



*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.

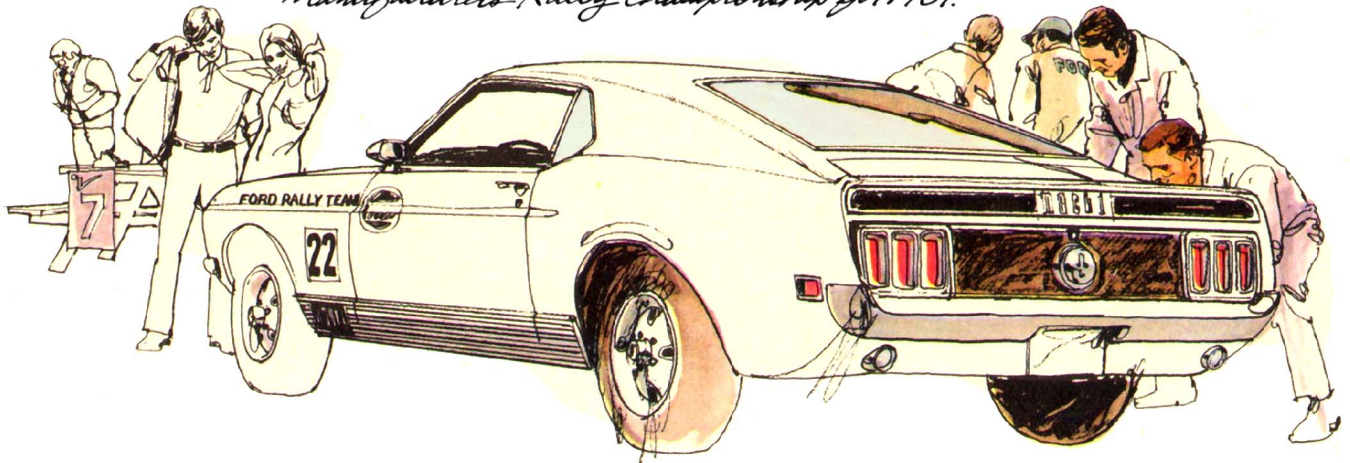
See your Ford Dealer for a free copy of the 1970 Performance Buyer's Digest or write to:

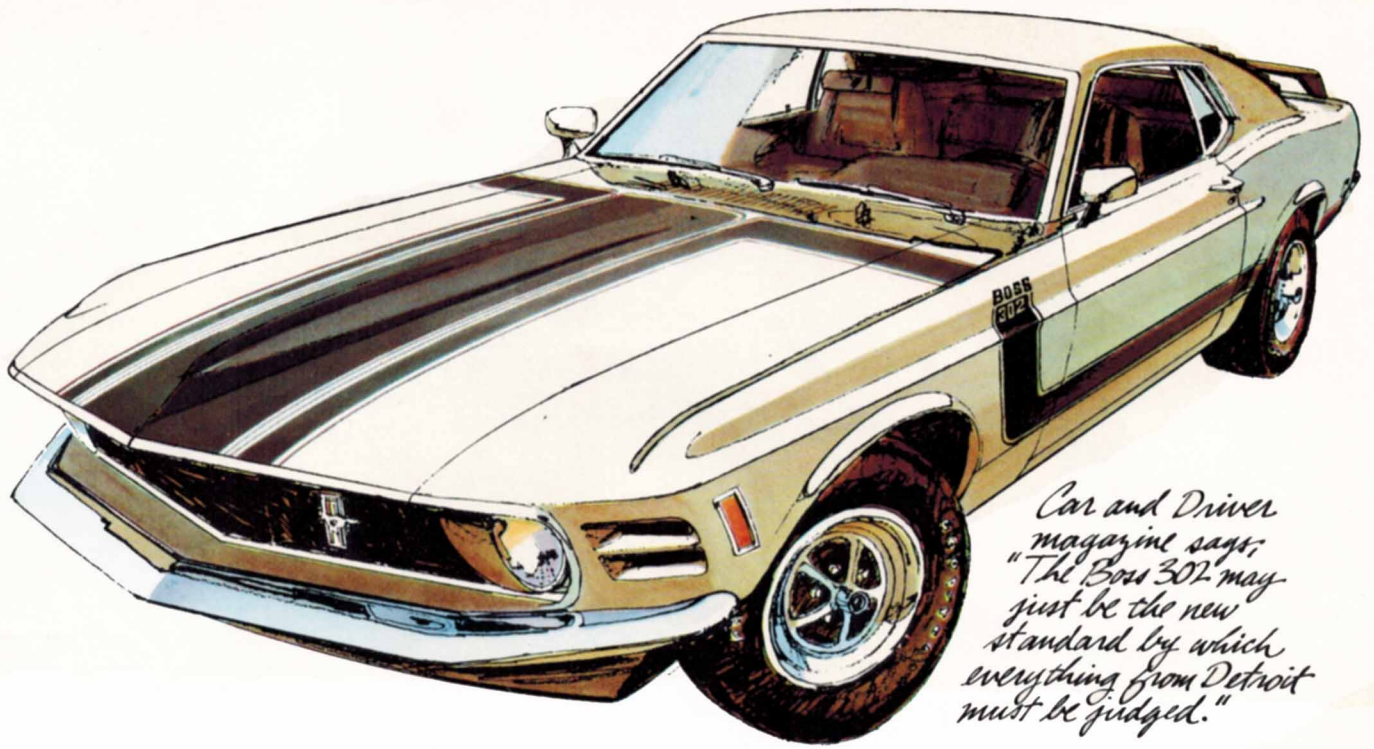
**FORD PERFORMANCE DIGEST, Dept. HR-22,  
Box 747, Dearborn, Michigan 48121.**

**MUSTANG**



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





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

## Boss 302—The Ground Groover!

Boss 302 is Ford's pavement-hugging, corner-chopping, flat-riding, curve-clinging road lover. Take it out on the snakiest, windingest track you know, stick it in third and pour on the power. The Boss'll stay with that course like a slot car sticks in its groove. Because Boss was born on the winding, twisting Trans-Am circuits, where Mustangs took two Championships.

The standard specs sound like a \$9000 European sports job instead of a reliable, reasonably priced American pony car. Start with a front spoiler; then under the black hood—Ford's F.I.A. sanctioned 5-litre, 290-hp V-8; next a fully synchronized 4-speed with a Hurst Shifter®. Control is precise with 16 to 1 manual steering, and stopping is right now thanks to front power disc brakes.

Rear axle is heavy-duty 3.5:1 with staggered shocks to combat wheel hop. Competition suspension and F60 x 15 belted tires round out the list of standard equipment.

Boss is so complete, all you need to do is think about options like Magnum 500 chrome wheels. Your biggest problem—trying not to spend 24 hours a day driving it!

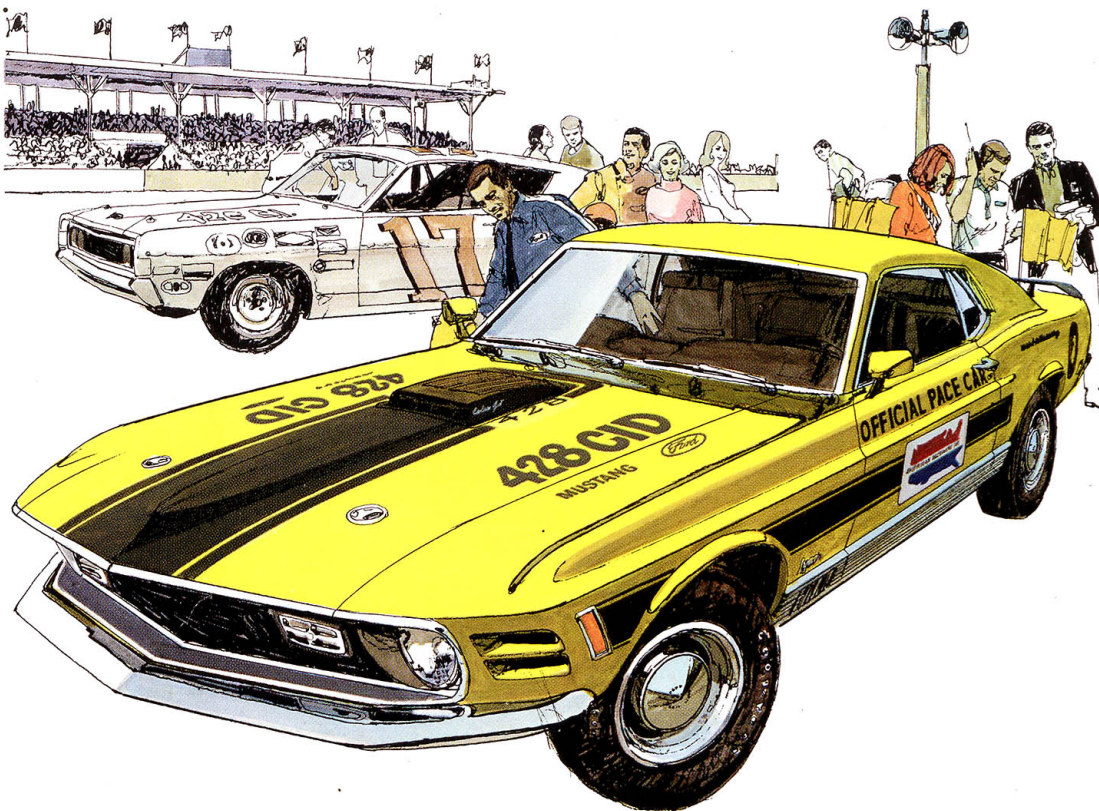
For the full story on all the performance Fords for 1970, visit your Ford Dealer and get our big 16-page 1970 Performance Digest. Or write to:

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**P.O. Box 747, Dearborn, Michigan 48121.**

MUSTANG



*This is Ford's answer to a long, tough, twisting road—Boss 302!*



# American Raceways Get America's Pacesetter—Mustang.

It takes a great car to set the pace on the five great tracks of American Raceways, Inc.—Michigan International, Riverside, Atlanta, Texas International and Eastern International. And Mustang paces them all. Because Mustang's a mover. On the road, where specially prepared Mustangs just clinched the SCCA National Rally Championship; on the tracks, where specially modified Mustangs won two Trans-Am Championships in a row;

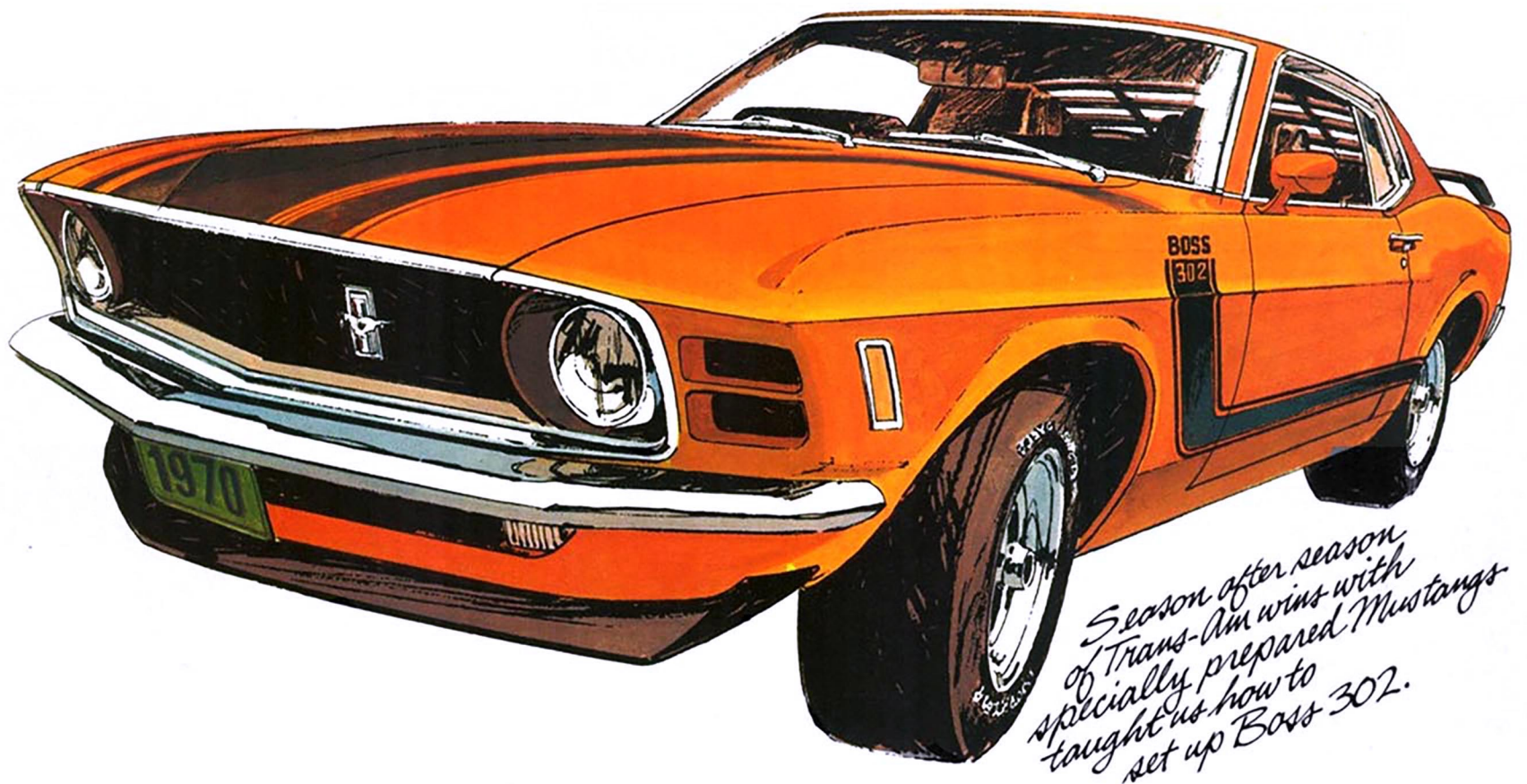
and on the salt at Bonneville, where Mickey Thompson's specially prepared Mustang broke 295 speed records.

Mustang sets the pace on the streets too. It's America's number one pony car. And why not? Only Mustang gives you so much performance. See the great new '70 Mustangs at your Ford Dealer's Performance Corner . . . and let **Ford Power turn you on!**

See your Ford Dealer for a free copy of the 1970 Performance Buyer's Digest or write to: FORD PERFORMANCE DIGEST, Dept. NP-13, Box 747, Dearborn, Michigan 48121

MUSTANG 





*Season after season of Trans-Am wins with specially prepared Mustangs taught us how to set up Boss 302.*

## '70 Boss 302—Son of Trans-Am.

The Mustang Boss 302 is what comes from winning Trans-Am races year after year. It's designed to go quick and hang tight. The standard specs sound like a \$9,000 European sports job instead of a reasonably priced, reliable American 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. 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 buttersmooth, fully synchronized 4-speed. We've made it an even quicker box by adding a T-Handle Hurst Shifter®.

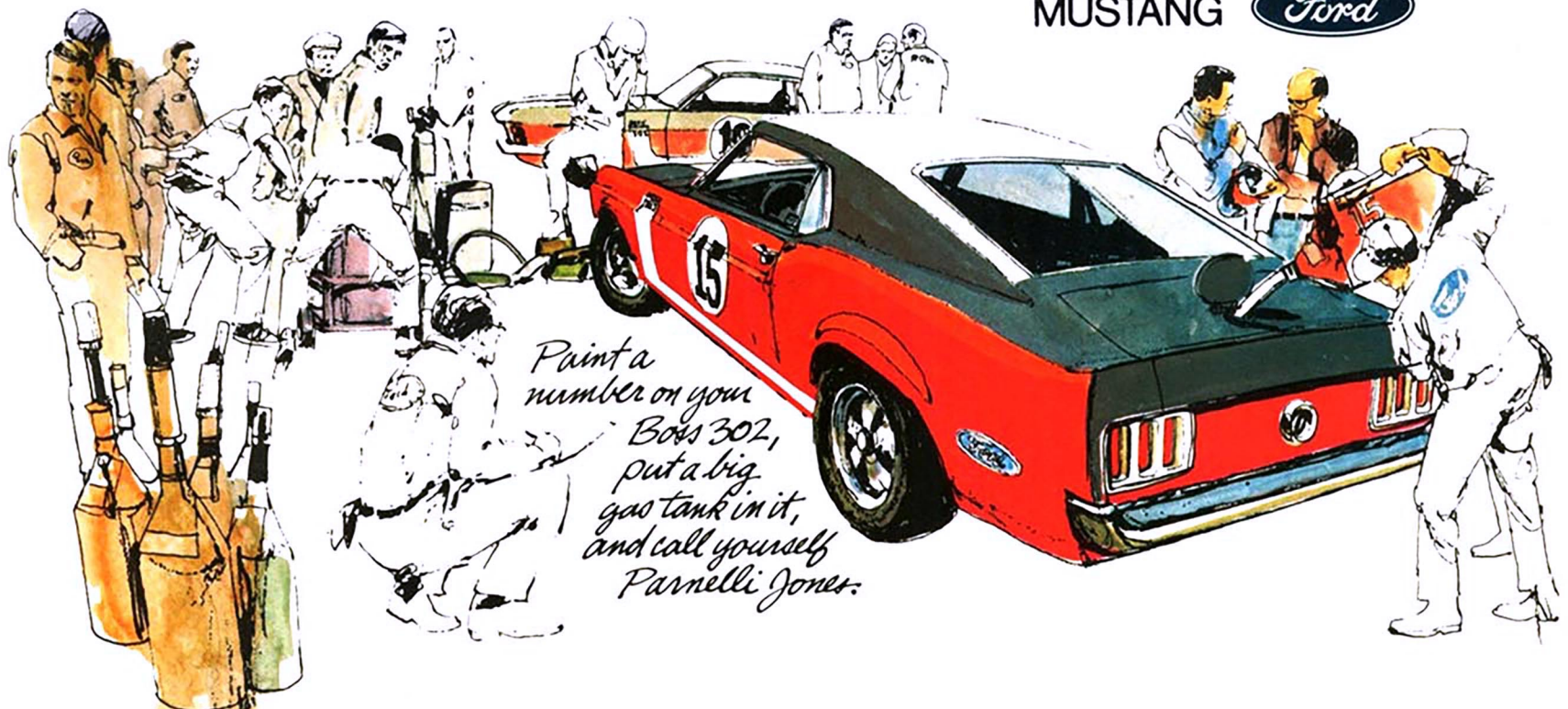
Brakes are power boosted, ventilated floating-caliper front discs. When we tell you the sus-

pension is competition type with staggered rear shocks to combat rear wheel hop on takeoff, don't take our word for it, give it a try. We glue the Boss to the road on 15-inch wheels shod with F60-15 superwide fiberglass belted, bias ply tires. All this leaves you little to option but the fun things—like Magnum 500 chrome wheels, and those great Sport Slats for the tinted backlite. That's Boss 302. Your only problem . . . deciding whether to drive it or "Trans-Am" it.

For the full story on all the performance Fords for 1970, visit your Ford Dealer, and get our big 16-page 1970 Performance Digest. Or write to:

FORD PERFORMANCE DIGEST, Dept. CL-7,  
P.O. Box 747, Dearborn, Michigan 48121.

MUSTANG 



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

# Mach 1—pronounced Mach Won!



*When Mach I's 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.*

Winning is a habit with Mach I. 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 on gravel at 60; brakes that won't quit and power to ram your way through snow-clogged mountain passes. Mach I wins rally after rally because Mach I'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, extra heavy-duty shocks, wide-rim wheels, optional 16 to 1 quick ratio steering, power front disc brakes, and

SelectShift—the automatic that lets you hold lower gears as long as you need them.

Power is what you get with any of Mach I'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 part-

ner 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 into those 4-barrels and move out fast!

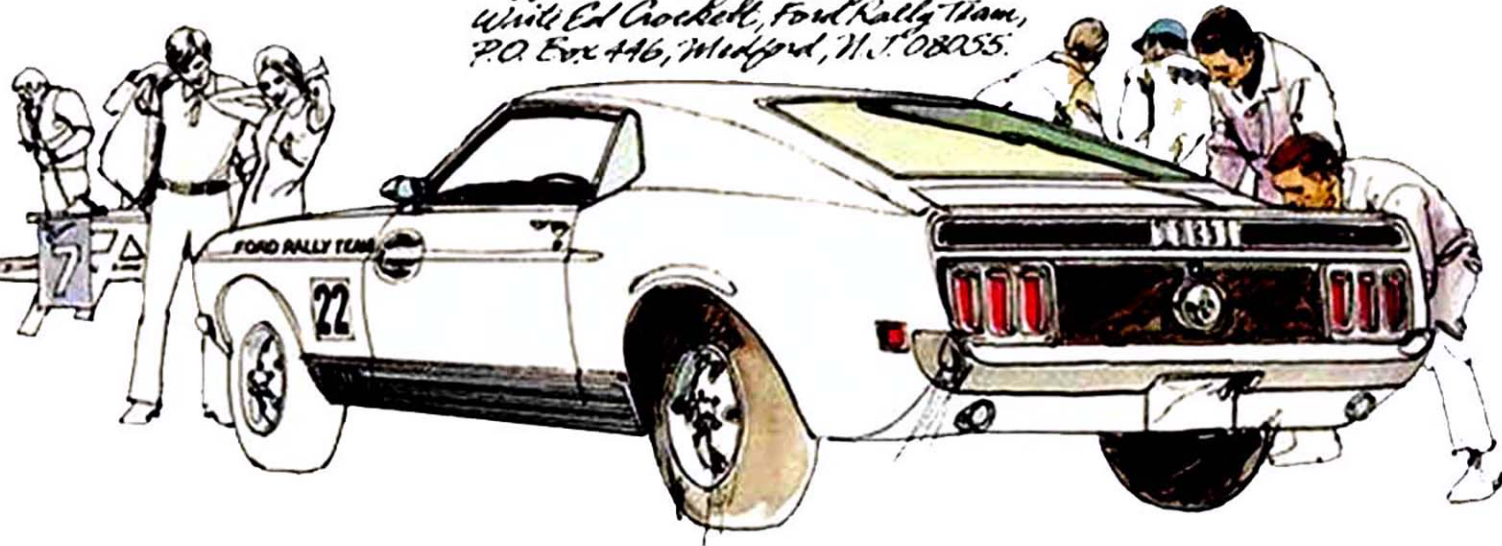
For '70 the Mach I looks as good as it goes. There's a unique black grille with special sports lamps, matte black hood and wide extruded aluminum rocker panels, high-back buckets in knitted vinyl, full instrumentation, wood-

toned applique on panel and console, sweep-hand electric clock, and more. Get yourself a Mach I and really "shake up" the troops.

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P.O. Box 747, Dearborn, Michigan 48121.**

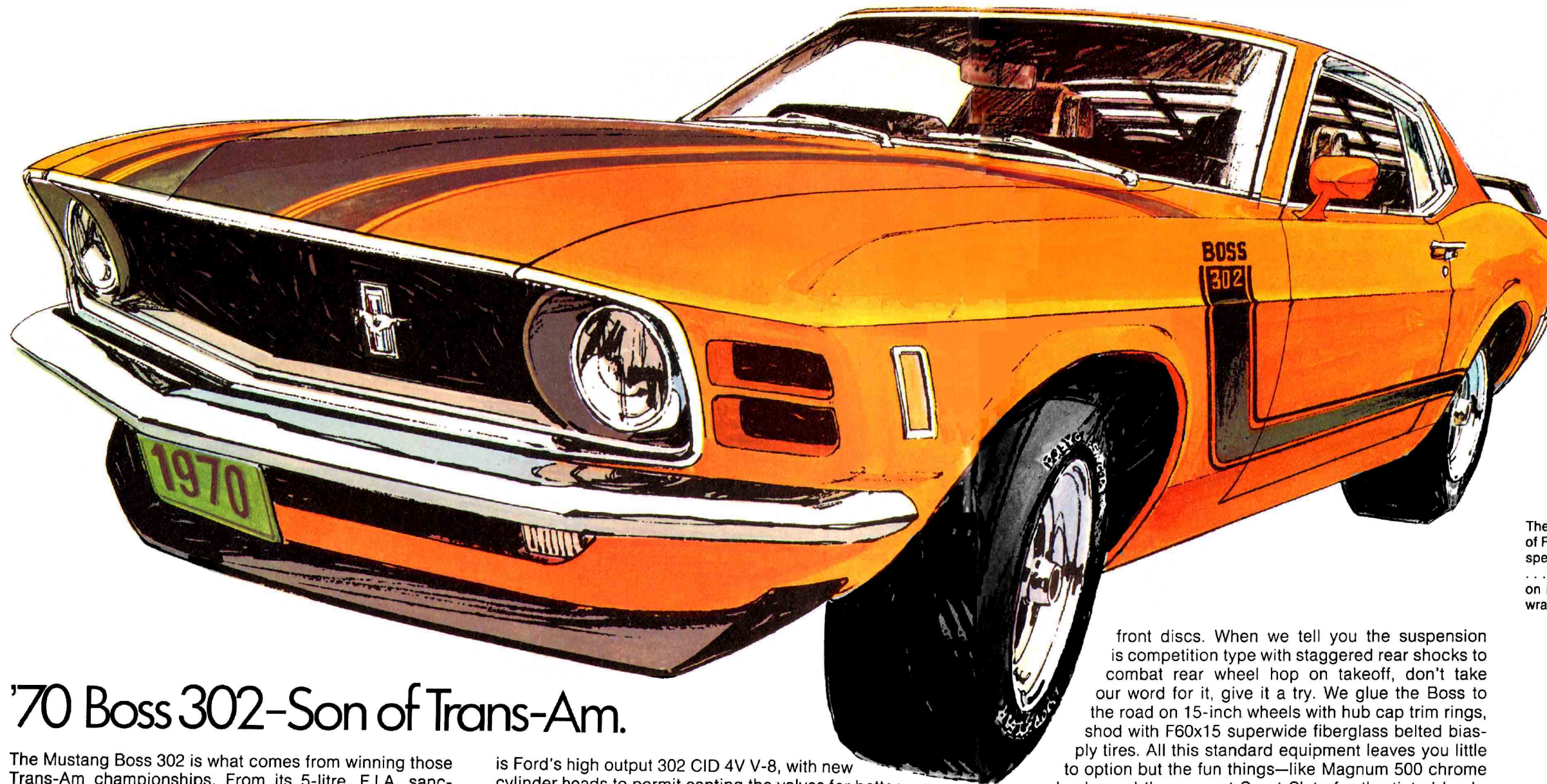
*Want to Rally yourself?  
Write Ed Crockett, Ford Rally Team,  
P.O. Box 446, Wedgwood, N.J. 08255.*



MUSTANG 



*It takes a real performer like Mustang to pace the field on the new high speed tracks of American Roadways.*



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

MUSTANG 

These two pages tell you all about the 1970 Boss 302. They are part of Ford's 16-page '70 Performance Buyer's Digest. It includes detailed specifications and options on all the great 1970 performance Fords . . . Cobra, Torino GT, Boss 302, and Mach I. There are also sections on Ford performance fun vehicles and Ford Muscle Parts. The Digest wraps it all up for you. For a copy see your Ford Dealer or write to:

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## '70 Boss 302—Son of Trans-Am.

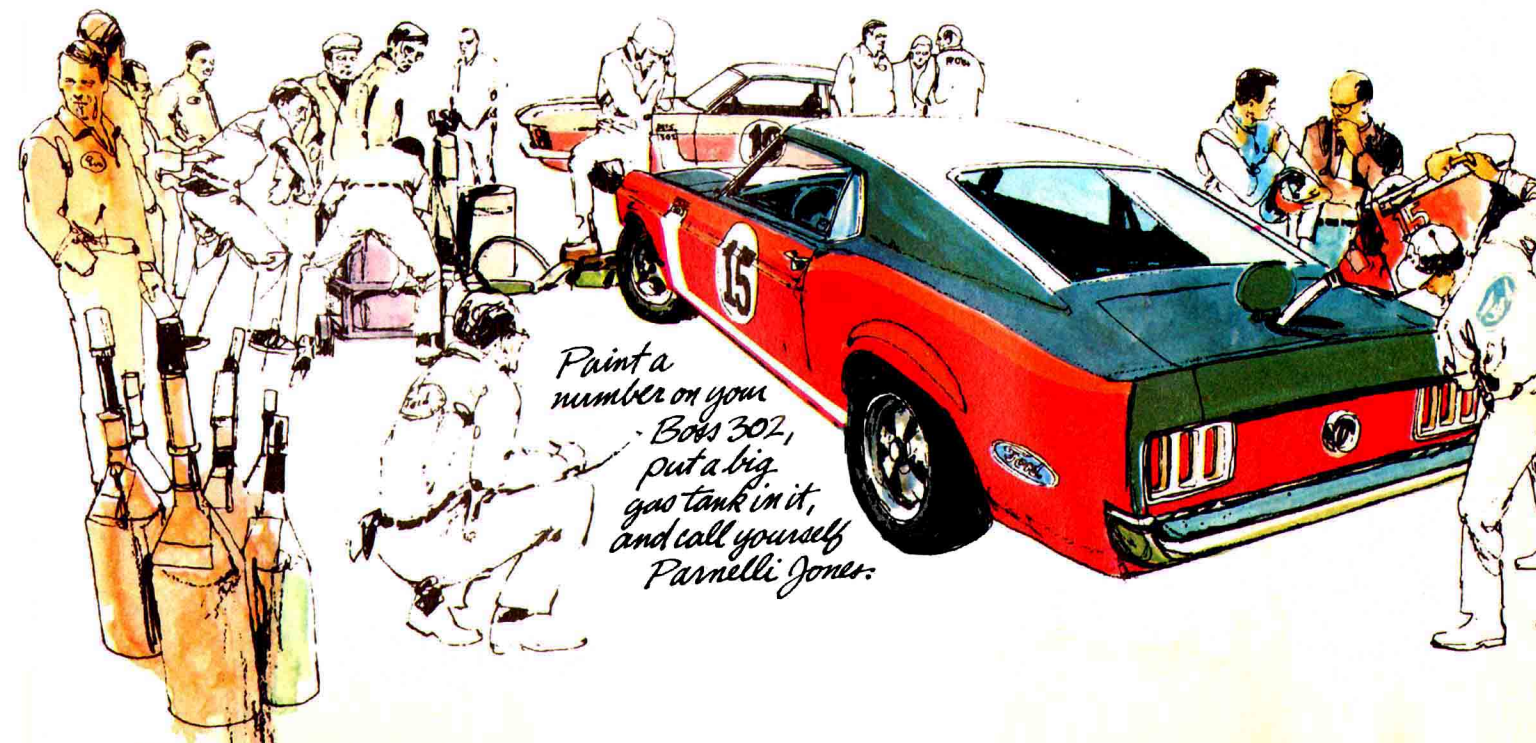
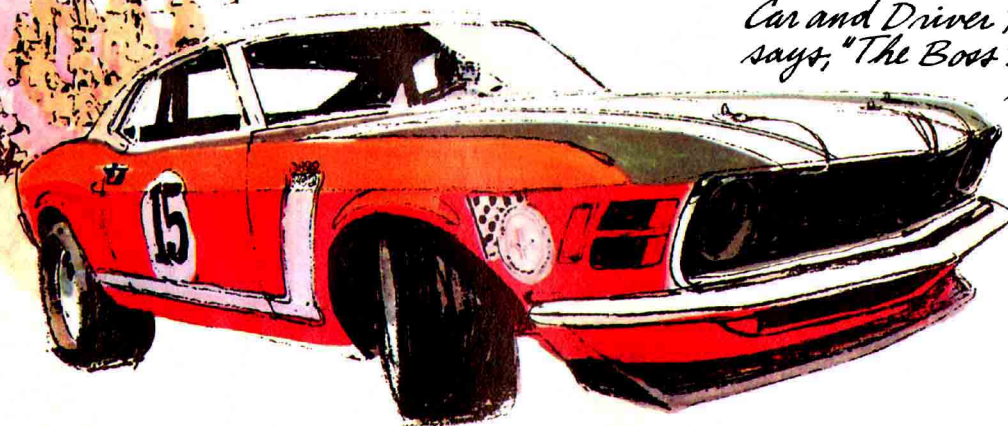
The Mustang Boss 302 is what comes from winning those Trans-Am championships. From its 5-litre, F.I.A. sanctioned V-8 to its 16-to-1 steering, the Boss is designed to go quick and hang tight. The standard specs sound like a \$9,000 European sports job instead of a reasonably priced, reliable American pony car. Boss 302 comes in just one body style—the wind-splitting Sports-Roof 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—2.18" intake, 1.71" exhaust. That's what gives you a big 290 horsepower from a small, lightweight 302 CID engine.

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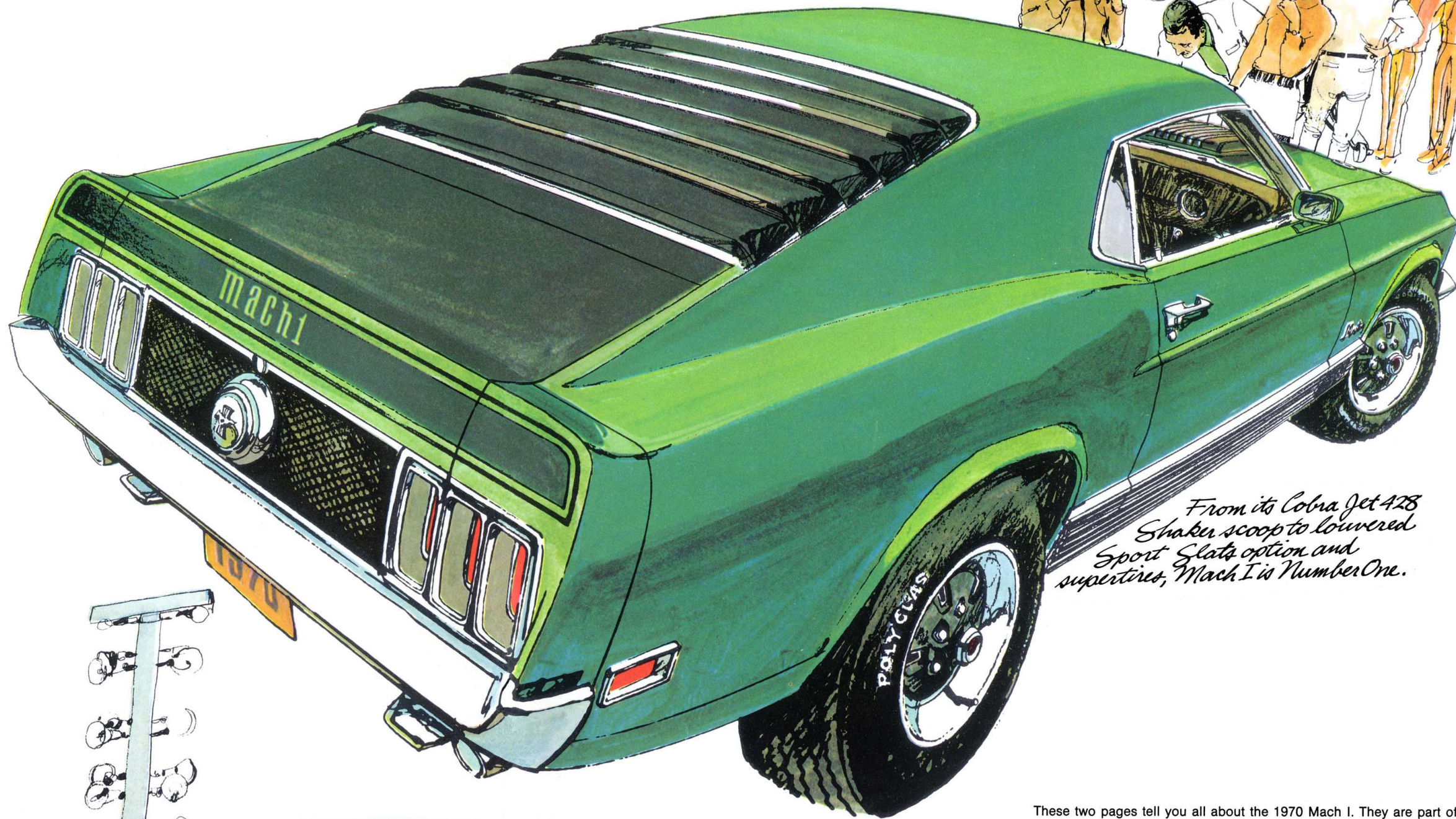
*Paint a number on your Boss 302, put a big gas tank in it, and call yourself Parnelli Jones.*

# '70 Mach 1—quickest pony of them all!

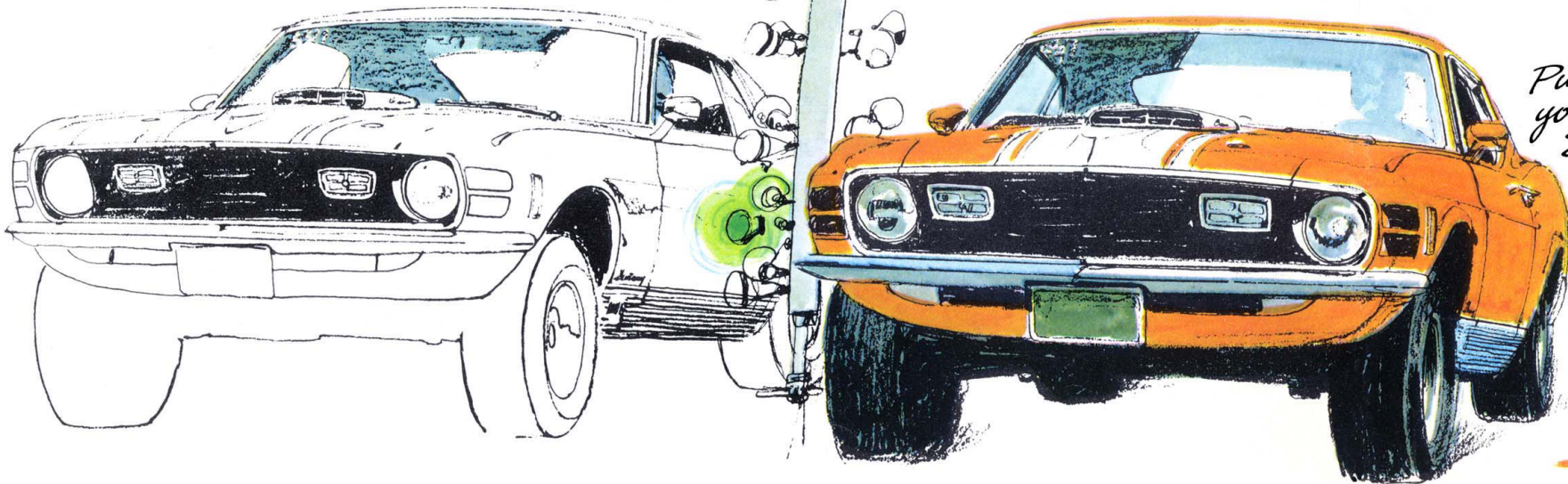
Mach I. Just one model—the fastback with built-in spoiler. You don't need any more, and neither did Mickey Thompson when he boomed the prototype across the endless Bonneville Salt Flats to shatter an armload of Class B and C records.

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 all-new Cleveland engine. It has huge (2.19" intakes, 1.71" exhausts), canted valves and a wallop 11.0:1 compression ratio. Power? Three hundred big, strong, born-and-bred-in-America 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 shake up the troops 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 fiberglass belted wide-tread 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, wood-toned 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 Seats option and supertires, Mach I is Number One.*



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

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

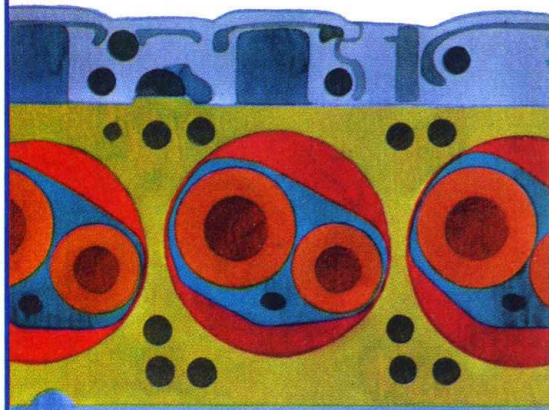
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Box 747, Dearborn, Michigan 48121

MUSTANG 



# Every Boss 302-4V comes with a piece of LeMans, Bridgehampton, Parnelli Jones, plus 16 staggered-valves.



Withstanding the punishment doled out during the "24 Hours of LeMans" helped us perfect the 289 GT40 block—predecessor to this year's Boss 302. It's a block that's been modified to include 4-bolt main bearing caps (2, 3, and 4) for better high speed durability.

Boss 302-4V, a 5-liter package that turns 290-hp at 5800 rpm in its straight-up form. Order one for your 1970 Mustang Boss or Cougar Eliminator, and you'll realize why this small-block powerplant is making its presence felt on the Trans-Am circuit.



Specially forged, extruded, high-silicon pistons with a .060" pin offset for noise reduction, provide a 11:1 compression ratio.

**POWER BY**

**WINNING THE BIG ONES**

<p>9/7/69, Grand Prix of Italy 8/4/69, Grand Prix of Germany 7/21/69, Grand Prix of Great Britain 7/6/69, Continental Divide 150 7/6/69, Grand Prix of France 7/6/69, Donnybrooke, Minn. 6/22/69, Grand Prix of Holland 6/22/69, Bridgehampton, N.Y. 5/30/69, Lime Rock, Conn. 5/18/69, Grand Prix of Monaco 5/11/69, Michigan International Speedway 5/4/69, Spanish Grand Prix 3/1/69, Grand Prix of S. Africa</p>	<p>J. Stewart, Matra Ford J. Ickx, Brabham Ford J. Stewart, Matra Ford G. Johncock, 225 CID, Indy V-8 J. Stewart, Matra Ford P. Jones, Mustang J. Stewart, Matra Ford G. Follmer, Mustang S. Posey, Mustang G. Hill, Lotus Ford P. Jones, Mustang J. Stewart, Matra Ford J. Stewart, Matra Ford</p>
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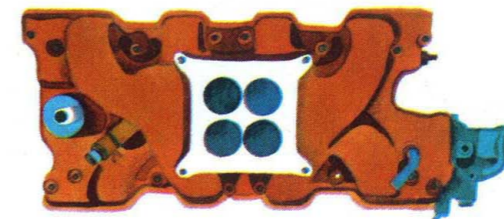
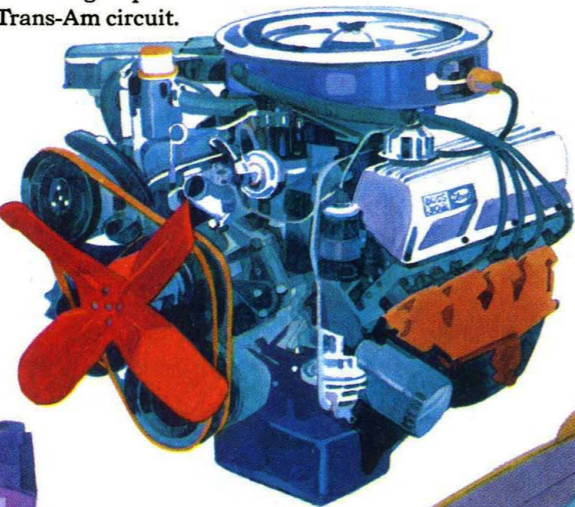
The 302's new heads utilize a "canted valve" arrangement, producing an advanced wedge, polyangular-type combustion chamber. The valves are gargantuan: 2.19-inch intakes and 1.17-inch exhausts.



A solid state counting circuit acts as an engine governor and helps protect the 302 during momentary "over-rev" when shift points are missed during rapid accelerations.

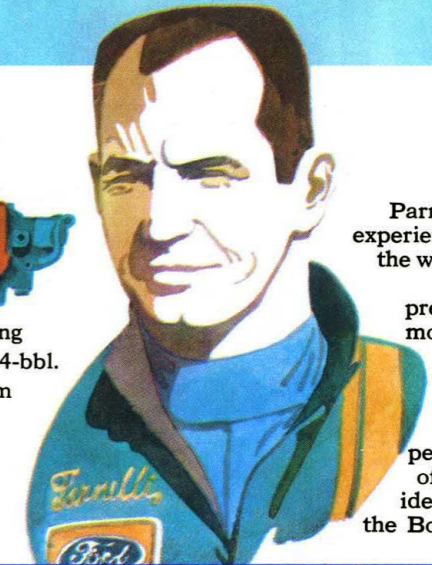


The 302 features high-performance connecting rods and beefed-up 3/8" competition bolts.



To take advantage of its increased breathing capacity, the 302 utilizes a 780 CFM Holley 4-bbl. carburetor. The intake manifold is an aluminum over-and-under high riser design.

Running our Boss 302 in Mustangs and Cougars at places like Bridgehampton, leads to better ideas in engine performance. Like this year's canted valve head design.



Parnelli Jones' experience behind the wheel of our specially prepared and modified cars during Trans-Am events helped us perfect many of the better ideas found in the Boss 302-4V.

We compete at the track for the same reason we experiment in the laboratory: To develop better ideas that make the "Power by Ford" cars you buy, run stronger and last longer.



... has a better idea.

**Special Offer for Ford Motor Company Enthusiasts**

An illustrated, 78-page book entitled: "Muscle Parts . . . a new concept in staged performance." If you're a "Power by Ford" fan and love to tinker with that powerplant you own, this book has all the nitty-gritty you need. Send your check or money order for \$1.00 payable to:

Muscle Parts Headquarters  
P. O. Box 5386  
Milwaukee Junction Station  
Detroit, Michigan 48211

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This offer expires August 31, 1971.



CL-12



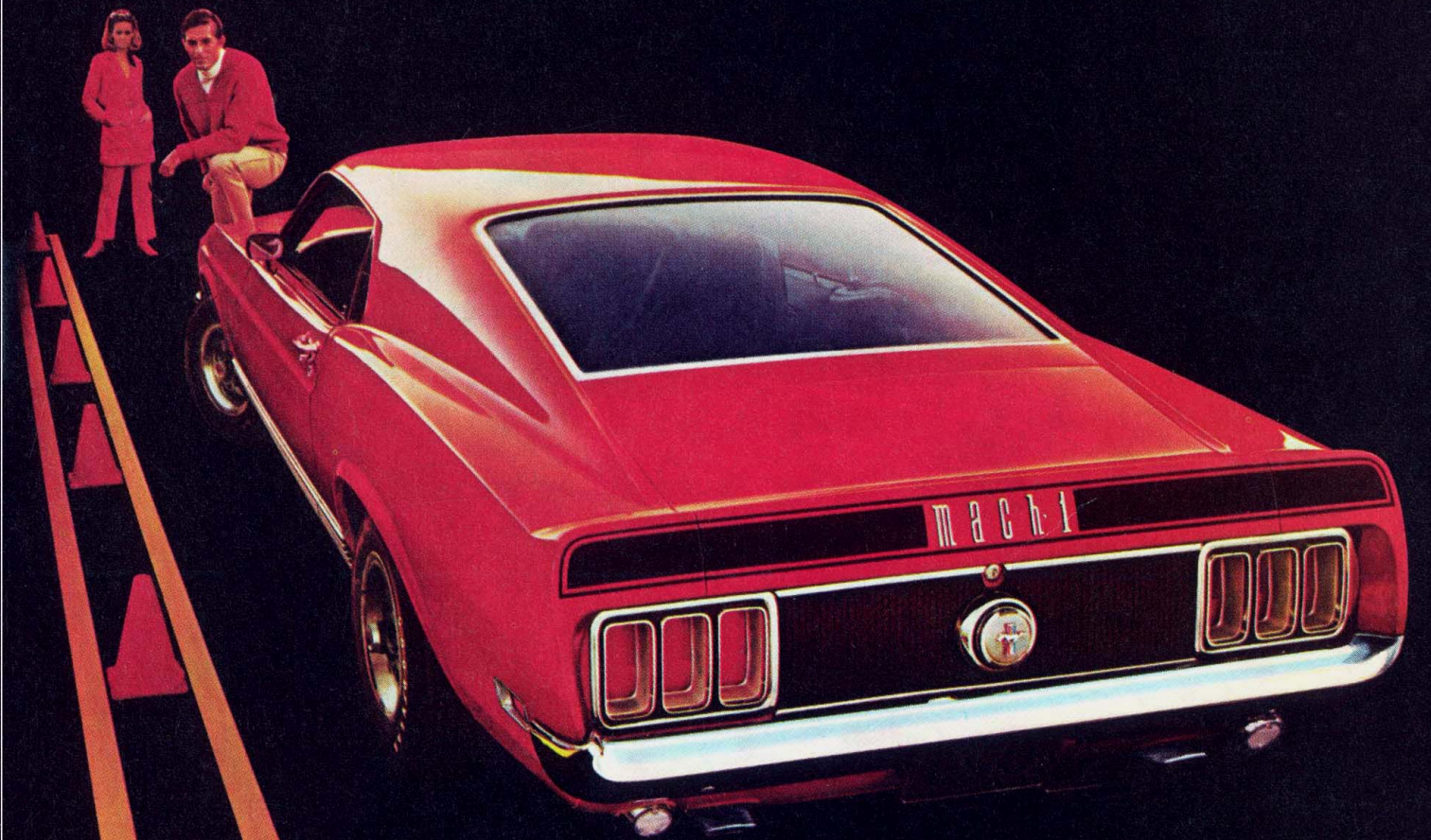
Take off and...

...run with Number One.

## Mustang 1970.

And you'll run any way you like. Only Mustang gives you so many ways to go. 6 fresh models, including a low-priced Mustang hardtop, hot Mach 1, luxurious Grandé, new Boss 302 Mustang. Power yours your way: Choose from 9 engines all the way up to the street version of Mustang's competition Boss 429. Choose your roofstyle . . . new Landau, SportsRoof, hardtop, convertible. And don't forget all the great Mustang standards: sporty floor shift, highback buckets, wall-to-wall carpet, self-adjusting brakes, many others. Start running to your Ford Dealer's. He's got the One for you.

Ford gives you Better Ideas . . . it's the Going Thing.



MUSTANG



1970 Mustang Mach 1