

In the Baja 500 it was Ford, Ford, Ford



Bronco...First in its class

F-100...First in its class

Bronco...Overall winner

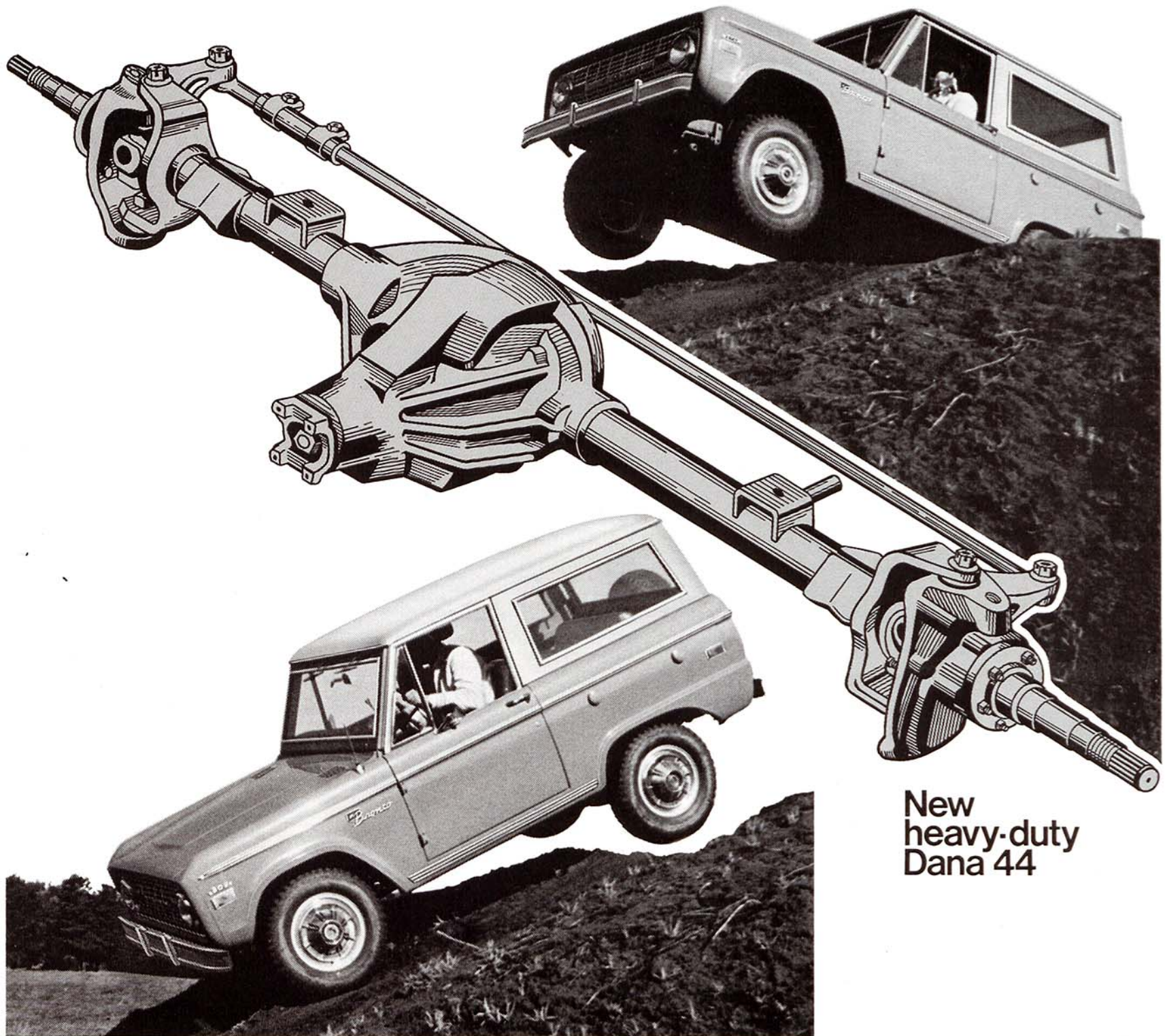
Top overall honors went to Bill Stroppe's non-production Bronco, piloted all the way by Parnelli Jones—557 miles of desert, beach and mountains in a new record of 11 hours, 55 minutes. And this was more than three hours under the previous record.

Bronco also took top spot, as well as third place, in the production 4-wheel-drive class.

Showing what they're really made of, the Ford F-100 pickups made a full sweep of the first five places in their class, production 2-wheel-drive utility vehicle.

Whether your thing is off the road or on the street, in a rally or on the job, your Ford Dealer has the right vehicle for you. Stop in to see him. You'll win with a Ford, too.

FORD 



New
heavy-duty
Dana 44

Now standard...the heavy-duty front axle that helped BRONCO win at Baja!

How good is Bronco with the new Dana 44 heavy-duty front axle? Good enough to take first place in the production 4x4 class in the 1970 Baja 500. Which is pretty darn good. In fact, the Bronco-Dana 44 combination is just too good to be an extra-cost option—so, beginning with production September 27, we made it standard.

Bronco's other goodies are so good we wouldn't want to change them. That 33.6-ft. turning diameter, for

instance . . . tightest of any 4-wheeler. Or that 11.3-inch ground clearance. Or that approach angle of 40.2 degrees and departure angle of 26.9 degrees. Or that 28.6-degree ramp breakover angle. Or those identical front and rear tracks of 57.4 inches. These are the kinds of numbers that make you a winner in the desert and the hills. That's what Broncos are all about. Give one a try. Your Ford Dealer will be happy to put you in the saddle.

A better idea for safety: Buckle up

FORD BRONCO

