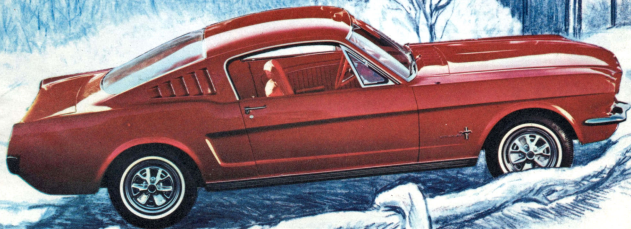


THE CAR
in your
DREAM HOUSE
DRIVEWAY



*Here are the cars you helped build.
We want you to have an early look at
them. We hope you like them—and
that you'll tell your friends and neigh-
bors about them.*

Thanks for a job well done.

Henry Ford II



ON THE COVER . . .

is the Mustang "2+2" fastback, newest model of the best-selling car ever introduced. With the rear seat up, there's room for two plus two. Folded down, there's more room for luggage. Vents on rear quarter panels help ventilate the passenger compartment. Standard engine is a 200-cubic-inch six, rated at 120 horsepower.

Published by Employee Information Department
Personnel and Organization Staff

Houses by Paul Kolada
Graphic Arts Unit • Manufacturing Services

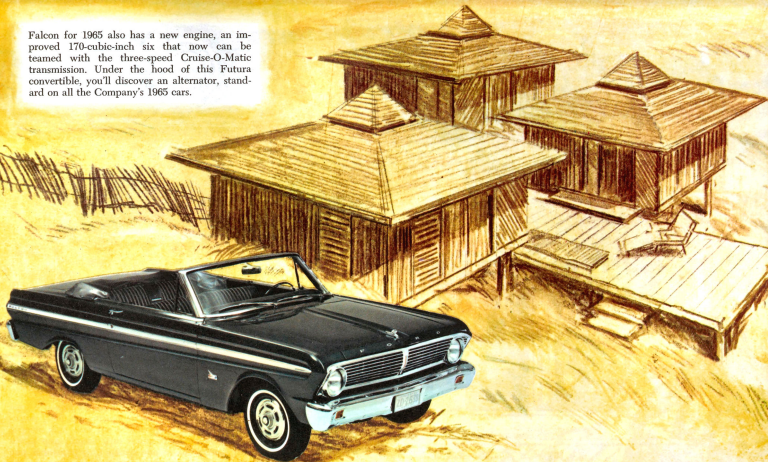
This Mercury Park Lane with the breezeway rear window, like all 1965 Mercurys, has more room for people. The car and wheelbase are three inches longer than in 1964, the instrument panel is farther forward, and the transmission tunnel is 13 per cent smaller. The trunk is roomier, too. A vertically mounted gas tank helps make it that way. Underneath is a new torque-box frame and new front and rear suspensions.



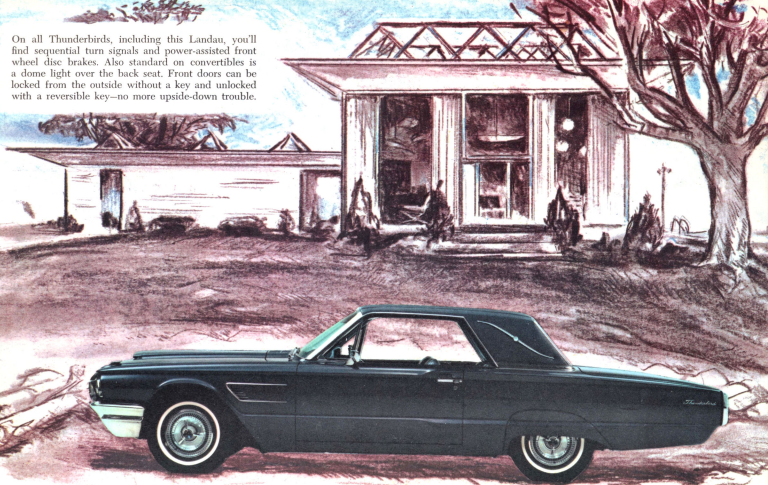
On this Caliente sedan, and throughout the Mercury Comet series, styling is new. So is the standard six-cylinder engine. It displaces 200 cubic inches, generates 120 horsepower, and can be matched with Mercury's optional, three-speed dual-range, automatic transmission. The standard V-8 is now a 289 cubic-inch of 200 horsepower, and an optional V-8 has 225 horsepower.



Falcon for 1965 also has a new engine, an improved 170-cubic-inch six that now can be teamed with the three-speed Cruise-O-Matic transmission. Under the hood of this Futura convertible, you'll discover an alternator, standard on all the Company's 1965 cars.



On all Thunderbirds, including this Landau, you'll find sequential turn signals and power-assisted front wheel disc brakes. Also standard on convertibles is a dome light over the back seat. Front doors can be locked from the outside without a key and unlocked with a reversible key—no more upside-down trouble.

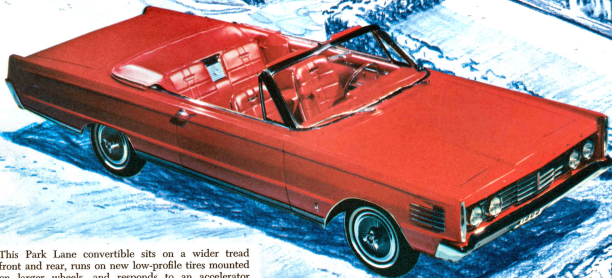




The Falcon line, including this Futura hardtop, offers two improved engines: the standard 170-cubic-inch six and an optional 200-cubic-inch six. The optional eight produces 200 horsepower. With V-8 equipped Falcons comes an improved steering system.

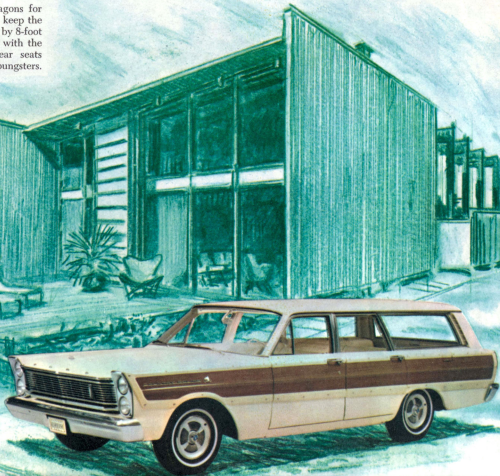


Under the hood of this Fairlane 500 Sports Coupe is a new 200-cubic-inch, 120-horsepower six that is now available with Cruise-O-Matic. Bucket seats and a full-length console are standard on this model. Fairlane has a new, smaller steering wheel, 2.4 more feet of luggage space and, like every other 1965 model in both divisions, a longer-life battery.



This Park Lane convertible sits on a wider tread front and rear, runs on new low-profile tires mounted on larger wheels, and responds to an accelerator suspended from the floor. What's more, its trunk sill has been lowered 5.4 inches. Keys for ignition and doors are reversible.

This Country Squire, like all Ford wagons for 1965, has built-in air deflectors to help keep the rear window clear. And you can lay a 4 by 8-foot sheet of plywood flat on its load floor with the tailgate closed. New center-facing rear seats can hold as many as four lively youngsters.



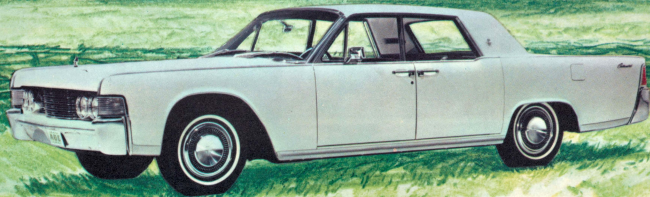
This Villager station wagon, like all 1965 Comets, rides along on low-profile tires, which grab more of the road for better traction and longer tread life. The optional roof-top luggage rack features an adjustable, lockable cross bar. And whether you happen to be a schuss-boomer (good) or a sitzmarker (not so good), you can get a ski-rack adaptor from your dealer.



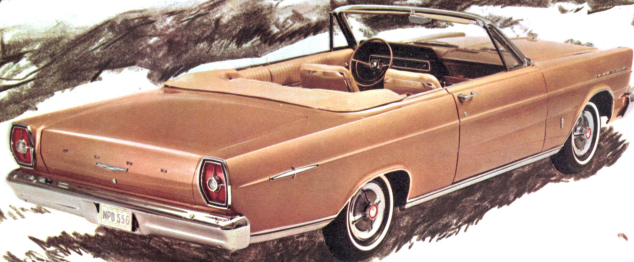
Mercury this year is designed in the Lincoln Continental tradition. Besides this Park Lane hardtop, there are 14 other medium-priced models to choose from.



The 1965 Lincoln Continental now has front-wheel disc brakes as standard equipment. Options include a transistorized ignition, a new AM/FM radio, and three new colors—brown, blue, ivy gold—for vinyl-covered sedan roofs.



New flush-fit top latches on this Galaxie 500 XL convertible make for neater lines with the top up or down. Underneath is a new suspension with coil springs and a torque-box frame. As on all new Fords, both the front and the rear tread are wider, and the tires—now on larger-diameter wheels—are lower in profile.



THE 1965 FORD FAMILY

MUSTANG

Three models: 2 + 2 fastback, hardtop, convertible.

Standard engine: 200 six (120 hp). Optional engines: 289 V-8 (200 and 225 hp), 289 high performance V-8 (271 hp).

Standard transmission: 3-speed manual. Optional transmissions: 4-speed manual and Cruise-O-Matic (both with the six and all V-8's).

FALCON

Thirteen models: Falcon 2- and 4-door sedans, 2- and 4-door station wagons, 4-door Squire, station bus, club wagon, deluxe club wagon, Futura 2- and 4-door sedans, 2-door hardtop, 2-door convertible, 4-door Wagon.

Standard engine (except Futura and Squire wagons): 170 six (105 hp). Standard engine—Futura and Squire wagons: 200 six (120 hp). Optional engines: 200 six (120 hp), 240 six, 150

hp (bus only), 289 V-8 (200 hp).

Standard transmission: 3-speed manual. Optional transmissions: 4-speed manual, Cruise-O-Matic.

FAIRLANE

Eight models: Fairlane 2- and 4-door sedans, 4-door Wagon. Fairlane 500 2- and 4-door sedans, 2-door hardtop, 2-door Sports Coupe, 4-door Wagon.

Standard engine: 200 six (120 hp). Optional engines: 289 V-8 (200 and 225 hp), 289 high performance V-8 (271 hp).

Standard transmission: 3-speed manual. Optional transmissions: 4-speed manual, Cruise-O-Matic (overdrive available with 289 V-8's).

FORD

Seventeen models: Ford Custom 2- and 4-door sedans. Ford Custom 500 2- and 4-door sedans. Ford Galaxie 500

4-door sedan, 2- and 4-door hardtops, convertible. Ford Galaxie 500/XL 2-door hardtop, convertible. Ford Galaxie 500/LTD 2- and 4-door hardtops. Ford Ranch Wagon (6-passenger), Ford Country Sedan 6- and 10-passenger station wagons, Ford Country Squire 6- and 10-passenger station wagons.

Standard engine: 240 six (150 hp) on all but LTD and XL models. Standard LTD and XL engine: 289 (200 hp) V-8. Optional engines: 352 V-8 (250 hp), 390 V-8 (300 hp), 427 high performance V-8 (425 hp).

Standard transmission: 3-speed manual. Optional transmissions: 4-speed manual (390 and 427 engines), overdrive (except on 352 and 427 engines), Cruise-O-Matic (with the six and all V-8's).

THUNDERBIRD

Three models: hardtop, Landau (vinyl covered roof), convertible.

Standard engine: 390 V-8 (300 hp).

Standard transmission: Cruise-O-Matic.

CONTINENTAL

Two models: 4-door sedan, 4-door convertible.

Engine: 430 V-8 (320 hp).

Transmission: automatic.

MERCURY

Fifteen models: Monterey 4-door sedan (breezeway), 2- and 4-door sedans, 2- and 4-door hardtops, 2-door convertible. Montclair 4-door sedan (breezeway), 2- and 4-door hardtops. Park Lane 4-door sedan (breezeway), 2- and 4-door hardtops, 2-door convertible. 4-door Commuter station wagon, 4-door Colony Park station wagon.

Standard engine (except Park Lane): 390 V-8 (250 hp). Stand-

ard engine (Park Lane): 390 V-8 (300 hp). Optional engines: 390 V-8 (266, 300 and 330 hp), 427 V-8 (410 and 425 hp) except on station wagons.

Standard transmission: 3-speed manual, synchronized. Optional transmissions: 4-speed manual (floor shift), Multi-Drive.

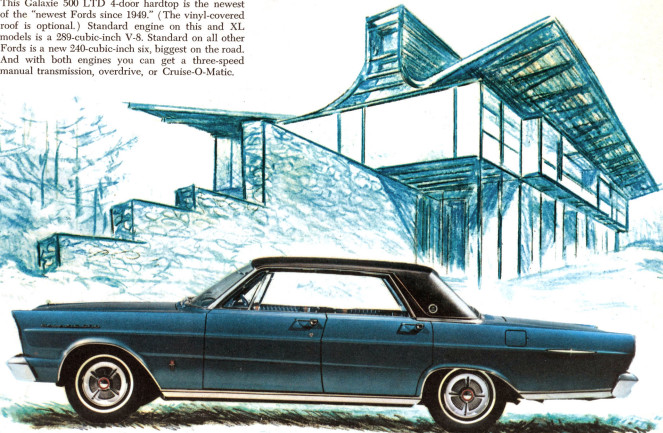
COMET

Eleven models: 202 Series—2- and 4-door sedans, 4-door station wagon. 404 Series—2- and 4-door sedans, 4-door station wagon, 4-door Villager station wagon. Caliente Series—4-door sedan, 2-door hardtop, 2-door convertible. Cyclone Series—2-door hardtop.

Standard engine (except Cyclone): 200 six (120 hp). Standard engine—Cyclone: 289 V-8 (225 hp). Optional engines: 289 V-8 (200 and 225 hp).

Standard transmission: 3-speed manual. Optional transmissions: 4-speed manual, 3-speed, dual-range automatic.

This Galaxie 500 LTD 4-door hardtop is the newest of the "newest Fords since 1949." (The vinyl-covered roof is optional.) Standard engine on this and XL models is a 289-cubic-inch V-8. Standard on all other Fords is a new 240-cubic-inch six, biggest on the road. And with both engines you can get a three-speed manual transmission, overdrive, or Cruise-O-Matic.



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