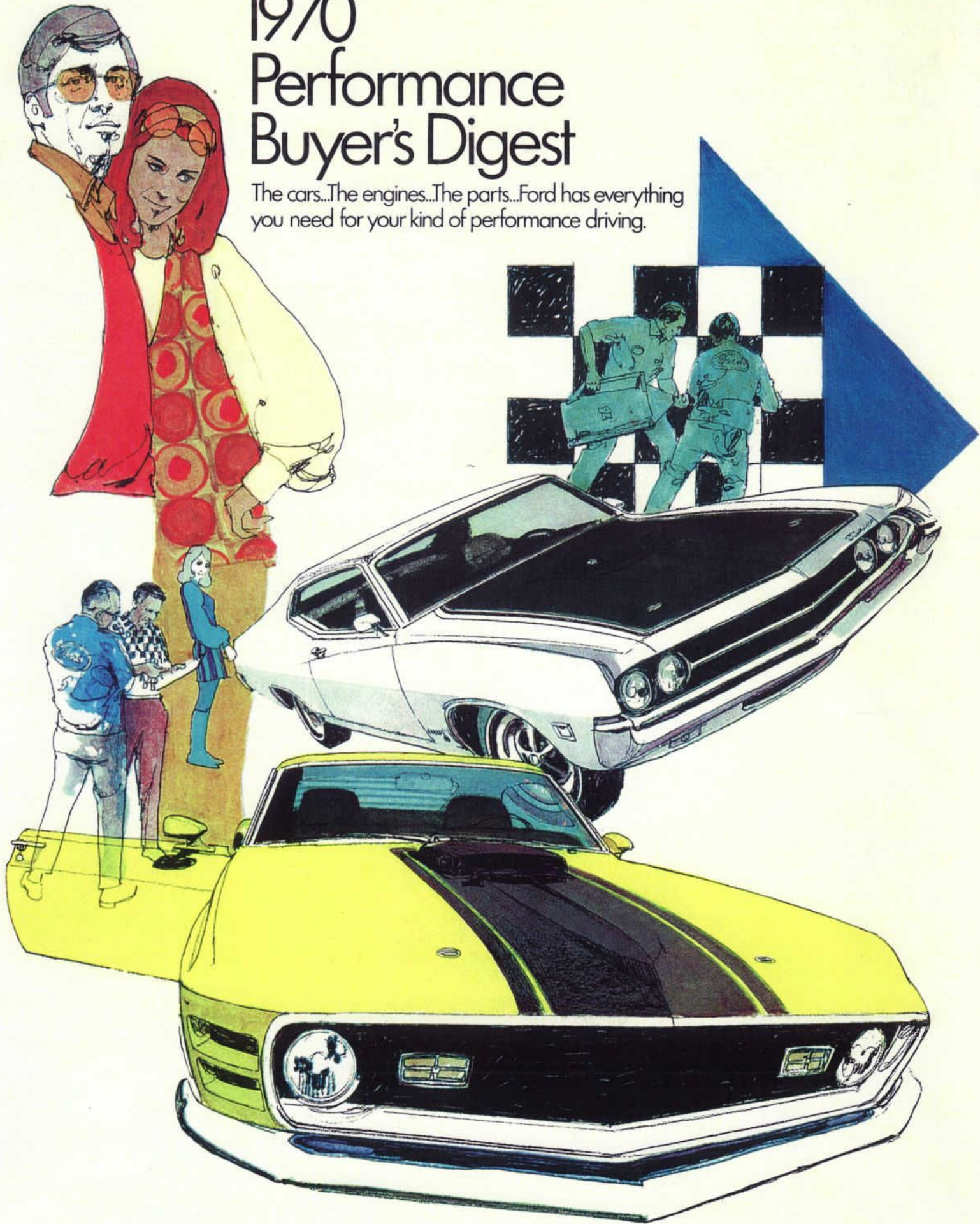


1970 Performance Buyer's Digest

The cars...The engines...The parts...Ford has everything
you need for your kind of performance driving.



Mach 1—quickest pony of them all!

Mach I. Just one model—the fastback with built-in spoiler. You don't need any more, and neither did Mickey Thompson when he boomed the prototype across the endless Bonneville Salt Flats to shatter an armload of Class B and C records.

Obviously the big hit with the Mustang Mach I has always been the great choice of power, and that's just the way we're going to keep things. To start off, there's the standard 351 2V job . . . and for street work it's a bushy-tailed mill indeed. Then come the options. Exhibit A: one brand-new 351 4V V-8. This is the one with the "Cleveland" heads. It has huge (2.19" intakes, 1.71" exhausts), canted valves and a walloping 11.0:1 compression ratio. Power? Three hundred big, strong, booming horses.

Not bad for the first option . . . right? Next is the 428 4V Cobra. This puts 440 foot-pounds of torque where it will do the most good. If you really want to move out quick, you can have your Mach I with a 428 Cobra Jet. This giant jewel of an engine features the functional "Shaker" hood scoop. It shakes and so does the competition. Nice thing about the people who build the Mach I . . . they don't do half the job and then lay down their tools. No matter which engine you pick—and we know it's a tough decision—you get the competition suspension. This includes extra heavy-duty front and rear springs, extra heavy-duty shock absorbers, and front and rear stabilizer bars. Also you get belted tires. All the power you need, plus a suspension that lets you get it to the road. That's what makes the Mach I a complete package. And for '70, the Mach I looks as good as it goes. There's a unique black grille with driving lamps, black or white hood paint, wide aluminum rocker panel trim, high-back buckets in knitted vinyl, full instrumentation, woodtoned applique on panel and console, sweep-hand electric clock, and more. Get yourself a Mach I 428 and really "shake up" the troops.

From its Cobra Jet 428 Shaker scoop to lowered Sport Slats option and super tires, Mach I is Number One!



Wheels: 14", 7" rim, F70 x 14 wide tread, fiberglass belted bias-ply white sidewall tires (raised white letters with 428 CJ). **Suspension:** Competition type with front and rear stabilizer bar and extra heavy-duty springs, front shocks and rear shocks.

Details: Dual racing mirrors, high-back knitted vinyl bucket seats, console, sound package, three-spoke Rim-Blow woodtoned steering wheel, woodtoned appliques on instrument panel with clock, dual hood lock pins, rocker panel molding, honeycomb back panel applique, deck lid tape stripe, painted hood stripes, sports wheel covers, hood scoop (functional "Shaker" hood scoop on 428 4V Cobra Jet Ram-Air engine, optional with 351 2V and 4V V-8), unique grille with simulated driving lamps, pop-open gas cap, bright dual exhaust extensions with 351 4V and 428 4V engines.

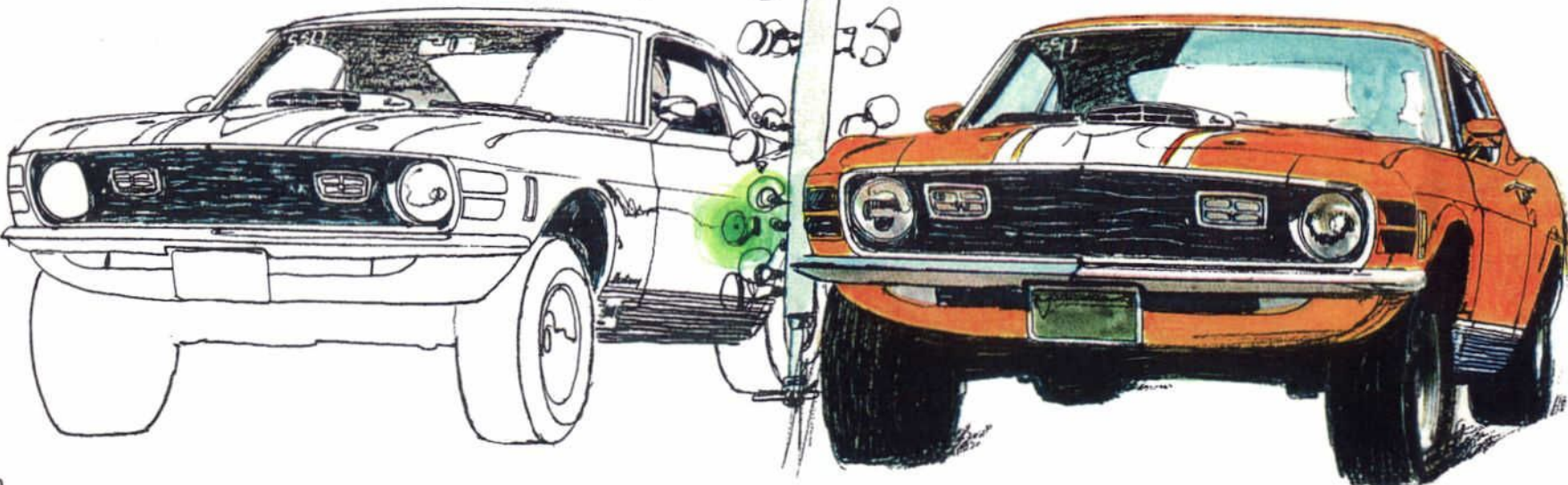
Colors: Grabber Green, Grabber Blue, Grabber Orange, plus 13 other colors.

Mach 1 Options: Power Steering, AM or AM/FM Stereo Radio, Drag Pack (with 428 Cobra V-8), including Traction-Lok differential with 3.91 or 4.30 No-Spin differential, plus engine oil cooler, modified cap screw connecting rods, crankshaft flywheel and damper, Quick ratio (16:1) manual steering, rear spoiler, sport slats for backlite. Tilt steering wheel, and much more.

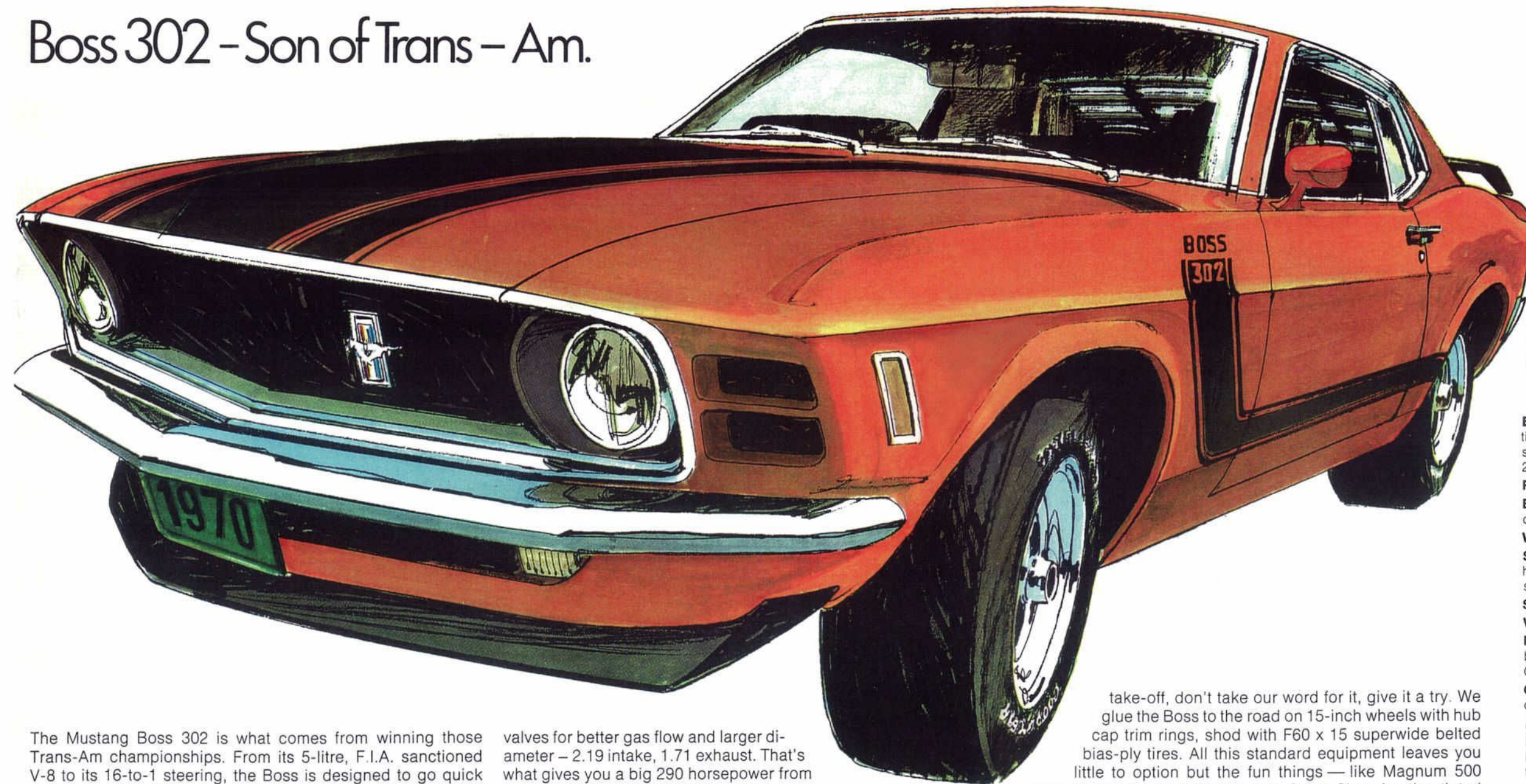
Put one of these under your local Christmas tree. Specially prepared Mach I drags in Super Stock—wins in Super Stock.

Engines: Standard—351 CID 2V V-8. Optional—351 4V V-8, 428 Cobra 4V V-8, 428 Cobra Jet 4V Ram-Air V-8. (See page 16 for detailed engine specifications.) **Transmissions:** Standard—3-speed fully synchronized manual; ratios: 2.42:1, 1.61:1, 1.0:1. (3-speed not available with 428 CID V-8's.) Optional—4-speed fully synchronized manual with Hurst Shifter® (available with all engines); wide ratios: 2.78:1, 1.93:1, 1.36:1, 1.0:1, close ratios: 2.32:1, 1.69:1, 1.29:1, 1.0:1. (Note: 428 CID V-8's require close-ratio 4-speed.) SelectShift Cruise-O-Matic, ratios: 2.46:1, 1.46:1, 1.0:1. **Rear Axle:** Ratios: 3-speed manual, 2.75:1, 3.0, 3.25; 4-speed manual, 3.0, 3.25, 3.50, SelectShift, 2.75, 3.0, 3.25, 3.50. Traction-Lok, 3.0, 3.25, 3.50, 3.91. No-Spin (w/428 Cobra and CJ Ram-Air manual transmission) 4.30. **Brakes:** 10-in. drums, lining area 173.3 sq. in. Optional—Floating Caliper, Front Power Disc Brakes, swept area 231.0 sq. in. **Wheelbase:** 108.0". Length 187.4". Tread, front and rear 58.5".

Boss 429. An earth-shaking combination of big-bore engine and Trans-Am body. Limited production job, coax your dealer!



Boss 302 - Son of Trans - Am.



Two Trans-Am Championships for Mustang taught us how to set up Boss 302.

Engine: 302 CID 4V V-8. (See page 16 for detailed engine specifications.) **Transmission:** 4-speed fully synchronized with Hurst Shifter®; standard wide ratios: 2.78:1, 1.93:1, 1.36:1, 1.0:1; optional close ratios: 2.32:1, 1.69:1, 1.29:1, 1.0:1.

Rear Axle: Heavy-duty, 9" ring gear, standard ratio 3.50:1.

Brakes: Power-boosted floating caliper ventilated front disc brakes, diameter 11.3"; rear brakes 10" drums. Swept area 282.5 sq. in.

Wheelbase: 108". Overall length 187.4", tread, front and rear 59.5".

Suspension: Extra heavy-duty front coil and rear leaf springs, extra heavy-duty shock absorbers and front stabilizer bar, staggered rear shock absorbers, rear stabilizer bar.

Steering: Ratios, **Standard**—16:1 manual; **Optional**—16:1 power.

Wheels: 7" rims. F60 x 15 fiberglass belted tires with white lettering.

Details: Front spoiler standard, unique, "hockey stick" striping, matte black hood, high-back bucket seats, carpeting, aluminum valve covers. Collapsible, space saver spare tire.

Colors: Grabber Blue, Grabber Green, Grabber Orange. Plus 8 other colors.

Options: Special 3.50 or 3.91 Traction-Lok rear axle. 4.30 No spin axle. Rear deck spoiler. Sport Slat louvers to cover backlite. Power steering. Magnum 500 chrome wheels. AM or AM/FM Stereo Radio. 8000-rpm tachometer, console. Knitted vinyl trim. (Note air conditioning is not available on Boss 302.)

take-off, don't take our word for it, give it a try. We glue the Boss to the road on 15-inch wheels with hub cap trim rings, shod with F60 x 15 superwide belted bias-ply tires. All this standard equipment leaves you little to option but the fun things — like Magnum 500 chrome wheels, and those great Sport Slat for the tinted backlite. That's Boss 302. Your only problem . . . deciding whether to drive it or "Trans-Am" it.

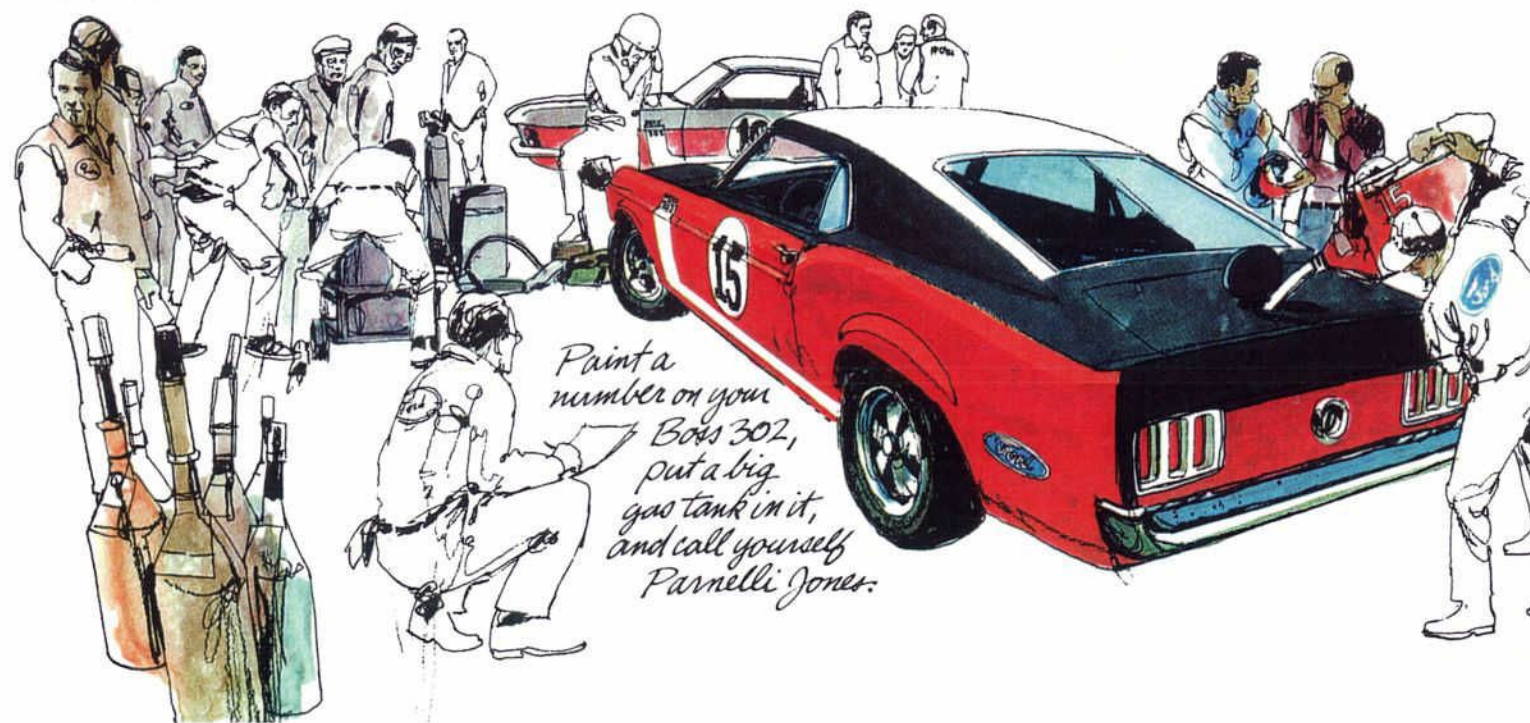
The Mustang Boss 302 is what comes from winning those Trans-Am championships. From its 5-litre, F.I.A. sanctioned V-8 to its 16-to-1 steering, the Boss is designed to go quick and hang tight. The standard specs sound like a \$9,000 European sports job instead of a reasonably priced, reliable pony car. Boss 302 comes in just one body style — the wind-splitting SportsRoof shape. The engine is Ford's high output 302 CID 4V V-8, with new cylinder heads to permit canting the

valves for better gas flow and larger diameter — 2.19 intake, 1.71 exhaust. That's what gives you a big 290 horsepower from a small, lightweight 302 CID engine.

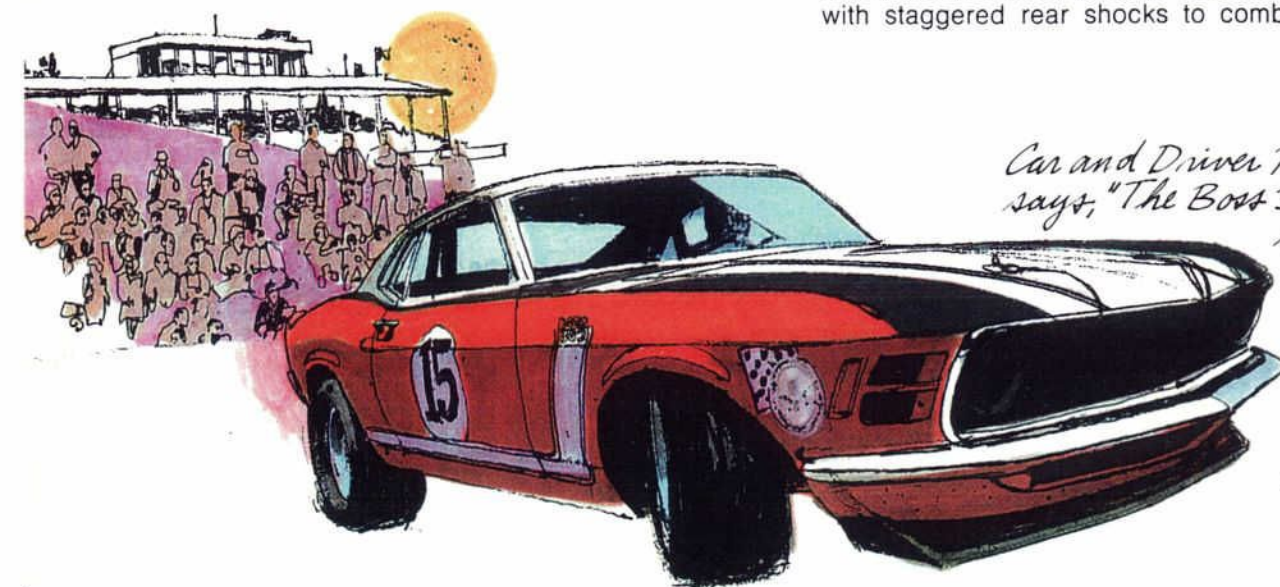
Choose either close or wide ratios on Boss 302's butter-smooth, fully synchronized 4-speed. We've made it an even quicker box by adding a T-handle Hurst Shifter.®

Brakes are power boosted, ventilated floating caliper front discs. When we tell you the suspension is competition type with staggered rear shocks to combat rear wheel hop on

Car and Driver Magazine says, "The Boss 302... may just be the new standard by which everything from Detroit must be judged."



Paint a number on your Boss 302, put a big gas tank in it, and call yourself Parnelli Jones.

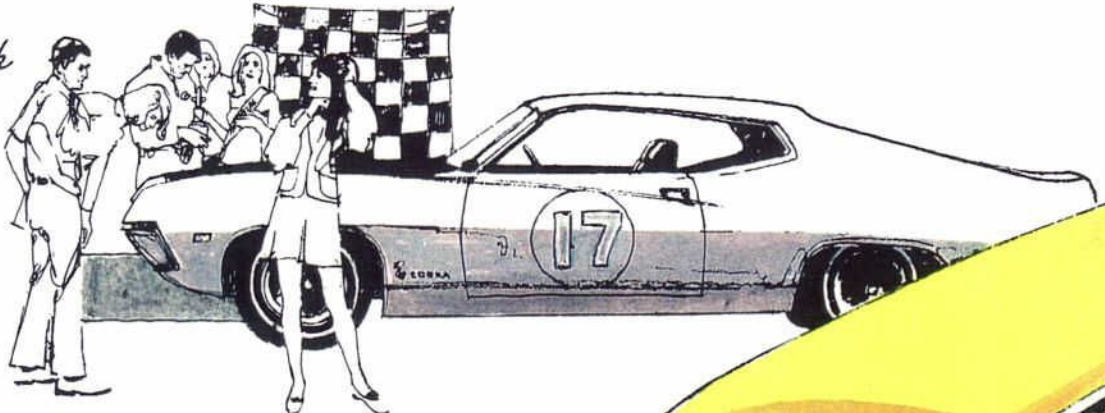


Torino Cobra—this one makes tracks!

The '70 Cobra's for real. A new top-gun car that puts a lot of muscle in your driveway at a reasonable price. Under the hood, 429 cubes—the same number that you'll see painted on the hoods of the hot Cobras that run at Riverside and Daytona. And why not, when the engine blocks come from the same foundry and when the same engineers design the heads, cams and carbs?

The standard mill is a 360-hp 429 4V V-8. Want more? How about an optional 370-hp 429 4V Cobra? It's a brand-new engine for '70 with an 11.3:1 compression ratio, high-riser intake manifold, and newly designed heads with larger valves and ports, high-lift cam and dual header-type exhaust system.

Name a track most anywhere in the country and chances are Cobra has come home first on it.

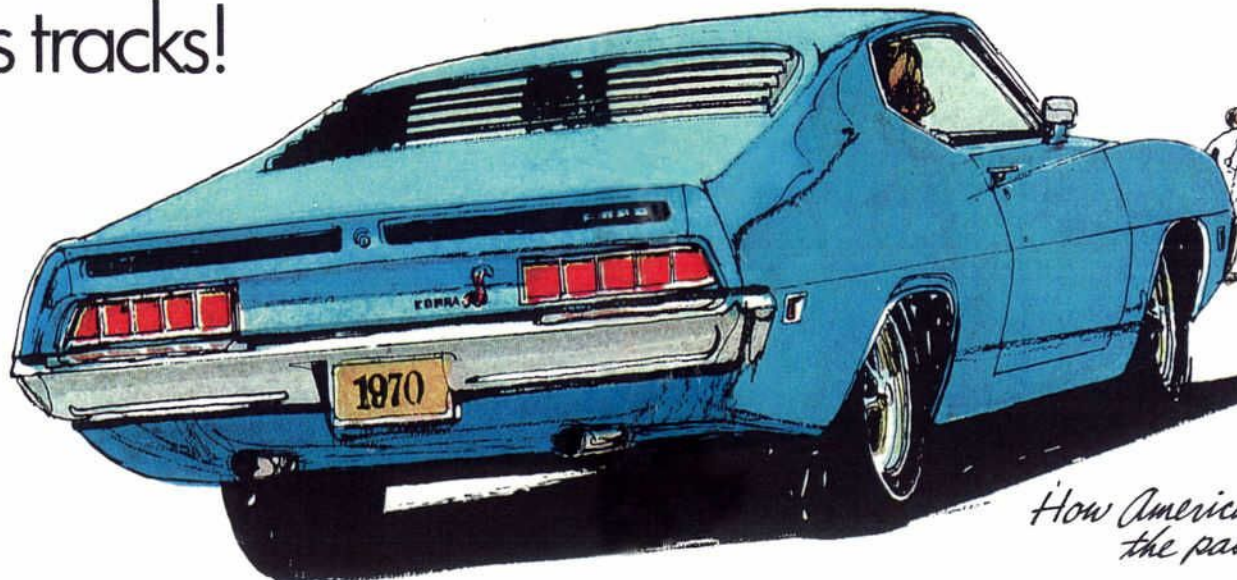
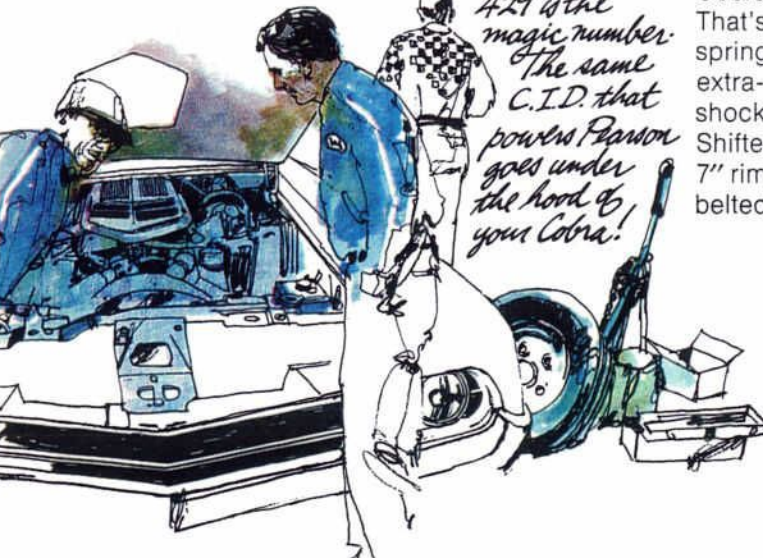
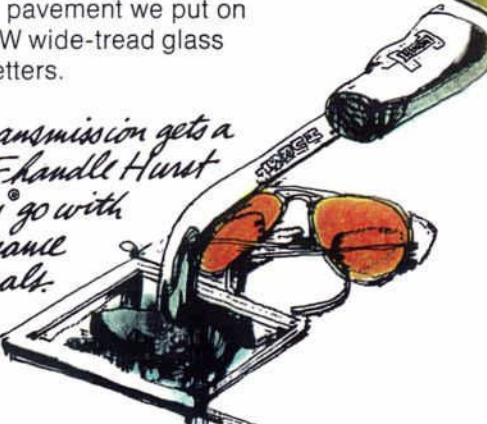


Still more? Cobra's got it. Another option is the 429 Cobra Jet 4V Ram-Air V-8. That one's rated at 370, but (and a big but) when you wood it at the strip, the trap door opens to dump cold air into that big 700 cfm 4-barrel. Then the going thing becomes the gone thing and you shave seconds off your E.T.

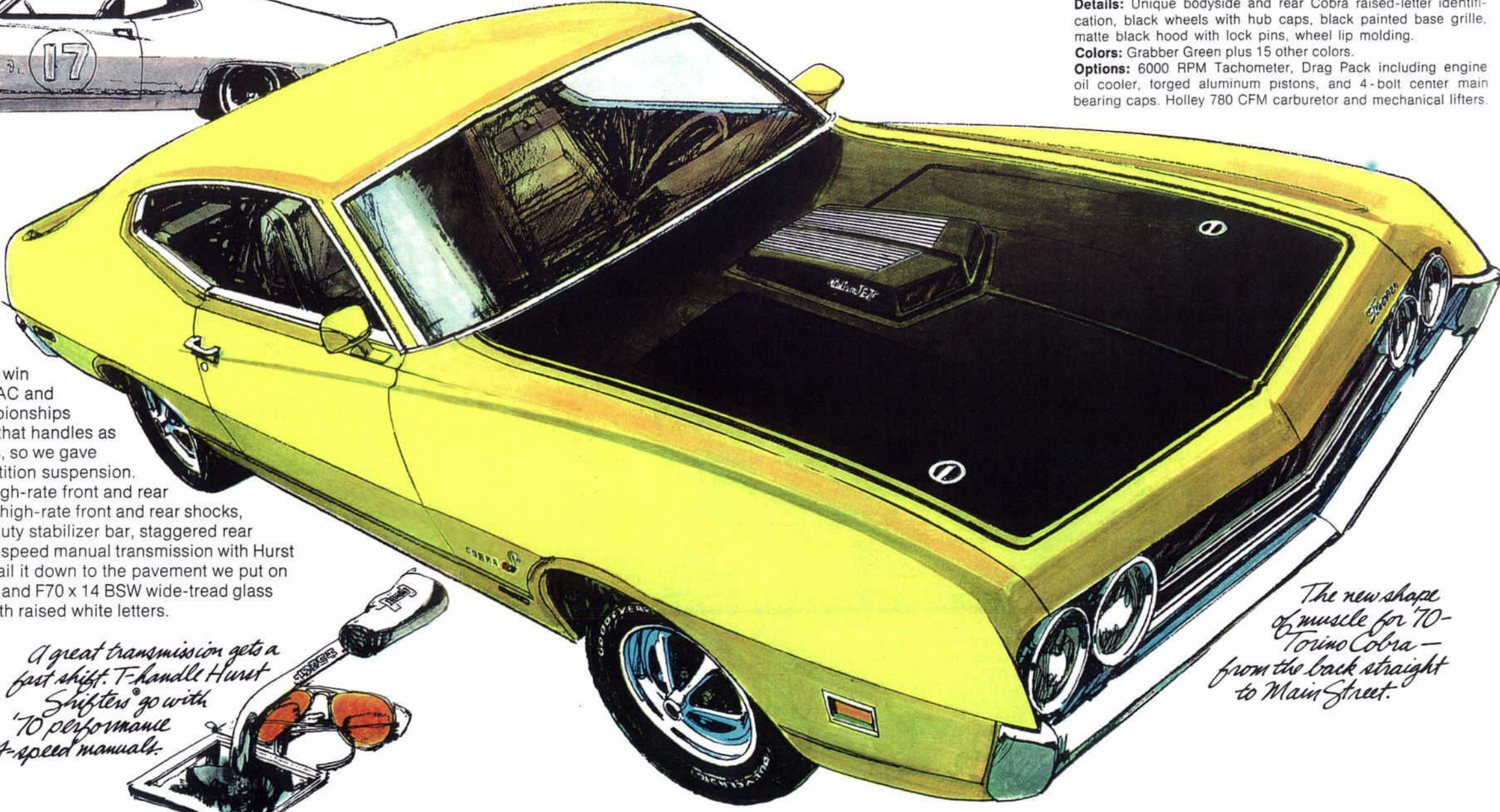
You don't win NASCAR, USAC and ARCA championships without a car that handles as well as it goes, so we gave Cobra competition suspension. That's ultra-high-rate front and rear springs, ultra-high-rate front and rear shocks, extra-heavy-duty stabilizer bar, staggered rear shocks and 4-speed manual transmission with Hurst Shifter®. To nail it down to the pavement we put on 7" rim wheels and F70 x 14 BSW wide-tread glass belted tires with raised white letters.

429 is the magic number. The same C.I.D. that powers Panon goes under the hood of your Cobra!

A great transmission gets a fast shift. T-handle Hurst Shifters® go with '70 performance 4-speed manuals.



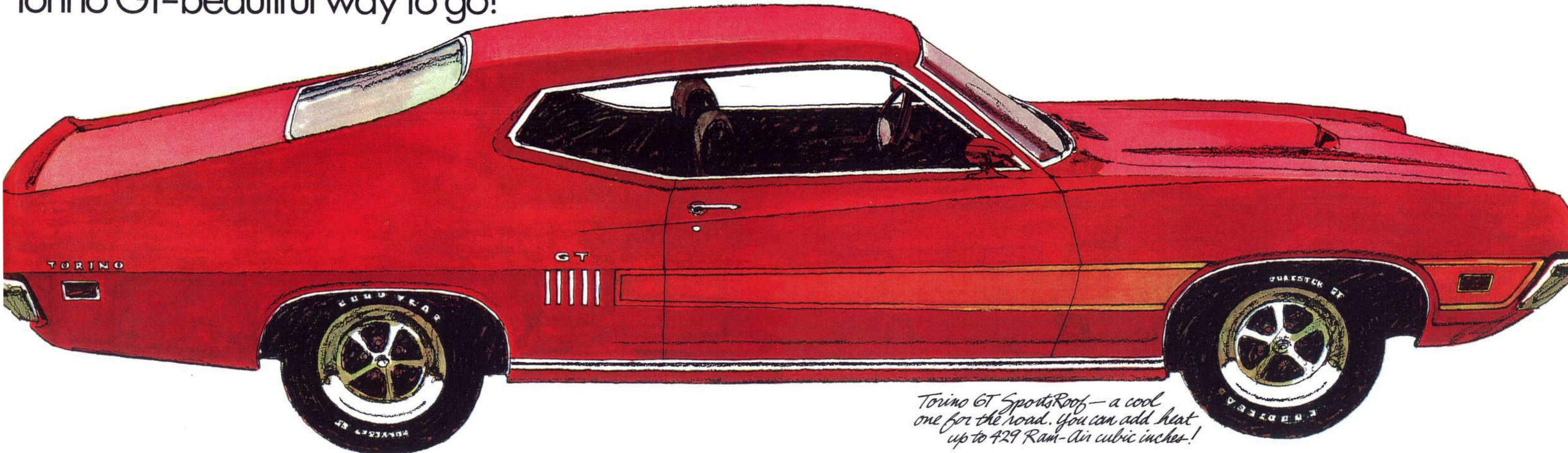
How America looks at Cobra... the passing glance!



Engines: Standard—429 CID 4V V-8. **Optional**—429 CID 4V Cobra V-8; 429 CID 4V Cobra Jet Ram-Air V-8; 429 4V Boss V-8 (see page 16 for detailed engine specifications). **Transmissions:** Standard—4-speed close ratio manual with Hurst Shifter®, ratios: 2.32:1, 1.69:1, 1.29:1, 1.00:1. **Optional**—Select-Shift Cruise-O-Matic (floor shift with optional bucket seats), ratios: 2.46:1, 1.46:1, 1.00:1. **Rear Axle:** Ratios: 4-speed manual, 3.0, 3.25, 3.50. Select-Shift Cruise-O-Matic, 3.0, 3.25, 3.50. Traction-Lok, 3.0, 3.25, 3.50, 3.91. No-Spin, 4.30. **Brakes:** 10 in. drums, lining area 173.3 sq. in. **Optional**—power front disc brakes. **Wheelbase** 117". Overall length, 206.2". Track, front 60.5", rear 60.0". **Wheels:** 14", 7" rim, F70 x 14 wide-tread belted blackwall tires with raised white letters. **Suspension:** Competition type, staggered rear shocks with 4-speed manual transmission models. **Details:** Unique bodyside and rear Cobra raised-letter identification, black wheels with hub caps, black painted base grille, matte black hood with lock pins, wheel lip molding. **Colors:** Grabber Green plus 15 other colors. **Options:** 6000 RPM Tachometer, Drag Pack including engine oil cooler, forged aluminum pistons, and 4-bolt center main bearing caps. Holley 780 CFM carburetor and mechanical lifters.

The new shape of muscle for '70—Torino Cobra—from the back straight to Main Street.

Torino GT—beautiful way to go!



Torino GT SportsRoof—a cool one for the road. You can add heat up to 429 Ram-Air cubic inches!

Torino GT is Cobra's luxury-lovin' cousin. But don't let all the glamour fool you. Under that new low silhouette you can choose your cubes—302, 351 or 429. Torino GT can be the kind of car you take to the strip Saturday afternoon, then use to make the scene Saturday night.

You can't lose for winning with the Torino GT because it's new—all new—from the inside out. It has to be the glamour-and-go car of 1970. Just take a look at what it has to offer in the go department . . . an optional Cobra Jet 429 Ram-Air with a through-the-hood Shaker. If that doesn't grab you, there are three—count them three—other V-8's! And

remember with any of the 429 engines you get competition suspension that includes ultra heavy-duty springs, shocks and stabilizer bar. What about the glamour? Well, one reason why the GT looks so low and sneaky is that we made it over an inch lower and put in a deeper slope—57 degrees—into the windshield. If you want to make it look about knee-high, order the new Laser Stripes. These are so wild some people think they should have a switch to turn them off. No doubt

about it, when it came to styling we just couldn't stop ourselves. Black "eggcrate" grille, hidden wipers, wide-tread belted whitewalls, integral hood scoop, hidden taillamps, rear deck appliques, colour keyed racing mirrors, hub caps and trim rings, GT side badges, but why go on . . . you get the idea. It's the year's best show-and-go machine. Park it if you want to collect a crowd. Take them on a cruise if you want to dazzle them.

Engines: Standard—302 CID 2V V-8. **Optional**—351 CID 2V V-8, 351 CID 4V V-8, 429 4V V-8, 429 CID 4V V-8 Cobra (non-Ram and Ram-Air). (See page 16 for engine specifications.) **Transmissions:** Standard—3-speed manual; ratios: 2.99:1, 1.75:1, 1.00:1. **Optional**—4-speed manual with Hurst Shifter® (not available with 302 V-8); standard wide range ratios: 2.78:1, 1.93:1, 1.36:1, 1.00:1. Option close ratio available, std. on 429 SelectShift Cruise-O-Matic (floor shift with optional bucket seats); ratios 2.46:1, 1.46:1, 1.00:1.

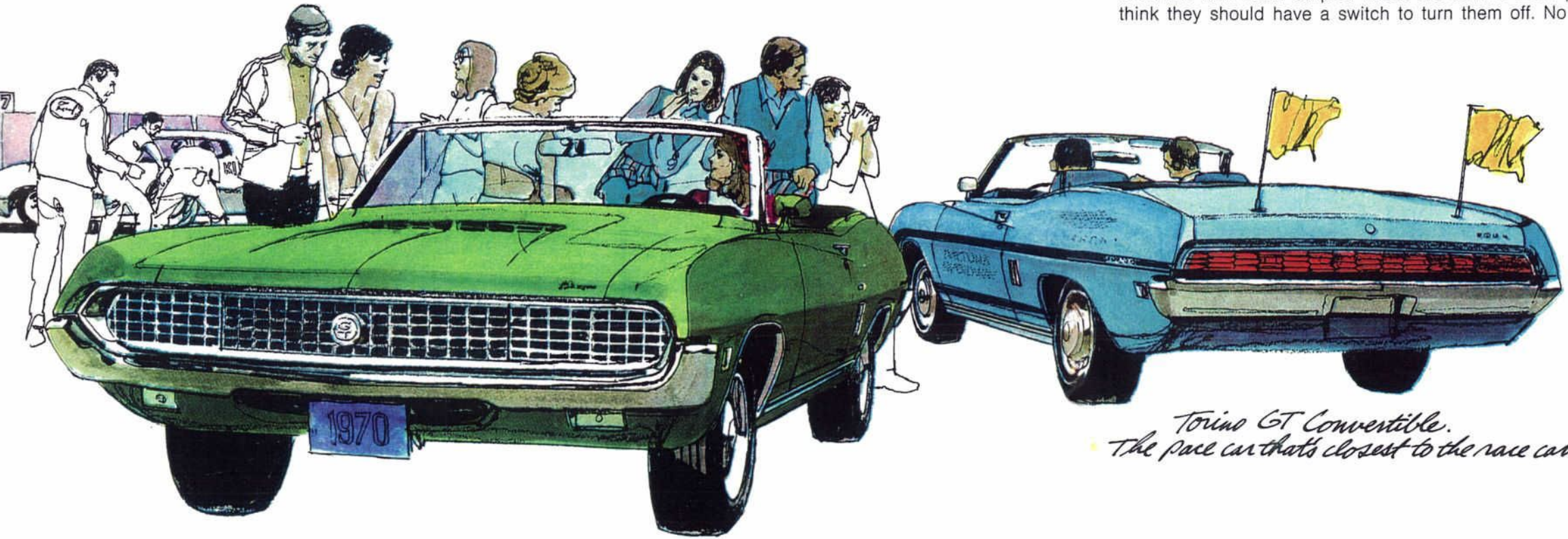
Rear Axle: Ratios: 3-speed manual, 2.75:1, 3.0, 3.5; 4-speed manual, 3.0, 3.25, 3.50, 3.91, 4.30. SelectShift Cruise-O-Matic, 2.75, 3.0, 3.25. Traction-Lok, 3.0, 3.25, 3.50, 3.91. No-Spin (w/429 Cobra and CJ Ram-Air.) 4.30.

Brakes: 10.0 in. drums, lining area 173.3 sq. in. **Optional**—power front disc brakes, total swept area 231.0 sq. in. **Wheelbase:** 117". Overall length, 206.2". Track, front 60.5", rear 60.0". **Wheels:** 14", 7" rim. E70 x 14 wide-tread, belted whitewall tires (F70's on Convertible). **Suspension:** Competition on 429 CID, 429 CID Cobra and Cobra Jet. 429 V-8's.

Details: GT identification on grille and side, unique taillamps and integral hood scoop, wheel lip and rocker moldings, bright drip moldings, color-keyed carpets, high level ventilation and courtesy lights.

Colors: Grabber Green, plus 15 other colors.

Options: High-Back Bucket Seats, Air Conditioning, Sport Slats, Argent Styled Steel Wheels, Magnum 500 15" Wheels, 8000 RPM Tachometer, Drag Pack including Traction-Lok differential (No-Spin with 4.30 axle), engine oil cooler, forged aluminum pistons and 4-bolt center main bearing caps, Holley 780 CFM and mechanical lifters. (Not available with other axle ratios or air conditioning.) Power Steering, AM or AM/FM Stereo Radio, Hideaway Headlamps.



Torino GT Convertible. The pace car that's closest to the race cars!

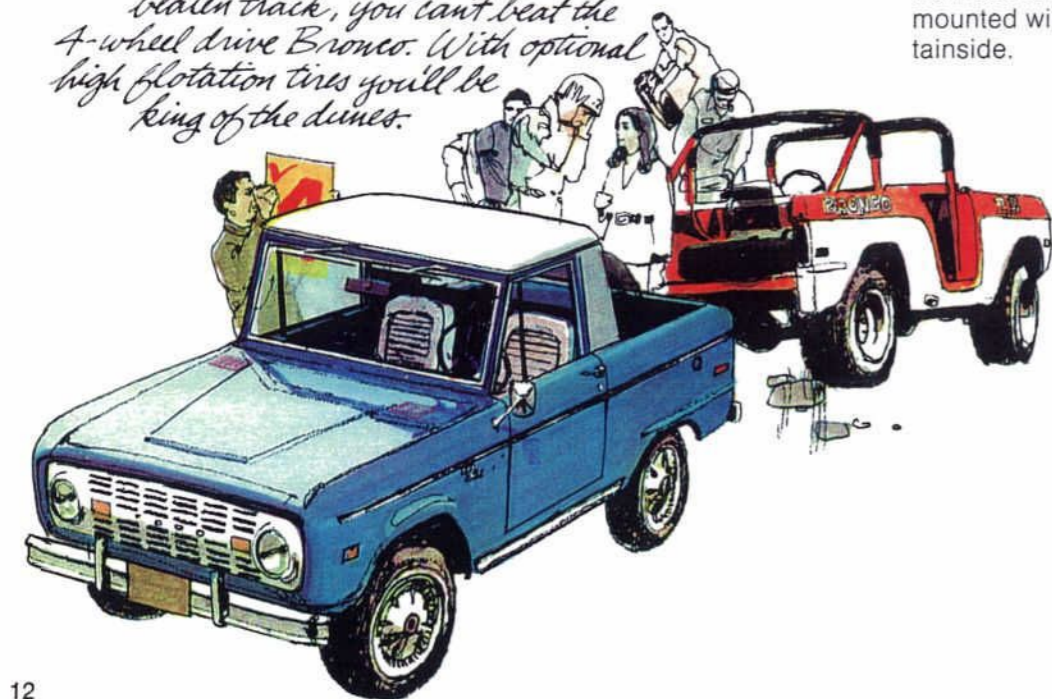
Fords—for the fun of it.



Meet Supertruck. Ranchero's front end is pure Torino Cobra. This one's a 429 Ram-Air job with GT pretties. It's the wildest hauler ever!

Ranchero—don't let those sleek lines fool you. Ranchero's six-and-a-half-foot box is great for hauling racing cycles, surfboards, shingles or milk cans. Want it even plusher? Go the full Ranchero GT route with optional deep bucket seats, console, the works. Option air conditioning, power front discs, power steering, and call it "supertruck!" If you do your hauling in ¼ mile trips, order the 429 Cobra Jet 4V V-8 with Ram-Air. Stir the close ratios of the optional synchronized 4-speed box with a Hurst Shifter® or go SelectShift Cruise-O-Matic. Either way you've got the goingest, haulingst vehicle this side of a space rocket booster! (For details, specifications on engines, see page 16; other specifications see the '70 Ranchero Catalog.)

When you go off the beaten track, you can't beat the 4-wheel drive Bronco. With optional high flotation tires you'll be king of the dunes.



Bronco—sports wagon for the boondocks. Bronco is Ford's going thing when the going is roughest. The 4-wheel-drive Bronco is the perfect combination of workhorse and play pony. Three-speed, fully synchronized transmission puts the power through the two-speed transfer case so you get six forward speeds coupled to a lively 105-hp Six. You can cruise the turnpikes or the timberlands, plow snow or play dune-buggy. With the optional 302 CID V-8, you've got the go-power of a charging rhino. No wonder Bronco has won so many top 4-wheel-drive competitive events. Loads of options, too: everything from bucket seats to a dealer-installed front-mounted winch to haul you up a mountainside.

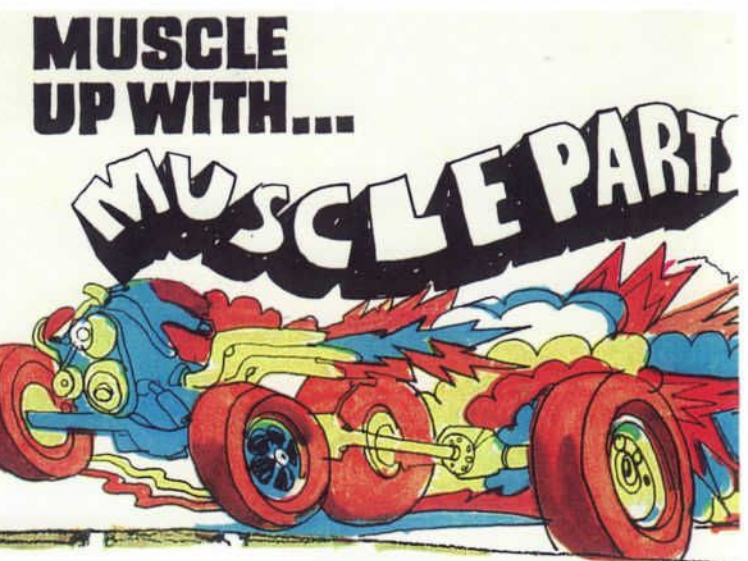
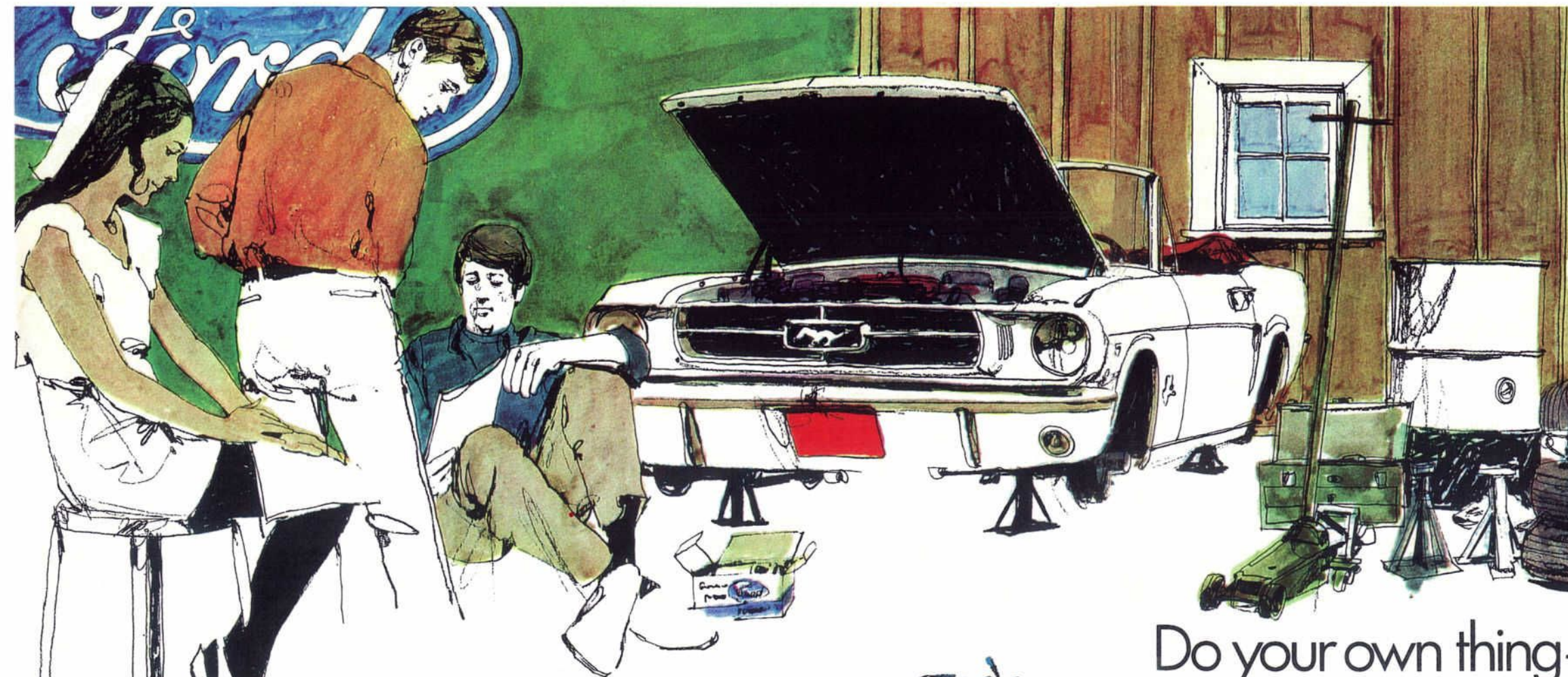
Ford goes to sea! Ford V-8 conversions are raising the big splash in drag boat racing.



Ford XL — makes luxury a sporting proposition. Here's fun in a king-sized package. And what a package! Hideaway Headlamps. Dual accent paint stripes. Special grille. Full wheel covers. Bright vinyl seat trim. Simulated woodgrain appliques. Nylon loop-pile carpeting. You've never seen a sportier luxury car. And it's on the move, too, with a lively 351 V-8 and fully synchronized 3-speed standard. Add all the muscle you want with 390 2V, 429 2V or 429 4V V-8's. The 429's are designed after the famed tunnelport competition engines and they're all muscle all the way. Tailor your XL SportsRoof or Convertible to fit your kind of fun. Get SelectShift (with console-mounted control optional) and go through the gears automatically or manually as you wish. There are new special Class II or Class III trailer towing options, too, if you're pulling a boat or trailer. And the list of other options goes on and on. Ask your dealer for the '70 Ford Catalog.



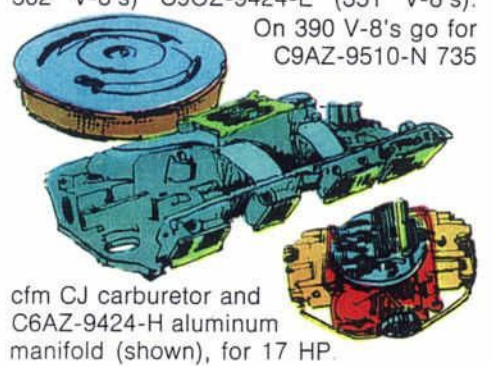
Here's XL, Big Daddy of Ford's Fun Fleet. You can take it with you (or behind you)! With XL's 429 V-8 options you've got the torque for it.



Do your own thing—with Ford Muscle Parts.

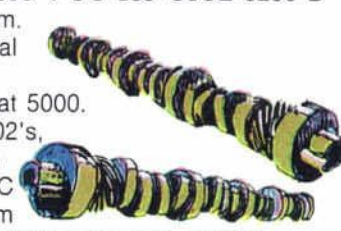
Ford performance engineers developed Muscle Parts for 1970. The good pieces that turn your stocker into a real screamer. We took what we'd learned from running Ford-powered cars in competition around the world and applied it to our stockers. For openers to save you money, we searched the parts bins for regular service parts that might do the job. If they didn't, we designed new pieces. We took them out on the test track and wrung them out—all the way. Some broke. So we reworked them and dyno-tested them and ran them over again. We didn't quit until we had bulletproof pieces across the board for our 289, 302, 351, 390, 406, 427 and 428 V-8's. We call 'em MUSCLE PARTS

Carburetors, Air Cleaners, and Intake Manifolds: The first stage on your way to more power is better breathing. Start with a low-restriction air cleaner like C5ZZ-9600-W. Bolt on 31 horsepower on your 289, 302 or 1969 351 V-8 with a C8AZ-9510-AD carburetor and high riser aluminum manifold C9OZ-9424-D (289 and 302 V-8's) C9OZ-9424-E (351 V-8's). On 390 V-8's go for C9AZ-9510-N 735



cfm CJ carburetor and C6AZ-9424-H aluminum manifold (shown), for 17 HP.

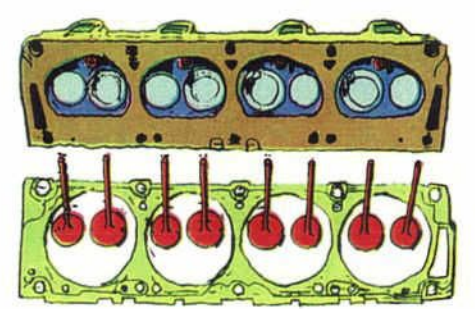
Camshafts: To take advantage of better breathing carbs and manifolds, add a performance cam to open valves higher and longer. On 390 V-8's use C6OZ-6250-B hydraulic cam. You get a total gain of 35 horsepower at 5000. On 289's, 302's, 351's, try the C9OZ-6250-C hydraulic cam for a gain of 40 horsepower at 5500.



Dual Point Distributors: Keep firing at the increased rpm power peaks with dual point distributors C5OZ-12127-E for 289's and 302's and COAZ-12127-L for the 390 V-8.

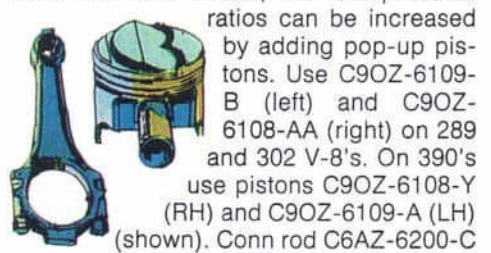


Cylinder Heads and Valves: Add better breathing heads with bigger valves to get the maximum gain from carb, manifold and cam modifications. On 289 and 302 V-8's the 351 CID V-8 cylinder heads

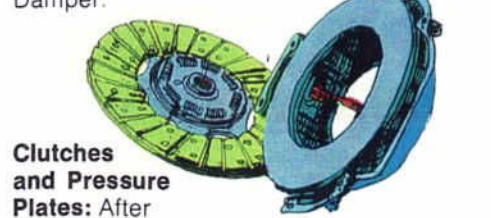


C9OZ-6049-F with exhaust valves C9OZ-6505-A and intakes C9OZ-6507-A will add up to 32 horsepower. For 390 V-8's use 428 CJ head C8OZ-6049-K and intake valve C9OZ-6507-V, exhaust valve C9OZ-6505-N for up to 21 horsepower gain.

Pistons and Rods: To get full benefit from the new heads, the compression ratios can be increased by adding pop-up pistons. Use C9OZ-6109-B (left) and C9OZ-6108-AA (right) on 289 and 302 V-8's. On 390's use pistons C9OZ-6108-Y (RH) and C9OZ-6109-A (LH) (shown). Conn rod C6AZ-6200-C is also recommended for the 390.

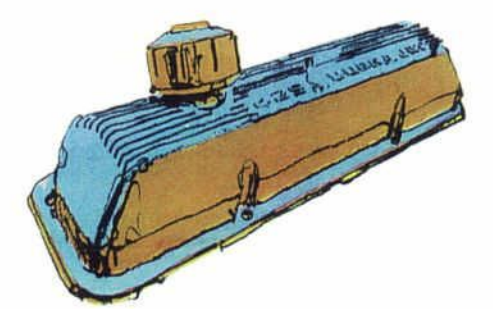
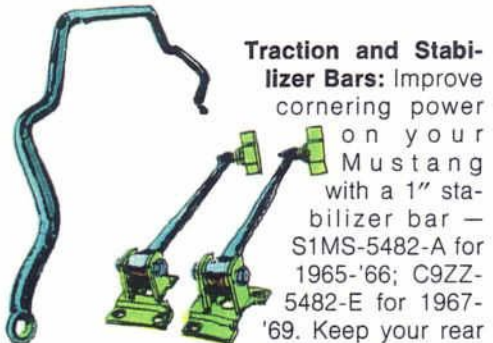


Mechanical Cam: Solid lifter cam C7FE-6250-A will achieve a peak horsepower gain of 59 bhp at 6000 rpm for 289 or 302 V-8's. This is Ford's famous Le Mans cam. Recommended only with manual transmissions, C9OZ-6200-B Connecting Rod, C9ZZ-6316-A Damper.

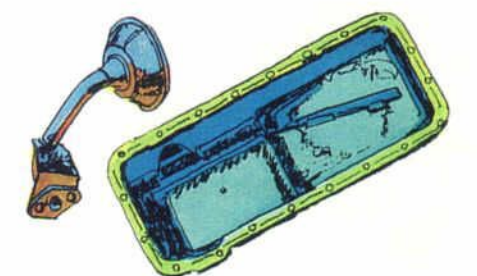


Clutches and Pressure Plates: After you've built up your engine's power, consider a heavy-duty clutch and pressure plate to make sure you're getting that power through to the gears. Use C3OZ-7A537-A on 289, 302 V-8's of 1963-'67 vintage and C8OZ-7A537-A on '68s.

Traction and Stabilizer Bars: Improve cornering power on your Mustang with a 1" stabilizer bar — S1MS-5482-A for 1965-'66; C9ZZ-5482-E for 1967-'69. Keep your rear wheels on the ground when the green light comes on. Bolt-on traction bars will do it on all 1965-'69 Mustangs. Parts S2MK-18127-A for 1965 and '66s; S7MK-18127-A for 1967-'69s.



Cast Aluminum Valve Covers: After you've built up your mill to new specs, brag a little with aluminum rocker covers. Let under-the-hood "eyeballers" know you're running the hot setup. Here's the one for the 352 and 390—C9ZZ-6582-B.



Deep Sump Oil Pan: Resist high-rev oil frothing and run cooler with C8AX-6675-A on 390's, 427's and 428's. Its deep-pan design holds more oil—7 qts. with filter. It has a scraper to resist oil surge. With it use Oil Pickup C5AE-6622-B.

Hood Scoops and Lock Pins: Add a scoop to your hood. Wide base fiberglass model C9ZZ-16C630-C or the narrow C9WY-16C630-B. Button your hood down tight and it won't give you any surprises in the stretch! Hood pin kit fits all Mustangs and Fairlane/Torinos —C9OZ-16700-C.



Note: For prices and information on all Ford Muscle Parts see your Ford Dealer.

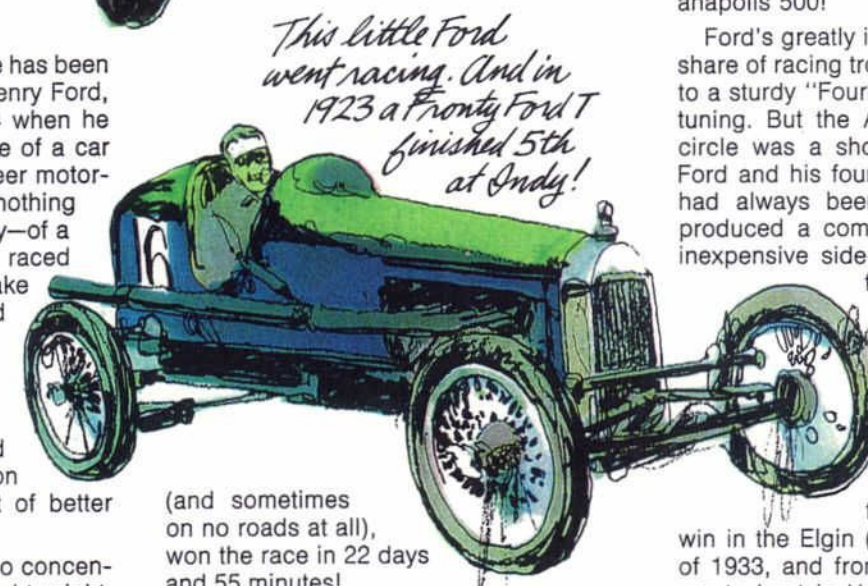


Henry Ford's Old 999 was the hottest thing going in 1904. You might call it, "The first of the rail jobs!"

Getting a corner on performance has been a Ford tradition for 65 years. Henry Ford, himself, started it back in 1904 when he built a bodyless 4-cylinder brute of a car called Old 999. Like other pioneer motor-makers, Mr. Ford knew that nothing proves the ability—and durability—of a car like winning races. So he raced Old 999 flat out on the ice of a lake near Detroit and set a new record of 91.37 mph for the flying mile. That wild dash across the ice was only the beginning of Mr. Ford's interest in performance cars because he realized that testing in open competition would hasten the development of better street automobiles.

In 1907 Henry Ford decided to concentrate on producing a sturdy, lightweight, inexpensive automobile. Vanadium steel wasn't cheap, but it was one of the strongest metals available, so he used it for the critical parts of his new Model T.

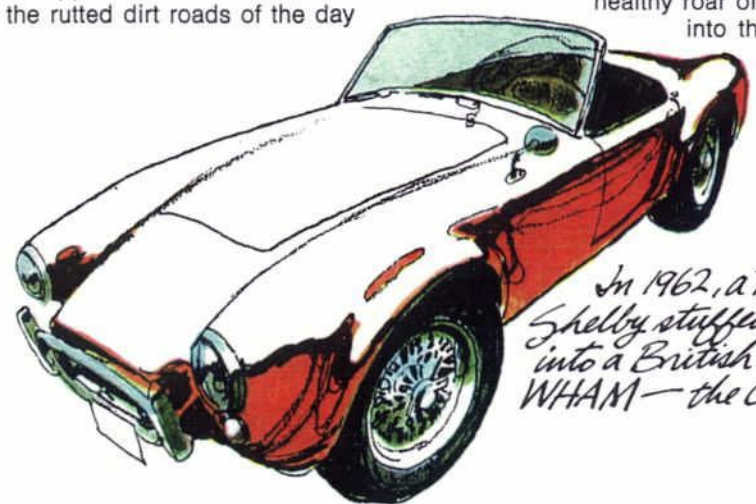
One of the first big tests of the new Model T's go-anywhere durability was the 4106-mile New York-to-Seattle auto race of 1909. A stripped-down Model T, running over the rutted dirt roads of the day



This little Ford went racing. And in 1923 a Fronty Ford T finished 5th at Indy!

(and sometimes on no roads at all), won the race in 22 days and 55 minutes!

Model T's with homemade "torpedo" bodies raced on short dirt tracks before World War I. But it wasn't until after the war that an overhead valve cylinder head called the Frontenac uncorked the potential power of the T's four sturdy cylinders. With double the original horsepower, more than 10,000 "Fronty Fords" put a healthy roar of their own into the Roaring



In 1962, a Texan named Shelby stuffed a Michigan V-8 into a British sports car and WHAM—the Cobra was born!



Ford and "Fearless Freddie" Lorenzen won more major NASCAR events than anyone else from 1954 to 1967.

Twenties, winning hundreds of races all over the country.

In 1923 came the high point—a Fronty-equipped T racer finished 5th in the Indianapolis 500!

Ford's greatly improved Model A got its share of racing trophies, too, thanks again to a sturdy "Four" that responded to race tuning. But the A's turn in the winner's circle was a short one. By 1932 Henry Ford and his foundrymen had done what had always been thought impossible—produced a compact, cast-in-one-piece, inexpensive side-valve V-8. In less than

three years Ford boosted the V-8 to 85 horsepower, and Ford roadsters—minus mufflers and fenders—were out on the oval tracks taking the checker.

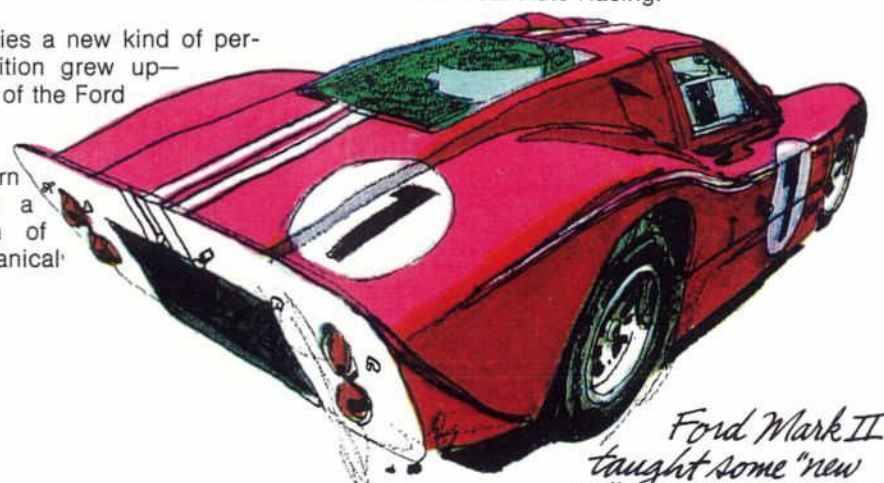
The V-8 broke into the big time with a major win in the Elgin (Ill.) National Road Race of 1933, and from then on Ford was the car to beat in U.S. road racing. In 1937, Ford introduced a smaller, lighter, 60-horsepower version of the Flathead V-8 that became the mainstay of dirt track midget racing.

In the mid-Thirties a new kind of performance competition grew up—mostly as a result of the Ford V-8. It was called hot rodding and began in Southern California, where a whole generation of homegrown mechanical

geniuses hopped up their stripped-down Fords in their back yards and raced them on the dry flat lake beds at Muroc and El Mirage. The Flathead V-8 was so sturdy and so basically sound that it could take modifications that doubled and even tripled the original horsepower! Even after World War II it was still going strong in the first of the modern-day hot rods—converted fighter plane belly tanks.

When the California dry lakes were taken over by the Air Force, the hot rodders had to give up their long high-speed runs. They turned to a new kind of performance contest—the ¼-mile acceleration run. So drag strips were born, and the Flathead V-8 stood up to the tremendous strains of full-bore acceleration. One of those early hot rodders, Wally Parks, organized the drag strips into the National Hot Rod Association.

At about the same time as the West Coast rodders were organizing, a lanky, energetic garage mechanic from Daytona, Florida, named Bill France, was signing up the "good 'ole boys" from Georgia, Virginia and the Carolinas. He made an organized sport out of the stock car "wars" called the National Association of Stock Car Auto Racing.



Ford Mark II taught some "new math" in France in 1966. V-8 plus 24 hours equals 1st, 2nd, 3rd at Le Mans.

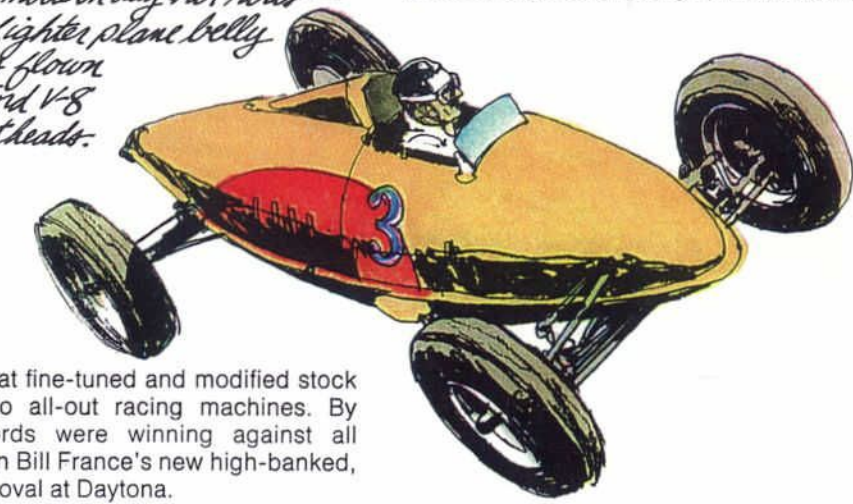
Ford's had a corner on performance... Since your grandfather learned to drive

Ford and "Fearless Freddie" Lorenzen won more major NASCAR events than anyone else from 1954 to 1967.

After the end of World War II, automotive engine design got off dead-center and by the mid-1950's a new crop of overhead valve V-8's started to race. But thanks in part to old hot-rodding friends from the Flathead days like Bill Stroppe, Fran Hernandez, Chuck Daigh and John Holman, Ford engineering kept up with or ahead of the competition.

Holman joined forces with a race-wise driver named Ralph Moody and set up a

The late 1940's saw the first of the modern day hot rods—ex-fighter plane belly tanks flown by Ford V-8 flatheads.



factory that fine-tuned and modified stock Fords into all-out racing machines. By 1959, Fords were winning against all comers on Bill France's new high-banked, 200-mph oval at Daytona.

In the early '60s Fords were going great in stock car racing and at the national drag meets, but were completely outside of the big show at Indianapolis and saw no action at all in road racing.

But in 1962 an unusual man discovered a new and different engine and got a great idea.

The man was a tall, colorful Texan sports car racer named Carroll Shelby. The engine was Ford's new 260-cubic-inch overhead valve V-8, first of a new generation of precision, lightweight V-8's.

Shelby slipped Ford's hot little V-8 into the AC, a sleek, roadworthy open two-seater from England and called it the Cobra. The rest is history. The Cobras swept through sports car racing like a fire through dry grass.

By 1965, the Cobra had won the manufacturer's sports car championship for Ford and finished 7th at Le Mans.

But the Cobra's hotted-up 289 V-8 did something even more important—aroused the enthusiasm of dozens of the Company's performance-minded engineers.

The powerplant men made an aluminum version of the 289 engine and topped it off with a jewel-like set of overhead cam cylinder heads. With the happy cooperation of Colin Chapman, a dapper Briton, who built the Lotus sports cars, the 4-cam Ford was fitted to a Grand Prix racing Lotus. The Ford-Lotus finished 2nd in the Indy 500 in 1964 and won hands down the next year.

Meanwhile the Ford chassis and suspension engineers, led by Ford of Britain's

Roy Lunn, with Phil Remington as "staff hot rodder," delved into the mysterious mathematical world of tire adhesion, aerodynamics and brake heat dissipation. They produced a series of sleek, purposeful cars, the GT 40 J-Car, Mark II and Mark IV. Result, Ford Power won at Le Mans in 1966, '67, '68 and '69!

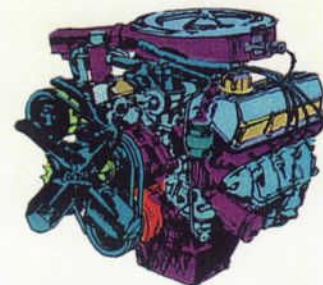
Having cornered performance competition all over the world, from Le Mans to Pikes Peak, from Atlanta to Riverside, Ford's engineering teams continue to make good use of what they learn at the tracks. Their latest achievements you'll find in your Ford Dealer's Performance Corner for 1970. Why not turn the page and take a look at what they've put together?

Note: The Ford Motor Company gratefully acknowledges the contributions to the development of American high-performance automobiles made by those whose names are included in this brief history. Their appearance here is in no way intended to imply an endorsement of any Ford Motor Company product.





Ford power turns it on for you.



Engine	Availability	Bore and Stroke	Carb.	Cyl. Head Type	Comp. Ratio	Fuel	Valves and Camshaft	Crank-Shaft	Horsepower RPM	Torque	Exhaust System	Transmission Availability
302 2V V-8	Standard on Torino GT	4.00 x 3.00	2-Barrel	Wedge	9.5:1	Reg.	Hydraulic Tappets	Cast	220 @ 4600	300 @ 2600	Single	3-Speed Manual, SelectShift Cruise-O-Matic
302 4V "Boss" V-8	Mustang Boss 302 SportsRoof	4.00 x 3.00	4-Barrel 780 CFM	Polyangle Wedge, Canted Valves	10.6:1	Prem.	Solid Lifters	Forged Steel	290 @ 5800	290 @ 4300	Dual	4-Speed Manual
351 2V V-8	Torino GT, Mustang Mach I	4.00 x 3.50	2-Barrel	Wedge	9.5:1	Reg.	Hydraulic Tappets	Cast	250 @ 4600	355 @ 2600	Single	3-Speed Manual, 4-Speed Manual, SelectShift Cruise-O-Matic
351 4V V-8	Torino GT, Mustang Mach I	4.00 x 3.50	Ford 4-Barrel Air Valve 600 CFM	Polyangle Wedge, Canted Valves	11.0:1	Prem.	Hydraulic Lifters	Cast	300 @ 5400	380 @ 3400	Dual	3-Speed Manual, 4-Speed Manual, SelectShift Cruise-O-Matic
428 Cobra 4V V-8	Mustang Mach I	4.13 x 3.98	4-Barrel 735 CFM	Wedge	10.6:1	Prem.	Hydraulic Lifters	Cast	335 @ 5200	440 @ 3400	Dual	4-Speed Manual, SelectShift Cruise-O-Matic
428 4V Cobra Jet Ram-Air V-8	Mustang Mach I	4.13 x 3.98	4-Barrel 735 CFM Ram Intake	Wedge	10.6:1	Prem.	Hydraulic Lifters	Cast	335 @ 5200	440 @ 3400	Dual	4-Speed Manual, SelectShift Cruise-O-Matic
429 4V V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel	Canted Valve	10.5:1	Prem.	Hydraulic Lifters	Cast, Heavy-Duty	360 @ 4600	480 @ 3400	Dual	4-Speed Manual, SelectShift Cruise-O-Matic
429 4V Cobra V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel 700 CFM	Canted Valve	11.3:1	Prem.	Hydraulic Lifters	Hi-Nodular Iron	370* @ 5400	450 @ 3400	Dual	4-Speed Manual, SelectShift Cruise-O-Matic
429 4V Cobra Jet Ram-Air V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel 700 CFM Ram Intake	Canted Valve	11.3:1	Prem.	Hydraulic Lifters	Hi-Nodular Iron	370* @ 5400	450 @ 3400	Dual	4-Speed Manual, SelectShift Cruise-O-Matic
429 4V "Boss" V-8	Mustang	4.36 x 3.59	4-Barrel 780 CFM Ram Intake	Aluminum Crescent	10.5:1	Prem.	Solid Lifter Mustang Boss 429 2.29" Intake 1.91" Exhaust	Forged Steel	375 @ 5200	450 @ 3400	Dual	4-Speed Manual

Products used in Racing Competition are specifically excluded from any Warranty or Guarantee, expressed or implied. Products utilized for Racing Competition shall be deemed "subjected to abnormal use" and do not qualify for Warranty protection.

*Drag Pak 375 hp at 5600 rpm.

FORD 

At the time of printing this guide (8-69), product information, and specifications were in effect and correct. Ford Motor Company of Canada, Limited reserves the right to change product specifications and designs at any time, without notice and without incurring obligation.

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Cobra Tie Tack	1.95
Cobra Jacket Patch	1.50



Ford Jacket Patch	.75
Cobra Decal	.25
Ford Decal	.25
Cobra Cigarette Lighter	2.50

All the above items are available from most Ford Dealers or they may be ordered by mail accompanied by certified cheque or money order from:

Performance Accessories
P.O. Box 129,
Don Mills, Ontario

Minimum order \$2.00. State your full name and address. Be sure to include Provincial Sales Tax where applicable.