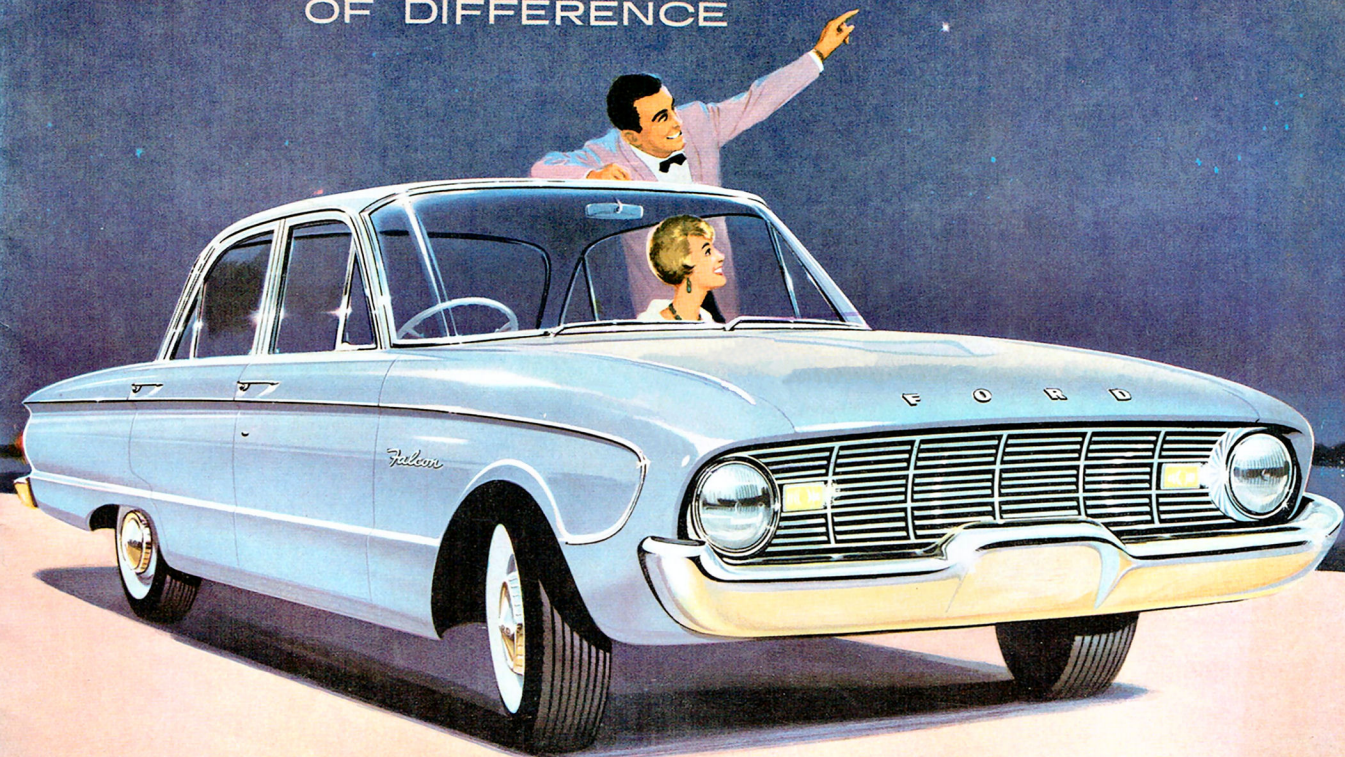


FORD *FALCON*

AUSTRALIAN—
WITH A WORLD
OF DIFFERENCE



AUSTRALIAN — WITH A WORLD OF DIFFERENCE —

A difference indeed — an Australian car with a world standard in design...



Inside this catalogue you'll discover the Ford Falcon. You will discover the big change for the better it

brings in the class of car that is preferred by most Australians.

But, what *is* the Falcon? . . . What is its history?

The Falcon is a beautifully sophisticated new car that combines low cost and great economy with beautiful styling, superb comfort and complete resources of power and safety.

The Falcon is Australian with a world of difference. It is built entirely in Australia, for Australian conditions. It is also a development of all the styling and engineering skills of the vast network of world-wide Ford Companies.

Stylists and engineers, research scientists and laboratorymen from world-wide Ford Companies were given a directive to come up with the answer of producing *more* of what you wanted, or were used to. Practical overall dimensions for easy parking and handling in traffic, yes, but more bigness in interior dimensions. There must be room for six adults to ride together in comfort, and adequate space to carry

the family luggage. There had to be enough power to handle our roads and driving conditions with ease. High fuel economy, yes. If possible fuel economy had to be higher than any car at present in this class on the road. Comfort? This car at all costs had to have big-car ride and feel. Styling? It must be beautiful—distinctively so! And it must bring, too, the advantages of automatic driving within the reach of everyone.

That was the goal, now to achieve it. Styling models were made, remade, and made again. A model was chosen.

Then it was time for the engineers to go to work. It had to be built from scratch—no parts or components could come from any other Ford car in the world. What about that 6 cylinder engine? It had to be a completely new kind of engine with enough horsepower and torque to cut hills down to size and out-match competition! Now, how to keep body weight down without sacrificing strength and rigidity? Single-unit construction held the answer. This not only saves weight, but provides more strength, rigidity and quietness.

Step by step the engineers designed, argued, refined, and agreed their way through every feature until the final plans were ready and production went to work on the first hand-built prototypes.

New in everything but experience,

These prototypes were shipped in utmost secrecy to Ford proving grounds. Other prototypes loaded with instruments cruised endlessly round Ford's test-tracks. The Falcon passed and repassed every test known in the automotive world.

Then, a fleet of production line Falcons were sent on what was called "Experience-Run, U.S.A.". This was the longest, most thorough proving ever given a new car even in America. In 22 days the cars covered 250,000 miles driven "round-the-clock".

Finally, Ford-Australia looked for some way of showing *you*—no matter what kind of driving you experience in *your* part of the country—the Falcon will fill all your car needs, beautifully, comfortably, safely and economically. That way was in "Experience-Run, Australia".

Another fleet of production model Falcons was sent on a trip covering every type of road and climatic condition in Australia.

Average, everyday-drivers, no test or trial drivers, drove these Falcons across Australia to all points of the compass in 14 days.

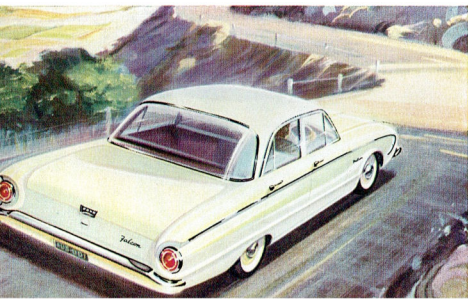
The 3 years and 3 million miles of research and development that preceded Falcon's production, plus "Experience-Run, U.S.A.", and "Experience-Run, Australia", combine to make the Ford Falcon the world's most experienced new car.

What does all this mean to you? A test-drive behind the wheel of Falcon holds the answer to that. We know the answer—and we say the Falcon is "Australian with a world of difference". Drive it and see.

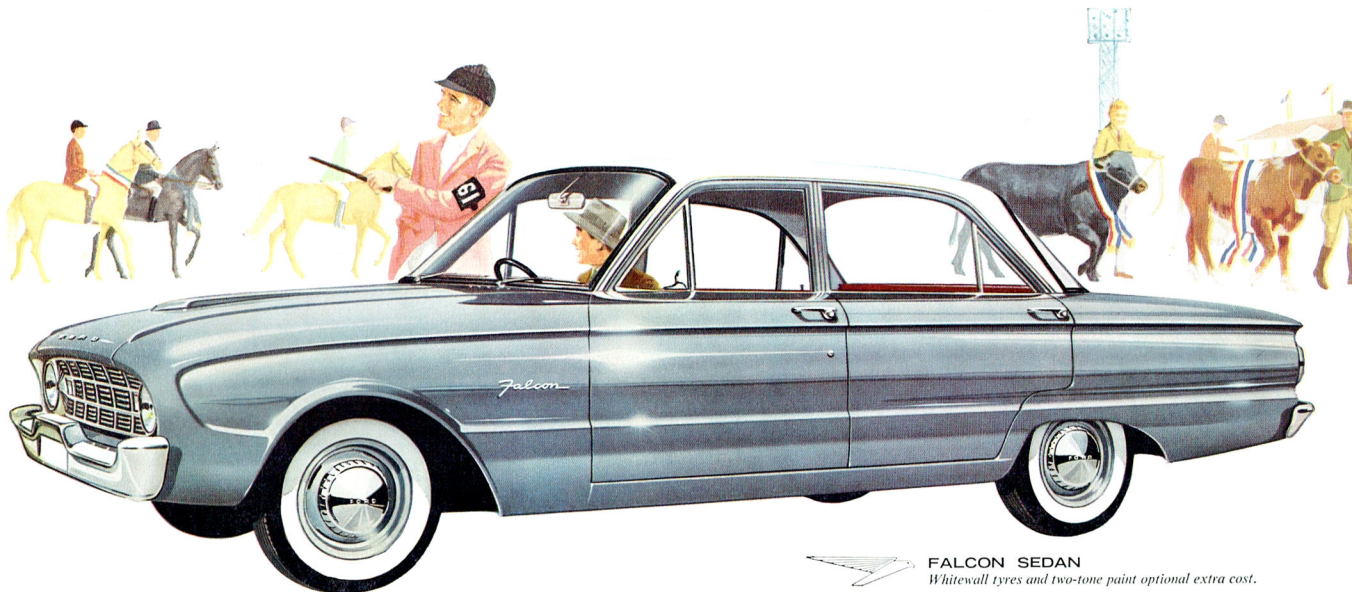
Falcon brings a double benefit to Australians.

The Falcon you'll drive comes from the product engineering and design work of ten thousand engineers from the world-wide Ford companies. This *world-standard* in design is benefit number one—a benefit unique in the Australian car market.

Benefit number two, and it's one that benefits you, your family, and the very prosperity of Australia, is that Falcon is built in its *entirety* in Australia. Ford-Australia has undertaken a £25 million programme. Tens of thousands of Australians are employed manufacturing, building, selling and marketing Falcon. We at Ford-Australia hope this will contribute to a more prosperous Australia, and to a new era in motoring enjoyment for Australian people.



A DIFFERENCE THAT MAKES BEAUTIFUL SENSE!



FALCON SEDAN
Whitewall tyres and two-tone paint optional extra cost.



The 1960's conception of an Australian car

UTTERLY UNLIKE ANY OTHER CAR, the Falcon is a straight-lined, low-swept beauty standing so low it can pass underneath your outstretched arm without touching it. Yet it abounds in passenger room, comfort and luxury not matched in some cars costing hundreds of pounds more.

In the foam-cushioned front seat, the driver enjoys new advances in engineering . . . steering so light and easy you'll think it's power steering . . . the beautifully balanced ride from ball-joint front suspension and levelized rear suspension . . . a new flatness

in cornering and road-hugging stability, even under extreme conditions, from a wheelbase and track equal to much bigger and more expensive cars . . . and the easier parking and nimbleness of a tight turning circle of only 38 feet.

But, perhaps one of the best things of all is that now, within the reach of everyone, is wonderful Fordomatic Drive—built by the world leaders in automatic transmission, unlike any other automatic transmission in the world, and bringing you a wonderful new world of driving-ease behind the wheel of Falcon.

AUSTRALIAN — WITH A WORLD OF DIFFERENCE — A DIFFERENCE THAT MAKES BEAUTIFUL SENSE!

THERE'S A WORLD OF DIFFERENCE in the styling of Falcon. Its sculptured-steel lines express an entirely new concept of simple grace and sleekness.

It stands not quite shoulder high, over 181 inches long, and 70 inches wide. No other car in Falcon's class comes even close to these proportions.

Yet this new kind of beauty is functional, too. With its gracefully sloping hood to let you see better what's

ahead . . . its vast picture-window views . . . its flat-line roof which adds verve yet still allows most headroom in its class . . . its distinctive side contours that integrate all styling details from the massive front bumper to the big 23.7 cubic feet luggage boot . . . here's all the car *anyone* could want. Particularly when you thrill to its 90 horsepower engine and the savings you make with up to 30 miles to every gallon of petrol.



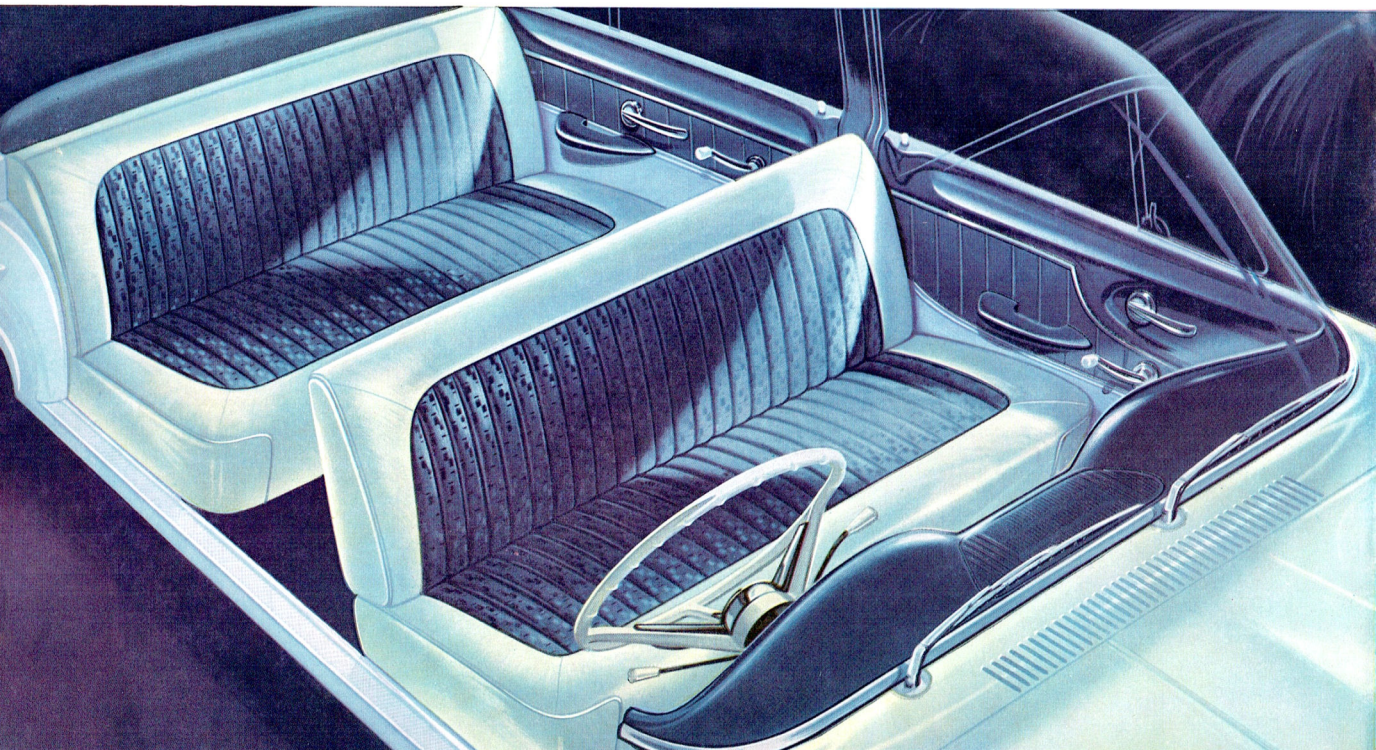
FALCON DELUXE —

Choice of either single-tone or two-tone paint at no extra cost. Whitewall tyres extra.



RIDING IN FALCON

IN FALCON'S INTERIORS YOU OWN a "living-room" on wheels. You enjoy the utmost in good taste, no matter which selection of fabrics strikes your fancy and meets your needs. All upholstery combinations are color-keyed . . . the seat upholsteries come in easy-to-clean, richly grained vinyls and smart patterned nylon/rayon fabrics, the quilted vinyl door panels harmonise with interior trims . . . and all are beautifully crafted to bring you fine-car living in the Falcon manner.



MAKES SUCH BEAUTIFUL COMFORT!

THERE'S A WORLD OF DIFFERENCE in 6-passenger comfort and convenience in Falcon. Fresh, new ideas are everywhere.

You relax in beautiful proportions that give you more room for shoulders, more room for hips . . . legs . . . knees . . . head . . . more room for everything.

You'll be surrounded by the elegance of Falcon's colour-keyed luxury-lounge interiors, made from the automotive industry's newest materials and woven

fabrics. You're seated more comfortably in Falcon's chair high seats. There are extraordinarily wide, glide-through doors, with *no* windscreen pillar obstruction to make you twist to get in and out.

All fine-car touches are here, too! Soft foam cushioning, padded armrests on all four doors, door-operated courtesy light, door-checks on all doors, two sun visors, dual horns, two ash-trays, coat hooks, and a cigarette lighter.

Automatic Posture Control

Falcon's front seat features automatic "posture-control". As it's moved forward for a shorter person, it automatically moves higher to give a better view.

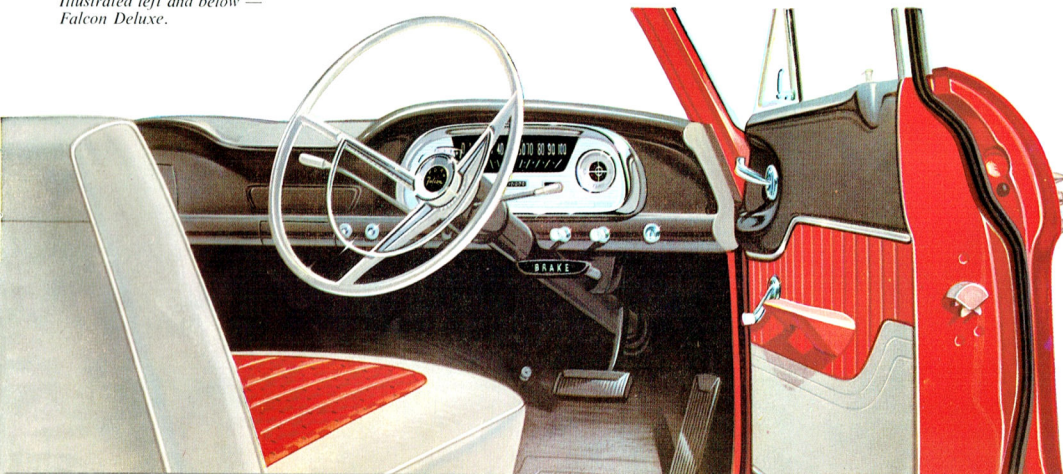
Living-Room Comfort

The back of Falcon's front seat is scientifically positioned at a 23° angle to let you relax back in living-room comfort, a feature you'll appreciate on long drives.

Anti-Theft Locks

Falcon's front quarter windows have protective anti-theft locks built into them to prevent 'joy-riders' and car thieves from forcing entry.

*Illustrated left and below —
Falcon Deluxe.*



New Lifeguard Door Locks

Falcon's easy-to-operate door locks have *double grip* to reduce the possibility of doors springing open under impact, resist pull-apart forces of up to 3,000 lbs. Standard on Falcon Deluxe and Falcon.

FALCON BRINGS THE STATION WAGONS WITHOUT LIMITATIONS *making a world of difference in Australian outdoor living...*



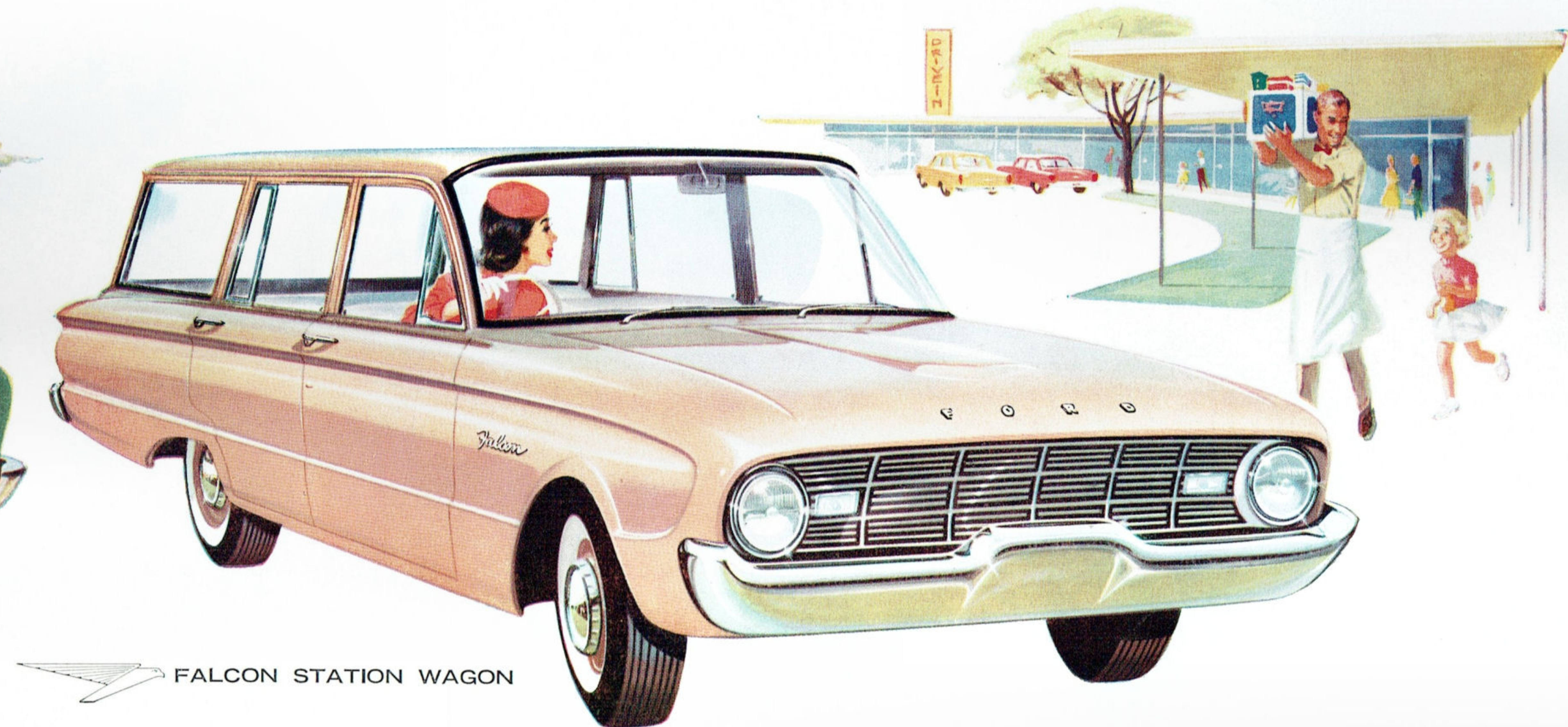
FALCON DELUXE STATION WAGON

Only Falcon gives you the *full* measure of functional beauty and convenience for station wagon living. Measure the six-foot-plus inside loadspace length, for example—it's 77 inches long, 12 inches longer than its biggest competitor. And Falcon's other interior dimensions provide extra roominess, too. Floor width is wider, from back of the rear seat to tailgate is longer and the tailgate opening wider. Loading and unloading is easier, too, as the floor is the natural lifting height of just above knee level. These more spacious proportions mean you can stow *more* aboard a Falcon wagon, and stow bigger things, too. *And it means you can sleep full length with inches to spare with the tailgate closed.*

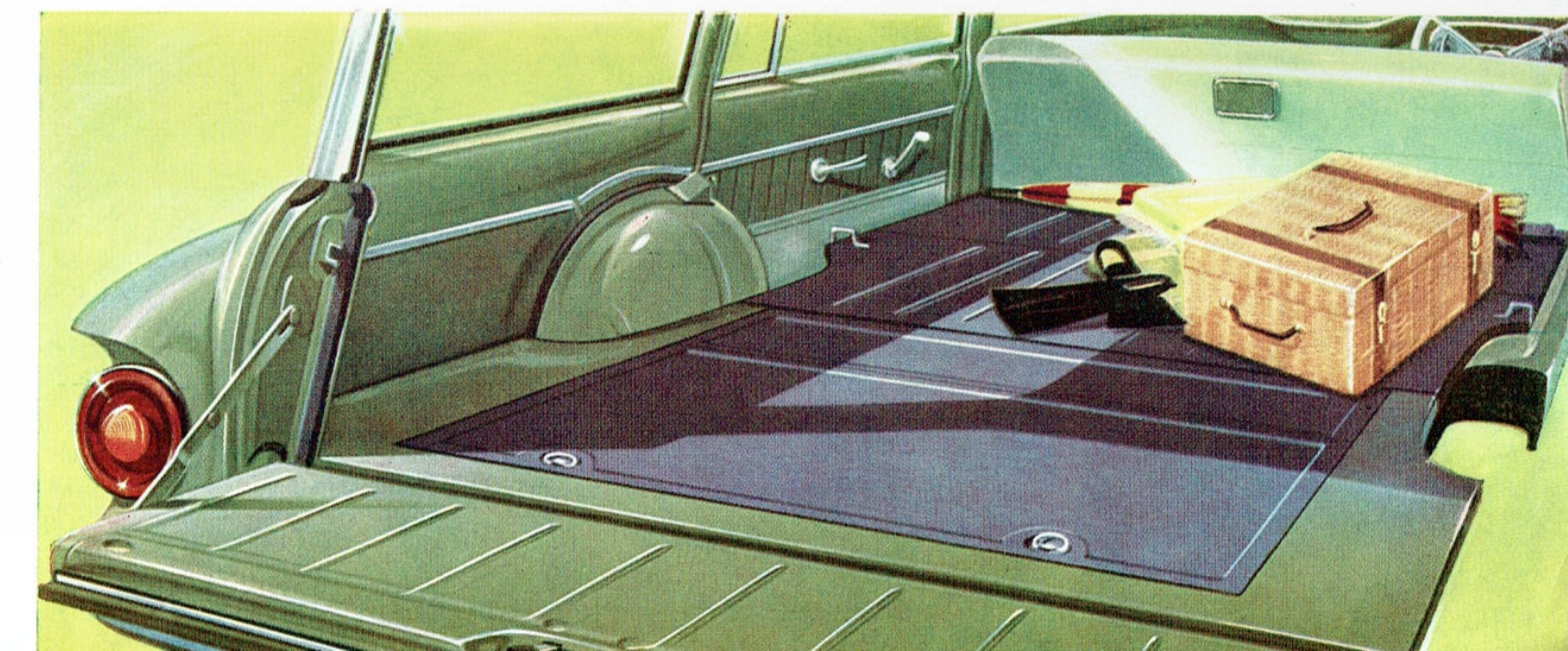
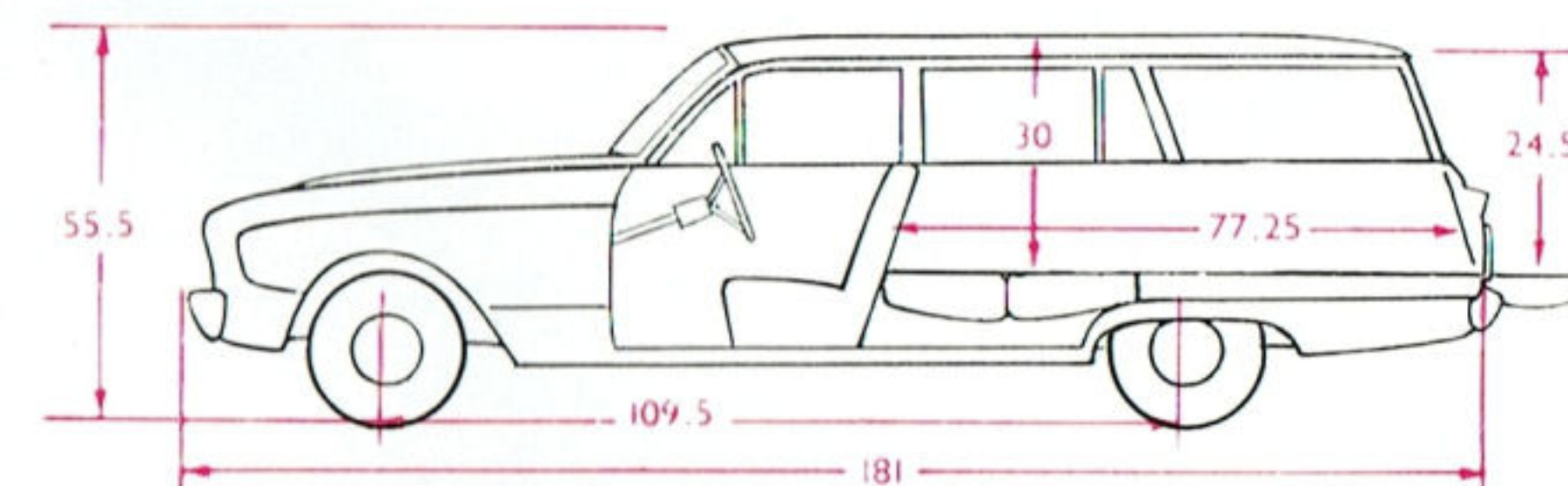
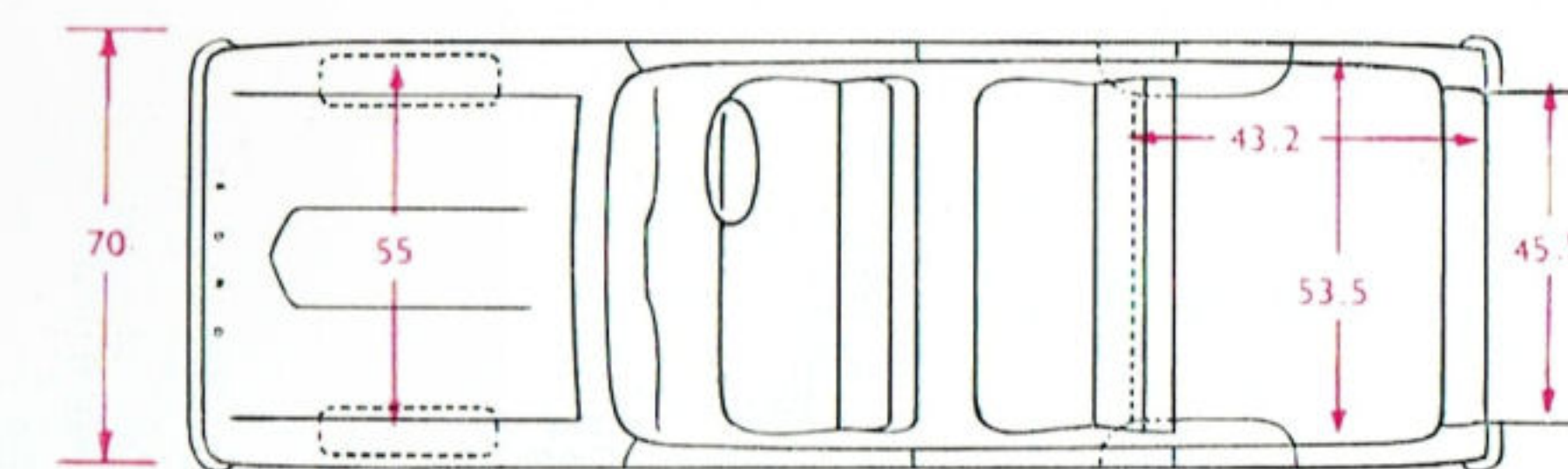
What's more, Ford has designed the Falcon wagon so it's easier to convert. From a six-passenger sedan to high-styled cargo carrier *takes seconds!* The rear seat folds down so simply a child can do it. More wagon convenience is provided, too, with over 8 feet of load length when the tailgate is lowered. And, the tailgate itself is counter-balanced—you can flip it open or shut with little more than a touch. There's no upper lift-gate to struggle with, either. The roll-down rear window lets you get at the cargo space without opening the tailgate—*real* wagon convenience. As a safety precaution, a special interior safety lock prevents the tailgate being opened by children.

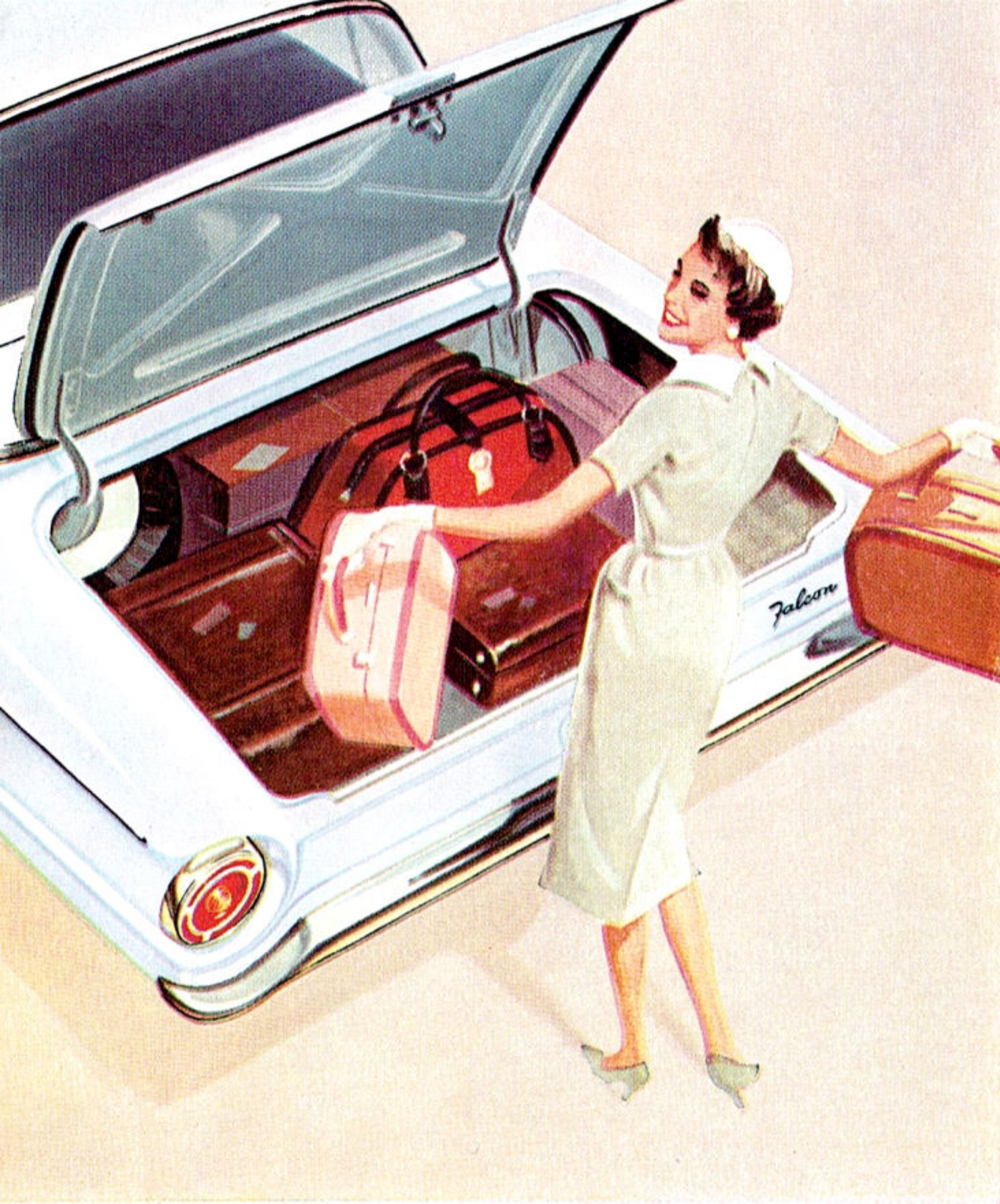


ROLL DOWN REAR WINDOW rolls neatly into the tailgate in just 4½ turns of the handle — can be locked in any desired position for controlled, straight-through ventilation.



FALCON STATION WAGON

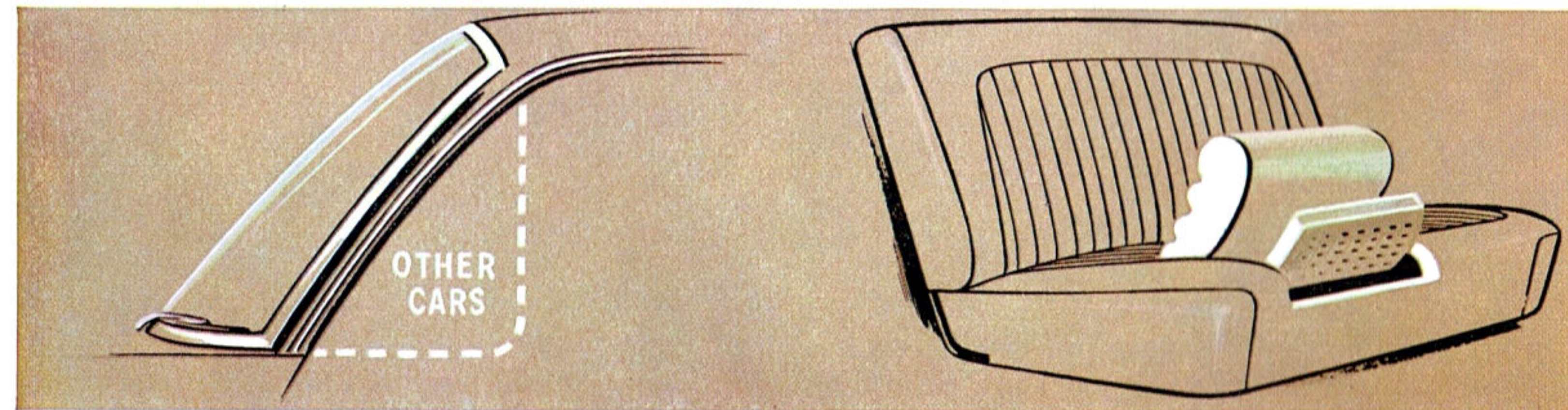




RIDING IN FALCON MAKES BEAUTIFUL COMFORT AND SAFETY!

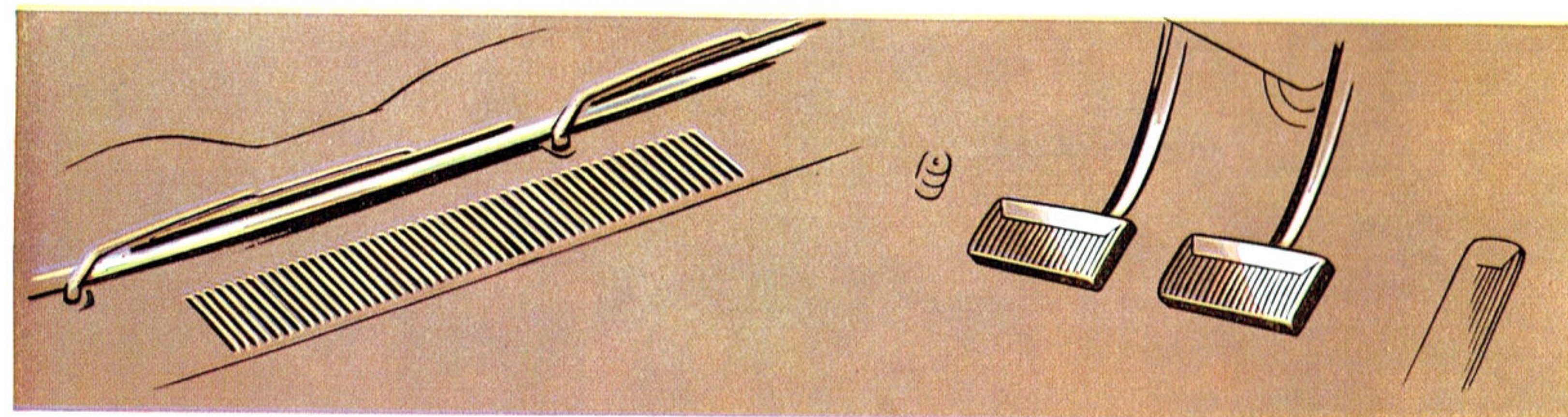
RIDING IN FALCON is just as much fun as driving. There's a host of features to give you extra relaxation, extra convenience, and extra safety. But that's Falcon *all over*, designed to let you drive any distance, under any conditions, with the least amount of effort, and the maximum safety. The

features you see here are only *some* of Falcon's reasons for bringing a world of difference to your motoring enjoyment. It's behind the wheel you'll *feel* the difference. And that's something you should do at your earliest opportunity—get behind the wheel at your Ford Falcon Dealer's.



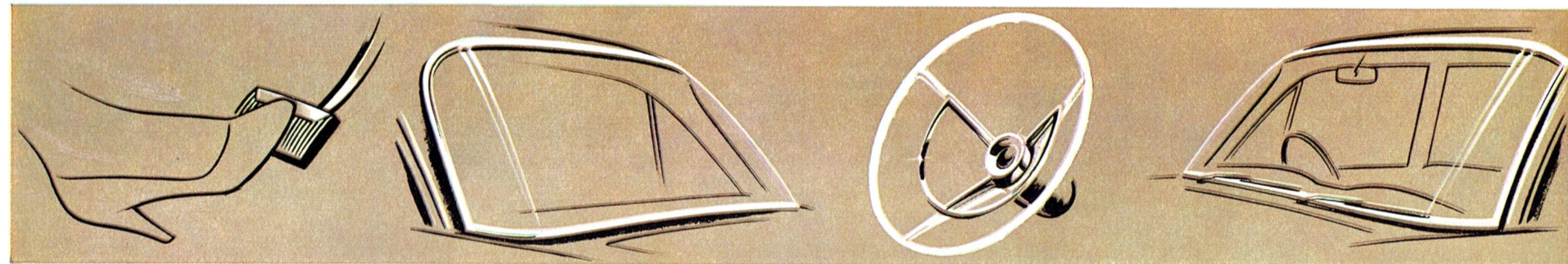
No more bruised knees (or ruined hosiery!) when you get in and out of Falcon. Falcon has eliminated that annoying wrap-around windscreen extension pillar still found in other cars in Falcon's class.

Every Falcon front seat cushion has a layer of $\frac{3}{4}$ inch-thick foam padding as standard equipment . . . just one more example of the many extra-value Falcon features at no extra cost.



Falcon's Cowl-Air ventilator inlet is mounted high on the cowl in front of the windscreen to bring in an abundant supply of clean outside air. And it's out of the way of road dust, dirt and engine fumes.

Pendant type pedals, suspended from above allow more foot room, eliminate draughty floor holes, and need only the slightest foot pressure to operate for more relaxing, less tiring driving.



Stopping has never been so easy! Falcon brings you king-size, self-energising brakes that are so easy to operate you'll think they're power assisted. They're a wonderful help for safer, more relaxed driving in today's stop-and-go traffic.

Falcon's rear window provides bigger, safer visibility to the rear—you can see all that's happening on the road behind you. All told, Falcon gives you 600 square inches more glass area than its biggest competitor, and all glass is armour-plate safety glass!

There's beauty and safety in Falcon's Life-guard Design steering wheel. Its deep-dished safety centre provides greater driver-protection in case of accident. The horn ring is of "two-third-circle" design, allowing unobstructed viewing of all instruments.

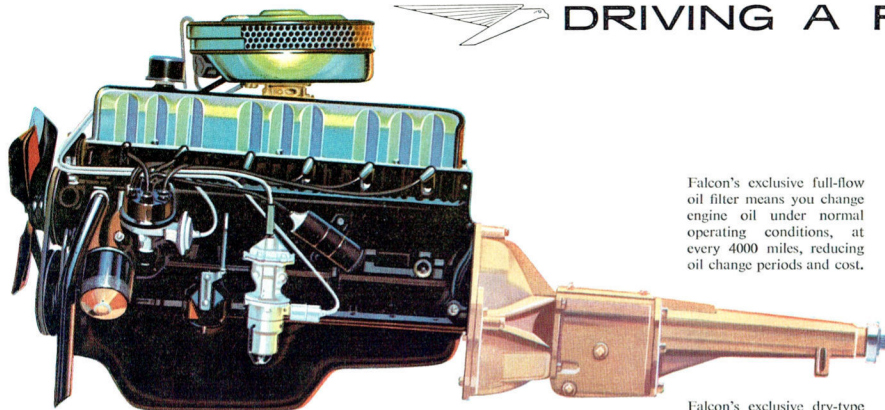
Falcon's full-view windscreen is biggest in its field, gives a view of the road ahead almost from the front wheels onwards. Windscreen wipers work parallel, from side to side instead of toward each other, and leave no centre section unswept.

OVER 23 CUBIC FEET OF LUGGAGE SPACE

There's 23.7 cubic feet of *usable* luggage space—more-than-ample for all your family's luggage. There's no straining to lift things in and out—the opening is only 27 inches from the ground. And the boot lid shuts on special rubber seals . . . rainwater rolls right off the top . . . dust and dampness can't get inside. The spare tyre is stored flat out of the way to allow more room for your luggage, and for easier packing.



DRIVING A FALCON MAKES



FALCON'S 90 HORSEPOWER, 6-CYLINDER ENGINE

THERE'S A WORLD OF DIFFERENCE in Falcon's performance—and what a difference it makes in *all* your driving. It comes from an overhead-valve, 6-cylinder engine of oversquare-design—the most modern in the industry.

It's primed for action with a development of 90 horsepower—20% *more* than its biggest competitor. It also gives you most rated horsepower—29.4 (R.A.C.), highest torque—138 lbs. ft., and highest compression ratio—8.7:1. It's behind the wheel you feel the benefits . . . in traffic, on the highway, and whenever you need response.

Yet, with all this extra power, you get a world of difference in economy, too. For in Falcon you'll go up to *30 miles on every gallon of petrol*.

Another Falcon exclusive—every Falcon engine is electronically mass-balanced while running under its own power for maximum efficiency and quietness.

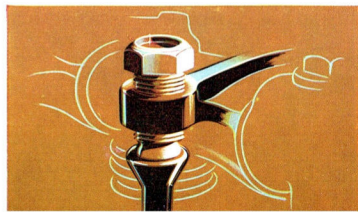
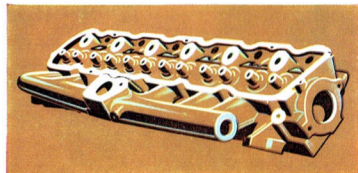
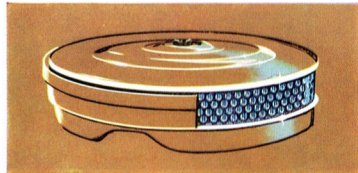
(An optional compression ratio of 7.5:1 is also available for special requirements)

Falcon's exclusive full-flow oil filter means you change engine oil under normal operating conditions, at every 4000 miles, reducing oil change periods and cost.

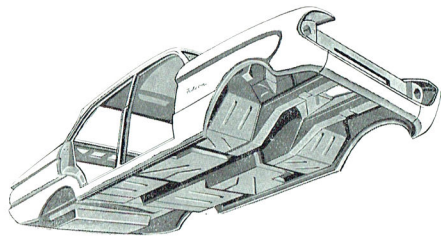
Falcon's exclusive dry-type cellulose fibre air cleaner element provides 750 square inches of filtering surface! Scientific tests have proved this type of air cleaner superior to all other types.

Integral cylinder head and intake manifold eliminates the need for intake manifold gaskets, studs and nuts, providing uniform fuel/air mixing under all conditions.

Self-locking rocker arm adjusting screws speed up and simplify adjustments of valves. Specially shaped threads give a wedge action, eliminating the need for a screw and nut, and means far fewer valve adjustments.

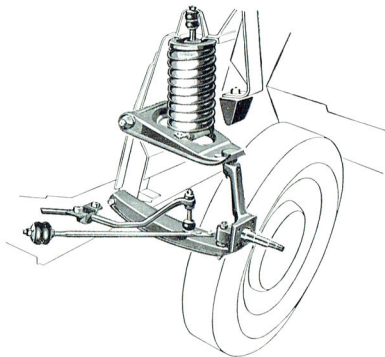


SUCH BEAUTIFUL GOING !



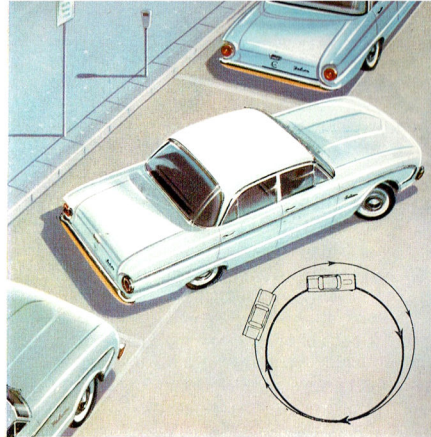
SINGLE UNIT BODY CONSTRUCTION

Falcon's single-unit body construction means that the frame, or chassis, is an integral part of the body. Its sturdy design provides a combination of maximum strength with minimum weight for solid, secure riding comfort with maximum quietness and greater durability.



NO-DIVE LEVELISED RIDE

Falcon holds the road beautifully, and corners with the greatest of ease. Levelised rear suspension with long, soft springs and full length spring liners combine with ball-joint front suspension for a fully-balanced, road-hugging ride under every road condition.



SHORT TURNING — EASIER PARKING

Even though Falcon gives you the longest wheel-base in its field, it can make a complete turn in only a 38-foot circle. You can thread your way through traffic nimbly, and slip into the tightest parking space easily with minimum effort.

HERE'S REAL BEAUTY with practicality. Falcon's dashboard features simplicity and cleanness of design, plus a *complete* range of instruments and controls. You've an uninterrupted view through the steering wheel of all instruments, all controls individually marked

for quick and easy identification, and within easy reach, instrument lighting is adjusted by revolving the main lighting switch, you start the engine simply by turning the ignition key and there's a roomy glove-box. Steering wheel white on Falcon Deluxe, black on Falcon.



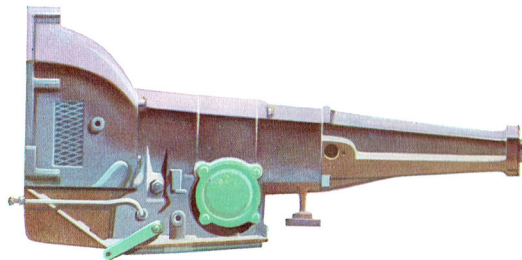
FALCON'S FORDOMATIC DRIVE

makes a world of difference in driving ease...

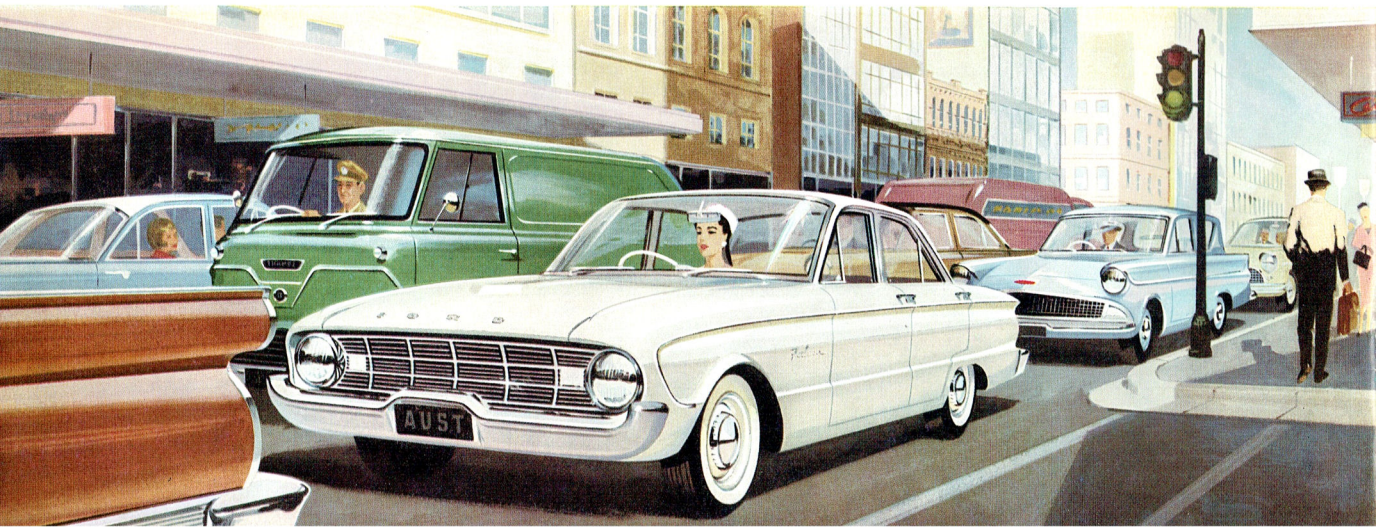
THERE'S A WORLD OF DIFFERENCE in driving with the automatic ease of Falcon's Fordomatic Drive.

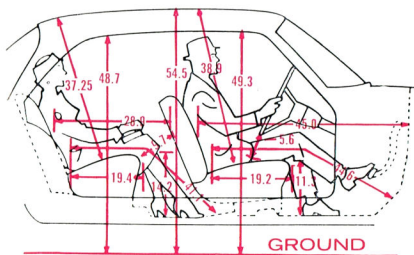
With no clutch pedal to push or gear lever to shift 92% of the effort is taken out of driving. It does away with the 13 separate hand and foot operations required with ordinary transmission to shift from first, into second, then into top. And, the heavier the traffic, the more you'll appreciate it because your hands need *never* leave the steering wheel. You use the accelerator and brake pedals only. On the highway, too, you get an extra benefit. If you want extra pick-up at cruising speeds (up to 50 m.p.h.) to pass or get out of trouble, simply kick-down the accelerator. You get a bonus stream of power in an instant.

And, because Ford are the world leaders in automatic transmission, Falcon's Fordomatic Drive needs the minimum servicing only each 15,000 miles throughout its entire life.

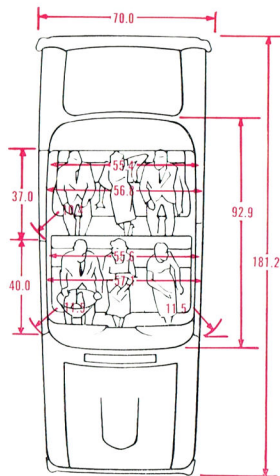


No other car offers you this kind of driving-ease for such modest extra cost . . . optional on both Falcon Sedans and Wagons.



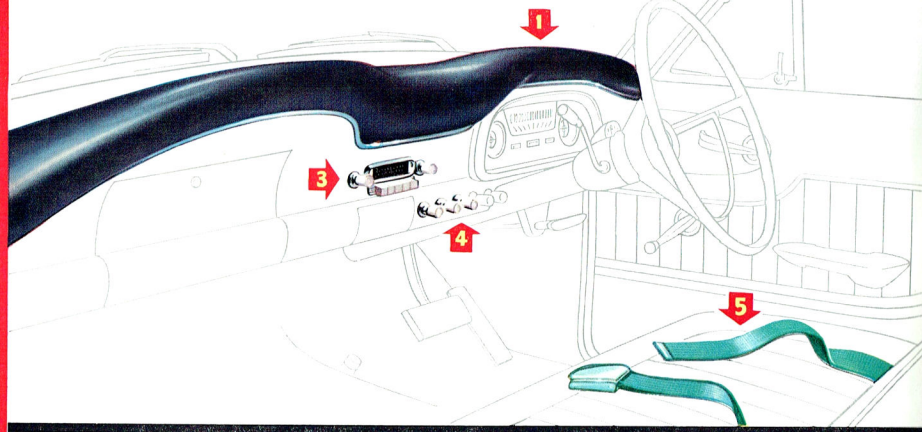


DIMENSIONS



Wheelbase : ... 109.5 ins.
 Front Track : ... 55 ins.
 Rear Track : ... 54.5 ins.
 Ground Clearance : 6.9 ins.

OPTIONAL EQUIPMENT FOR ADDED PLEASURE AND SAFETY -



1. LIFEGUARD-DESIGN PADDED INSTRUMENT PANEL. Falcon's Lifeguard design instrument panel has a special deep padding overlay which is more shock-absorbent than even foam-rubber. It provides utmost protection and safety in the event of an accident.

2. LIFEGUARD PADDED SUN-VISORS.
 As a safety cushion for the windshield header, Ford makes available padded sun-visors made of the same special shock-absorbent material as in the Lifeguard Instrument Panel.

3. PUSH-BUTTON TRANSISTOR RADIO.
 Falcon's "3-star" long-range radio is transistor powered,

brings in far-away stations clearly . . . has excellent tone quality . . . and is most reasonably priced.

4. BLENDAIRE FRESH AIR HEATER.
 Falcon's Blendaire heater mixes warmed and fresh air to any desired temperature to give comforting warmth in winter. Defroster outlets clear mist from the windshield at eye-level first. In summer, it is used to bring cooling air to the car's interior.

5. NEW FALCON SEAT BELTS.
 These strong, thoroughly tested seat belts give you and your family new protection, comfort and peace of mind. Available as an accessory for front seat fitment, they feature easy, one-hand adjustment and release.



SPECIFICATIONS

FALCON DESIGN:

All new welded, integral body and frame for quietness and high strength-weight ratio. Roof cross brace at centre gives extra rigidity. Completely sealed and insulated. Rear-hinged hood with outside safety-type latch. Chromed one-piece front and rear bumpers. Corrosion-resistant aluminium grille. Bright-metal windshield, rear window and drip mouldings (Deluxe). Cowl-top ventilation system. Clear-vision safety glass throughout. Wide Angle windshield with forward-slanting pillars. Large, wide-opening doors, with assist-type door checks and bronze-bushed hinges. Double-grip safety door locks. Posture Control front seat, adjustable to 9 positions. Rear-mounted 11.7 gallon fuel tank with Centre-Fill fueling.

ENGINE:

90 h.p. Overhead Valve Falcon Six—144 cu. in. displacement; 3.50" bore x 2.50" stroke; 8.7:1 compression ratio standard—brake horsepower 90 at 4,200 r.p.m. Maximum torque 138 lbs./ft. at 2,000 r.p.m. 7.5:1 compression ratio optional with Manual Shift only—brake horsepower 85 at 4,200 r.p.m. Maximum torque 130 lbs./ft. at 2,000 r.p.m. Low-silhouette unit-design carburetor, manual choke; full-vacuum spark control; integral cylinder head and 6-port intake manifold; precision-moulded crankshaft with four precision-type main bearings; rotor-type oil pump; oil capacity 3 quarts, with filter change, 4 quarts.

FEATURES:

For economy and long life, the Falcon Six has Short Stroke, low-friction design; Wedge-type combustion chambers; Free-Turning overhead intake and exhaust valves; 3-ring aluminium-alloy pistons with full-chromed top ring; Super-Filter air cleaner with re-usable dry type element, vacuum-boosted type fuel pump for more constant windshield wiper action; full-pressure lubrication system with Full-Flow disposable-type oil filter; pressurized cooling system with Positive-Action thermostat; 12-volt electrical system; weatherproof ignition; 18-mm. Turbo-Action spark plugs; 54-plate, 40-amp-hr battery, positive engagement starter; 3-point rubber-insulated engine mounting; zinc annealed muffler. Engine is electronically mass-balanced while operating under its own power for optimum smoothness, before installation in vehicle.

CLUTCH AND MANUAL TRANSMISSION:

Single clutch disc, dry-plate clutch for smooth engagement; aluminium housing; permanently lubricated ball-bearing type throw-out bearing; suspended clutch pedal for easy action and no draft hole in toeboard. Face diameter is 8 1/2 in. Total frictional area is 68.1 sq. in. Conventional Drive has 3 forward speeds and 1 reverse. Shot-peened fine-pitch helical gears for high strength and quietness with forged bronze synchronizers for smooth operation. Anti-friction bearings throughout. Standard "H" shift pattern with lever on steering column. Ratios (to 1): 1st 3.19, 2nd 1.75, direct 1.00, reverse 4.46.

FORDOMATIC DRIVE (optional):

Features simplified design, lightweight cast aluminium construction, minimum servicing (each 15,000 miles for minor adjustment). Torque converter in combination with compound planetary gear set. Two forward gear ratios, one reverse (to 1): low 1.75, direct 1.00, reverse 1.50. "D" (Drive) range gives brisk, smooth starts in low. Effective engine braking in "L" (Low) position. Air cooled. Selector lever and quadrant on steering column, sequence LDNRP.

REAR AXLE:

Semi-floating type with offset hypoid gears. Overhung drive pinion. Induction-hardened forged shafts with permanently lubricated, double-sealed ball-type bearings. Needle roller bearing universal joints. Axle ratio: 3.56:1.

FRONT SUSPENSION:

Angle-Poised Ball-joint type with coil springs pivot-mounted and rubber-insulated lower arms. Built-in anti-dive control. Internally mounted hydraulic double-acting shock absorbers with rebound cutoff. Front end has link-type, rubber-bushed ride stabilizer to control roll on turns. Tapered roller wheel bearings.

REAR SUSPENSION:

Longitudinal, semi-elliptic leaf springs of asymmetrical design with rear axle located forward from centre of springs for anti-squat control on take-off. Provides self-action, variable-rate with rubber-bushed supports and compression-type shackles for soft, leveled ride. Full length liners between leaves—no lubrication required. Axle nose bumper. Diagonally mounted hydraulic double-acting shock absorbers.

STEERING:

Magie-Circle low-friction recirculating-ball type steering provides easy handling. Protective rear mounting. Anti-friction housing throughout. Symmetrical linkage. Overall steering ratio 27:1. Safety type 17", 3-spoke deep centre steering wheel, white with horn ring—Falcon Deluxe, black with centre horn button—Falcon. Turning diameter 38 ft.

BRAKES:

Double-sealed, self-energising hydraulic brakes have suspended pedal and dash-mount master cylinder. Composite drums, 9-in. diameter front and rear, with riveted linings, for long life, cool operation and fade resistance. Lining area is 114.3 sq. in. Offset "T" handle parking brake at right of steering column applies rear brakes.

TYRES:

Low-profile, black, tubeless: 6.00 x 13; 4 ply, on safety rims, Sedans. 6.50 x 13, 4 ply, Wagons. Pressed steel ventilated disc wheels. Spare wheel and tyre in luggage compartment, Sedan; in well under floor of Station Wagon.

STANDARD EQUIPMENT (Sedans and Wagons):

Two sun visors. Arm rests all doors (Deluxe Sedan). Two front arm rests Falcon. Rear compartment coat hooks (Falcon Deluxe). Two parallel-action windshield wipers of the dual-range type. Inside rearview mirror. Dual horns. Instrument panel with speedometer, odometer, fuel gauge, temperature gauge, oil and generator warning lights, high-beam and turn signal indicators in cluster, lighted control identifications, ash tray (second ash tray in back of front seat), glove box, dome light operated by headlight switch, also courtesy operated on Falcon Deluxe. Cigarette lighter (Falcon Deluxe). Prefocused

headlights, parking lights, tail-lights with stoplights and amber turn indicator lights, number plate illumination light, carpet textured rubber floor covering—4 colours to blend with interior trim—Deluxe; Black only—Falcon. Rubber floor mat for load compartment, Deluxe Wagon only.

WEIGHT:

Curb weight estimated—2,436 lbs. Sedans, 2,680 lbs. Wagons. Add the following for extra equipment: Radio 10 lbs., heater 28 lbs., Fordomatic Drive 12 lbs.

OPTIONAL EQUIPMENT:

Falcon Deluxe or Falcon. Fordomatic Transmission. Radio—3 star push-button transistor powered, Blendaire fresh Air heater/ventilator, added instrument panel, padded interior sun visors, low compression engine (7.5:1) with manual shift transmission only, heavy duty suspension, windshield washer—foot operated Aquamatic. Tyres: 6.50 x 13, 4 ply black or whitewalls. 6.00 x 13, 4 ply whitewalls, Sedans; 6.50 x 13, 4 ply whitewalls, 6.50 x 13, 6 ply black, Wagons.

INTERIOR TRIMS:

Falcon Deluxe. Random block woven nylon/rayon fabrics and metallic vinyl in two-tone combinations. Medium tone bison-grain vinyls and metallic vinyls in two-tone combinations. **Falcon**—Bison-grained vinyls in two-tone combinations.

Interior enamel Falcon Deluxe and Falcon. Instrument panel, garnish mouldings and lower door panels finished in medium tone metallic enamels, colour keyed to interior trim.

EXTERIOR BAKED ENAMEL COLOURS:

Falcon Deluxe—Single tone standard. Two-tone optional at no extra cost. **Falcon**—Single-tone standard. Two-tone optional extra cost.

ACCESSORIES TO INCREASE ENJOYMENT:

Push-button and Manual tune Transistor Powered Radios—Fresh Air Heating and Demisting Unit—Exterior Sun Visor—Venetian Shades—Fog and Long Range Driving Lights—Trouble Lamp—Styleline Deluxe Mirrors—Windscreens Washer Kit—Exhaust Deflectors—Wheel Discs—Floor Mats—Weathershield—Vanity Mirror—Fender Shields—Polished Rocker Panel Mouldings—A full range of "Car Care Cosmetic" wash and polishes—A large range of maintenance and service accessories—Fender and Hood Ornament—Power Brakes—Clear Plastic Seat Covers—Ventilated Seat Cushions—Reversing Lights—Roof Luggage Carrier.

FALCON'S 4-WAY BETTER SERVICE.

Your satisfaction as a Falcon owner is increased by the after-sale service of Ford Falcon Dealers. It has four big advantages to you... Falcon Dealers send their mechanics to specialised Ford Falcon factory service schools... have time-saving equipment just right for Falcons... follow Ford Falcon factory-approved servicing methods... use genuine Falcon parts. Wherever you go, it keeps your car in top condition at minimum cost.

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**FORD MOTOR COMPANY
OF AUSTRALIA PTY. LTD.**

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