



*When Mach 1 is set up to win
8,000 miles of rallying in stock trim,
it's got to be a great car
to get across-town in.*

Mach 1—pronounced Mach Won!

Winning is a habit with Mach 1. The latest triumph is the top rally award a car can win on this continent—the SCCA Manufacturer's Rally Championship for 1969. To win it you've got to run over 8,000 miles of rallies on all kinds of roads in all kinds of weather and finish every stage with split-second precision. That means sprinting acceleration; hanging tight when you corner, brakes that won't quit and power to ram your way through snow-clogged mountain passes. Mach 1 wins rally after rally because Mach 1's got what it takes: a balanced wide-tread chassis and sports-car design suspension, with front and rear stabilizer bars, extra-heavy-duty springs, shocks, and wide-rim wheels.

Power is what you get with any of Mach 1's great V-8's—a 351 2V is standard. Your first option is the brand-new free-breathing 351 4V Cleveland engine with canted valve heads and 300 horsepower that turns on

right now. From there on you option the 428 Cobra V-8 and its partner in power, the Cobra Jet Ram-Air. That's the one with the functional "Shaker" that pops up through the hood to ram cool air.

For '70 the Mach 1 looks as good as it goes. There's a unique black grille with special sports lamps, matte black hood, aluminum rocker panels, high-back buckets, full instrumentation, woodtoned panel and console, electric clock, and more. Get yourself a Mach 1 and really "shake up" the troops.

See your Ford Dealer for a free copy of the 1970 Performance Buyer's Digest or write to:

**FORD PERFORMANCE DIGEST, Dept. HR-22,
Box 747, Dearborn, Michigan 48121.**

MUSTANG



*After 8,000 miles of quelling competition
the Mustang team wrapped up the
Manufacturers Rally Championship for 1969.*

