

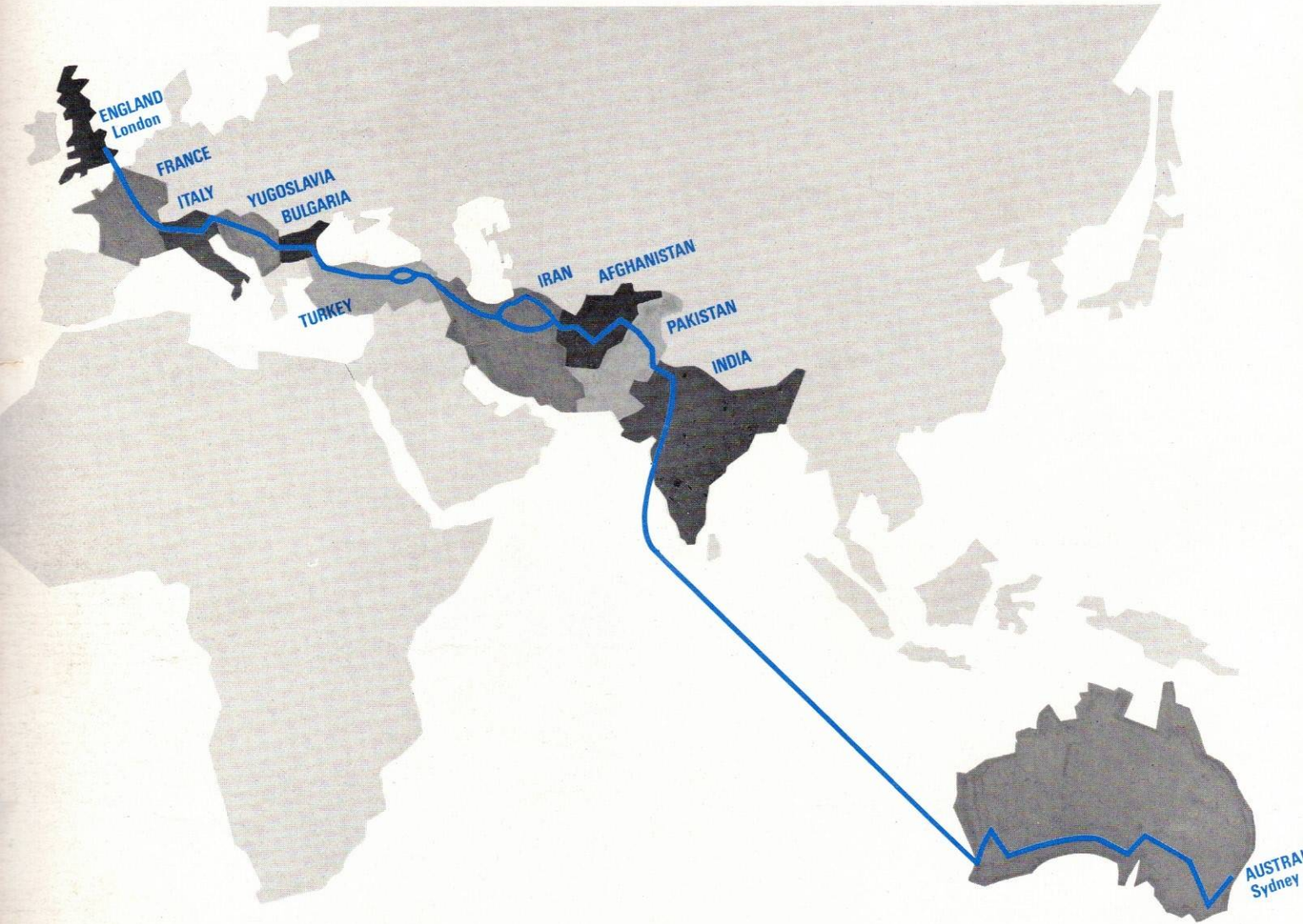
LONDON—SYDNEY MARATHON

THE GREATEST CAR RALLY EVER...10,500 MILES
THROUGH 11 COUNTRIES IN 11 DAYS! THE RESULTS PROVE,
OF ALL AUSTRALIAN CARS...YOUR'E AHEAD
IN A FALCON—ALL THE WAY!



What the Marathon means to you:

It means a real measure of a car's reliability — and its ability to "take it". A test that takes you far beyond surface appeals and exposes a car to more stress and strain than you could apply in a lifetime. In a spectacular demonstration, Falcon proved that its advanced design, engineering and total performance can cope with the most gruelling test of all time. Three Falcons started, three finished as 1st, 2nd and 3rd Australian cars home; won the Teams Prize and filled three of the first eight outright placings. We recognise that you don't want to take on the world. But we know that you'll get a lot of pleasure driving the Australian car that can . . . without any trouble at all.



How far is 10,500 miles?

To the world's first supersonic airliner, a Russian TR-144, it's two and a half times greater than it can fly non-stop. To lone mariner Sir Francis Chichester, it was three and a half months. To the Falcon it was eleven days. Mathematically, it works out that Falcon covered one mile every $1\frac{1}{2}$ minutes, 24 hours a day, for eleven days . . . and that's not allowing for all the stops:— the control points, border checks, routine servicing, etc. On top of this, Falcon had to endure extremes of heat and cold; mountain and flat; superhighway and desolate, boulder-strewn track. As the map shows, the Falcons drove from

London to Sydney through 11 countries . . . a distance closer to 10,500 miles than the originally planned 10,000 miles, and a land passage never before achieved by a conventional passenger car. A long, tough route . . . estimated by drivers to be the equivalent of more than 5 years driving by an average car owner. But the Falcons out-distanced it and were in such excellent condition at the end that they were given to press motoring writers to drive and evaluate. Their findings: All 3 cars were in great shape. Tight bodies, solid suspensions, plenty of responsiveness, good braking . . . no problems in any way.

THE RUN

It was billed as the greatest motoring event since the advent of the wooden wheel. It would pass through eleven countries in eleven driving days; it would be an absolute test of drivers' skill, it would test to the utmost the reliability, dependability, handling and performance of a car . . . and the stakes were high.

The London to Sydney Marathon was born. Entries poured in from all over the globe and manufacturers and private entrants began the task of preparing their cars for the 10,500 mile haul across the world.

Ford Australia's works team of three Falcon GT's were crewed by Australia's top rally drivers in the veteran Harry Firth, Graham Hoinville and Garry Chapman in car No. 2; Ian Vaughan, Bob Forsyth and Jack Ellis in car No. 24, and Bruce Hodgson and Doug Rutherford in car No. 29.

In charge was young team manager, John Gowland. Nearly eight months of intensive planning was put into the Marathon day and night. The cars had to be prepared and reconnaissances had to be made.

Ford's plan was to enter the Falcons in as standard form as possible rather than equipping them with bigger capacity motors and other performance modifications that the man in the street could not buy off the showroom floor. It paid off. Out of a field of 98 starters, the Falcons roared into Warwick Farm as first, second and third Australian cars home and finished third, sixth and eighth outright, taking off the coveted teams award and just over \$11,000 in prize money.

THE START

It was November 24, 1968. A warm, sunny day for that time of the year in London. The Crystal Palace Race Track was thronged with thousands of spectators jockeying for position to catch a glimpse of the rally cars before they left the starter's grid on their 10,500 mile trek.

Last-minute bets were laid, giving Roger Clark in his works' Cortina clear favourite at 8 to 1, with Harry Firth quoted at 14 to 1 and Ian Vaughan and Bruce Hodgson well down the list at 33's.

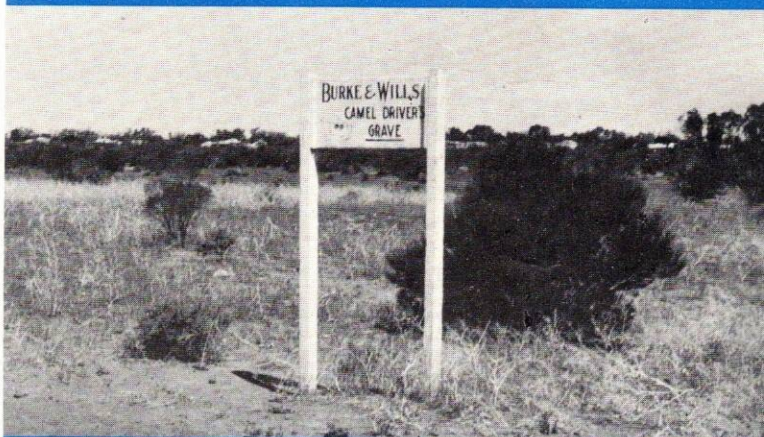
The run from London to Dover was like a Sunday drive. Speed limits were strictly observed with no navigation required, as an estimated two million people lined the route for the entire journey, including enthusiastic groups of resident flag-waving Aussies.

At Dover they were ferried across to Calais, all with clean slates. Then came Paris, Bourg, the Mont Blanc Tunnel and on to Turin in Italy. In this section a thick, rolling fog drifted across the countryside.

The 730 mile stretch from Turin to Belgrade was fast but, in general, uneventful. Some cars arrived up to eight hours early, allowing crews to catch up on well-earned rest.



Above: Leaving London. "Big Ben" in the background. Below: Historic site along the route — at Menindee, N.S.W.



Below: Telephoto lens catches Falcon "cresting" hill at 100 miles an hour on "horror stretch" between Numerella to Hindmarsh, N.S.W.



ANXIOUS MOMENT

Heavy fog and bitterly cold weather again faced the drivers when they arrived in the small hours of the Istanbul morning.

From Istanbul along the way to Ankara in Turkey, Vaughan's car faced an anxious moment.

A truck side-swiped a competitor in a Valiant which left the truck screaming sideways down the slippery road towards the on-coming Vaughan car. Vaughan narrowly missed the truck, but "it was far too close for comfort"

The field drove on to the toughest section of the first leg they had faced so far — between Sivas and Erzincan. Up to Sivas it was practically bitumen all the way but on this mountainous course, with gravel roads and an impossible scheduled average speed of 60 miles per hour to maintain, all competitors were penalised including the Falcons for the first time.

Firth lost 20 points, Vaughan 25 and Hodgson was down 18. The real rally had begun.

From Erzincan to Teheran travelling was much easier. Drivers had Kabul, the capital of Afghanistan, in their sights, as it was the only official rest point for the entire London to Bombay sector.

At Kabul drivers encountered a different problem. People milling in their thousands in an almost uncontrolled fashion virtually prevented drivers from getting out of their cars.

"It was terrifying. There was nothing we could do except to keep driving with the horns blazing away," recalled Hodgson.

Servicing was done in hopeless conditions on the side of the road. John Pryce, BP Australia's Racing Manager, was a strange figure on the gaily decorated truck amidst 44-gallon drums of aviation gas as he operated the hand pump to fuel the Falcons. Meanwhile the Dunlop service men were busily lighting flares to enable crews to see what they were doing. On top of this the excited Afghans would not leave.

COSTLY PUNCTURE

The Lataband Pass between Kabul and Sarobi was a real horror stretch where the entire field lost points, including the Falcons. Firth dropped another 9 bringing his tally to 29; Vaughan lost 12 for 37, and Hodgson was penalised 18, bringing his score to 36. Hodgson was bitterly disappointed because he was making excellent time when a puncture cost him valuable minutes.

The trip from Kabul to Bombay through Pakistan could be described as the calm before the storm. People again created havoc, especially at Lahore in Pakistan and Indore about 250 miles from the Bombay checkpoint.

"It was the best sight we had seen when we pulled into the control at Bombay," said Vaughan. "We knew we were on the Chusan and that's all that mattered at that stage," he added.

Following the tortuous road that snakes through the rugged Khyber Pass.



Gowland and his service crew carefully checked the cars over but found little to do. Apart from tyre changes, oil and water and checking the suspensions, his mechanics did not have to lay a spanner on the cars.... Roger Clark took the prize money for being the leading car to Bombay with a loss of only 11 points, but the Falcons were not far behind him. Firth was lying seventh, Hodgson tenth and Vaughan eleventh.

The once unknown drivers from Down Under had surprised the internationals and when betting resumed on the Chusan the Falcons became clear favourites, with all three cars quoted at 3 to 1 with Roger Clark — the quickest man in the event — standing at 6 to 1.

THE AUSTRALIAN HOP

The nine days on the Chusan was far too long. Drivers were anxious to get on with the job. Wild stories went around the ship about the Australian outback and by the time they berthed at Fremantle the kangaroos had grown to nine feet tall!

The Australian section was the biggest worry. 72 cars remained. They had to tackle 3,500 miles across the Australian Continent in a little over three days.

A rousing farewell at Gloucester Park Trotting Ground in Perth saw the Marathon field take off on the first run to Youanmi before they turned south again to Marvel Loch.

It was much better than they expected, but as the cars began the 120 mile passage down to Lake King the toll began to mount.

"The road was so narrow and shrouded in trees, it was like driving down a twisting, turning tunnel at 100 miles per hour," said Vaughan. "If you stopped you were in big trouble because there was nowhere to go. You just could not get off the road," he said.

The run across the Nullarbor to Ceduna was nothing more than a speedway, with cars averaging up to 103 miles per hour.

At Port Augusta trouble struck Roger Clark which would have put him out of the event had it not been for the greatest sporting gesture of the Marathon by teammates Ken Chambers and Eric Jackson in their works' Cortina. Clark limped into Port Augusta with two burnt valves but Chambers and Jackson rescued the situation by giving Britain's No. 1 driver their cylinder head to keep him going.

From Port Augusta the cars stormed north through Quorn, Moralana Creek, Brachina and Mingary before crossing the South Australian border to Broken Hill on the second last day.

The drive through the Flinders Ranges was extremely quick. The Falcons were against time and were driven to their fullest. "We considered this the toughest part of the rally and the cars were driven so hard over shocking terrain it was a credit that something did not break," Gowland said later.

From Broken Hill they travelled east to Menindee, then to Ivanhoe and down to Gunbar, where an unexpected reception welcomed the Falcon team. Champagne, caviar and roast chickens with selected vintage wines of the district laden the tables provided by Ford Australia supporters. It was a welcome change from the tinned beef and jubes that had become part of their constant diet.

BIG WELCOME

Still further south and into Victoria to Wangaratta where thousands greeted the cars. A few miles on nearly 6,000 spectators had gathered at Edi, the next checkpoint. They continued on through Brookside, Omeo, Bruthen and Murrindal and back into New South Wales to Ingebyra on the start of another tricky course through Numeralla and Hindmarsh Station. The Falcons again lost points, the hardest hit being Harry Firth, who lost 52 minutes after a rear wheel bearing failed.

As it transpired, this was the Falcons' final score, as no more points were lost. Firth finished with 114 points, Vaughan 62 and Hodgson 70.

Meanwhile, crack Belgian driver, Lucien Bianchi, was heading for disaster. Seven miles out of the Nowra control and with 100 miles to go, he was involved in a head-on collision with a spectator's car which put him in hospital with a broken leg and out of the Marathon.

The Marathon lived up to the expectations of thrills, spills and reliability so much so that drivers are now thinking about plans for the next Marathon in four years time.



Above: Firth's Falcon after leaving the Curnamona checkpoint. Below: Routine servicing along the way. Man in jacket is Ford Competition Manager — 27 years old John Gowland.



THE PRIZE-WINNERS

OFFICIAL RESULTS

Mr. L. Douglas Stewart, President of the Confederation of Australian Motor Sport, the controlling body for all Motor Sport-ing Competition in Australia, considers the Teams Prize as a most coveted award in any event.

"Winning the Teams Award in a Reliability Trial or Rally is an achievement regarded by those connected with Motor Sport as a fine accomplishment and a special honour to share — importance of team effort being vital in this sport as it is in any other.

"Quite often the battle for a Teams Award highlights an event as each crew strives to complete the course and uphold the esprit de corps of their team and of the performance of the particular marque they represent.

"Winning the Teams Award in a motor sporting event symbolises outstanding effort and performance by crew and machine for it implies that the average performance of that particular make of vehicle is especially high."

GENERAL CLASSIFICATION (OUTRIGHT):

| Place | Car | Country | Points lost |
|-------|-------------------------|-------------------|-------------|
| 1st | Hillman Hunter..... | Gt. Britain..... | 50 |
| 2nd | BMC 1800 Mark II..... | Gt. Britain..... | 56 |
| 3rd | Ford Falcon GT..... | Australia..... | 62 |
| 4th | Porsche 911 S..... | Poland..... | 63 |
| 5th | BMC 1800 Mark II..... | Gt. Britain..... | 68 |
| 6th | Ford Falcon GT..... | Australia..... | 70 |
| 7th | Ford 20 MRS..... | West Germany..... | 91 |
| 8th | Ford Falcon GT..... | Australia..... | 114 |
| 9th | Citroen DS21..... | France..... | 123 |
| 10th | Ford Lotus Cortina..... | Gt. Britain..... | 144 |

TEAM PRIZE:

Awarded to team of three finishing cars of the same make and specifications with the lowest aggregate loss of points.

| | | | |
|-----|-----------------------|------------------|------|
| 1st | Ford Falcon GT..... | Australia..... | 246 |
| 2nd | BMC 1800 Mark II..... | Gt. Britain..... | 554 |
| 3rd | BMC 1800 Mark II..... | Gt. Britain..... | 1414 |
| 4th | Moskovitch 408..... | Russia..... | 1987 |

BEST PERFORMANCE BY AUSTRALIAN CREW:

| | | |
|------|-----------------------|------|
| 1st | Ford Falcon GT..... | 62 |
| 2nd | Ford Falcon GT..... | 70 |
| 3rd | Ford Falcon GT..... | 114 |
| 4th | Volvo 144 S..... | 146 |
| 5th | Holden GTS..... | 169 |
| 6th | Volvo 144 S..... | 171 |
| 7th | Holden GTS..... | 173 |
| 8th | BMC 1800 Mark II..... | 332 |
| 9th | Mercedes 200 D..... | 455 |
| 10th | Morris 1100..... | 8111 |

SPECIAL AWARD:

First in General Classification at Bombay.

| | |
|-------------------------|-------------|
| Ford Lotus Cortina..... | Roger Clark |
|-------------------------|-------------|

LADIES' PRIZE:

| | | | |
|-----|-------------------------|------------------|-----------------|
| 1st | Volvo 145 S..... | Gt. Britain..... | Miss E. Gadd |
| 2nd | Ford Lotus Cortina..... | Eire..... | Miss R. Smith |
| 3rd | Morris 1100..... | Australia..... | Miss E. Westley |

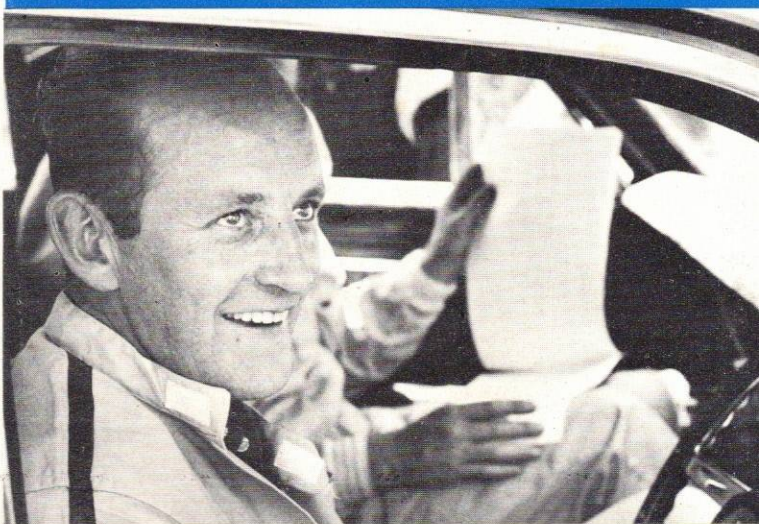
Entrants by Countries: Britain 57; Australia 18; France 5; U.S.S.R. 4; West Germany 3; Eire, Switzerland, Holland and U.S.A. 2 each; Norway, Kenya, Italy, India and Poland 1 each.



Ian Vaughan (top), Bob Forsyth (left) and Jack Ellis (right), drivers of the winning Australian car, Falcon No. 24, at Warwick Farm, Sydney.



Above: The winning Falcon setting out from Perth for the long run to Sydney. Below: Bruce Hodgson, driver of the second Australian car, and second Falcon, home. Co-driver was Doug Rutherford.



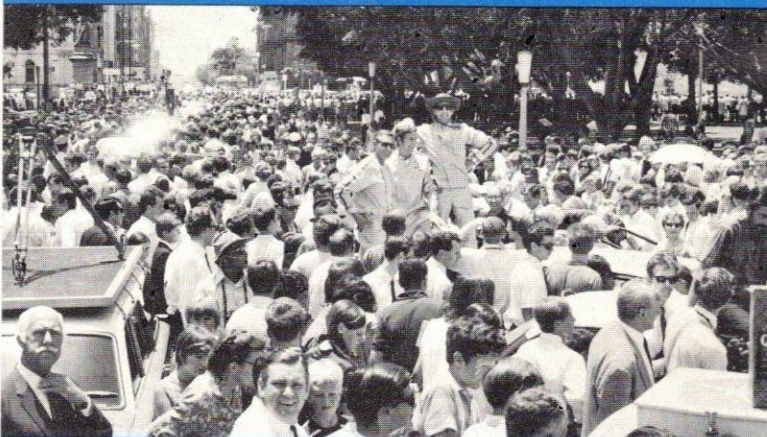
THE FINISHERS

**OUT OF THE 98 STARTERS,
ONLY 56 COULD SURVIVE THE TORTURE...
HERE THEY ARE IN THEIR ORDER OF PLACING!**

| Place | Car | Country of origin | Points lost |
|-------|--------------------|-------------------|-------------|
| 1 | Hillman Hunter | Gt. Britain | 50 |
| 2 | BMC 1800 Mk. II | Gt. Britain | 56 |
| 3 | Ford Falcon GT | Australia | 62 |
| 4 | Porsche 911S | Poland | 63 |
| 5 | BMC 1800 Mk. II | Gt. Britain | 68 |
| 6 | Ford Falcon GT | Australia | 70 |
| 7 | Ford 20 MRS | West Germany | 91 |
| 8 | Ford Falcon GT | Australia | 114 |
| 9 | Citroen DS 21 | France | 123 |
| 10 | Ford Lotus Cortina | Gt. Britain | 144 |
| 11 | Volvo 144S | Australia | 146 |
| 12 | Holden GTS | Australia | 169 |
| 13 | Volvo 144S | Australia | 171 |
| 14 | Holden GTS | Australia | 173 |
| 15 | Porsche 911 | Kenya | 195 |
| 16 | Ford 20 MRS | West Germany | 206 |
| 17 | DAF55 | Holland | 208 |
| 18 | Mercedes 280S | Gt. Britain | 264 |
| 19 | BMC 1800 Mk. II | Gt. Britain | 266 |
| 20 | Moskovitch 408 | U.S.S.R. | 269 |
| 21 | BMC 1800 Mk. II | Australia | 332 |
| 22 | Moskovitch 408 | U.S.S.R. | 358 |
| 23 | Ford Cortina | Gt. Britain | 360 |
| 24 | BMC 1800 Mk. II | Gt. Britain | 430 |
| 25 | Saab Estate | Gt. Britain | 438 |
| 26 | Mercedes 200D | Australia | 455 |
| 27 | Peugeot 404 | Eire | 470 |
| 28 | BMC 1800 Mk. II | Gt. Britain | 570 |
| 29 | Ford Lotus Cortina | Gt. Britain | 587 |
| 30 | Ford Lotus Cortina | Gt. Britain | 623 |
| 31 | BMC 1800 Mk. II | Gt. Britain | 656 |
| 32 | Hillman Hunter | Gt. Britain | 715 |
| 33 | Moskovitch 408 | U.S.S.R. | 776 |
| 34 | BMC 1800 Mk. II | Gt. Britain | 816 |
| 35 | Ford Cortina 1600 | Gt. Britain | 873 |
| 36 | BMC 1800 Mk. II | Gt. Britain | 873 |
| 37 | Rover 2000 TC | Gt. Britain | 894 |
| 38 | Moskovitch 408 | U.S.S.R. | 942 |
| 39 | Ford Cortina | Gt. Britain | 1,075 |
| 40 | Simca 1100 | France | 1,658 |
| 41 | Volvo 145S | Gt. Britain | 2,399 |
| 42 | MGB | Gt. Britain | 2,408 |
| 43 | Renault 16TS | Switzerland | 2,491 |
| 44 | Rover 2000 TC | Gt. Britain | 2,848 |
| 45 | Ford Escort | Gt. Britain | 3,665 |
| 46 | Rambler American | U.S.A. | 3,746 |
| 47 | Ford Savage V6 | Gt. Britain | 5,925 |
| 48 | Ford Lotus Cortina | Eire | 6,139 |
| 49 | Land Rover | Gt. Britain | 6,787 |
| 50 | Morris 1100 | Australia | 8,111 |
| 51 | Volkswagen 114 | Gt. Britain | 9,603 |
| 52 | Vauxhall Ventora | Gt. Britain | 9,775 |
| 53 | Ford Lotus Cortina | Gt. Britain | 11,465 |
| 54 | Holden HK | Australia | 11,646 |
| 55 | Volvo 144S | Australia | 13,350 |
| 56 | DAF55 | Holland | 13,790 |



A tired but happy Harry Firth at the end of the Rally. Firth's co-drivers were Graham Hoinville and Garry Chapman. Firth is four times winner of the famous Bathurst 500 — driving Fords.



Above: Part of the crowd viewing the Rally cars after the finish, at Hyde Park, Sydney. Below: Negotiating the rugged terrain between Brookside and Omeo, Victoria.



THE RULES

**THE RULES WERE TOUGH . . .
TIME WAS THE GREATEST ENEMY . . .
BUT IT WAS ALL WORTHWHILE.**

The Marathon was not a "first over the line" race. Each car was up against very tight time schedules for each section of the route, incurring penalties as follows:

- each minute late in reporting to a time control point incurs a penalty of one point.
- failure to report to a control — 24-hour penalty (1440 points).
- departing from a time control before the scheduled time — 24-hour (1440 points) penalty.
- changes to either body or engine block of a car during the Marathon — exclusion.

Add to these some other very stringent rules, and you had all the makings of high drama, displays of remarkable skills, and incredible punishment for machines.

Keeping to schedule called for superb driving. But this ability all went for nothing if the navigator was at fault. As an example of the difficulties of navigation, it was reported that a veteran rally driver advised a crew to practice map-reading while trampolining!

As for driving skills, a Falcon team member reported heading down a road so narrow that trees were flicking

his door handles on either side. He looked at his tachometer twice and it was reading 4000 revs. He decided not to look again because it was unnerving. (4000 revs in a Falcon GT is 100 mph!)

Accepting the fact that crews combined all the skills of driving and navigation under very tight schedules, the ultimate requirement was complete and utter reliability of the car. To get through, cars had to be literally tortured.

Was it all worth it? Judging by public interest and the enthusiasm of competitors, it was indeed. But, more importantly, if events like this produce worthwhile ideas on improving cars in terms of total performance, comfort and safety, then they are certainly worth it.

In fact, Ford has a philosophy; putting thousands of high-pressure, competitive miles behind every Ford is the best way of putting thousands of comfortable, trouble-free miles ahead of a Ford. So . . . win, lose or draw, Ford takes to the tracks all the time, all over the world . . . to provide you with a better car.



FORD'S RECORD

**FORD HAS CONSISTENTLY DOMINATED
COMPETITIVE EVENTS . . . FORD'S RECORD IS
UNMATCHED BY ANY OTHER AUSTRALIAN
MANUFACTURER. HERE ARE SOME OF THE
MOST NOTABLE, RECENT VICTORIES.**

- | | | | |
|------|---|------------|---|
| 1969 | 12-hour Race (Falcon GT), Queensland. | 1967 | Bathurst 500 (Falcon GT, 1st Outright). |
| 1968 | London-Sydney Marathon (Falcon GT). | 1966 | BP Rally (Cortina, 1st Class B), International. |
| 1968 | Australian Rally Championship (Cortina). | 1966 | Southern Cross Rally (Cortina, 1st Outright), International. |
| 1968 | Walkerville Trial (Cortina), South Australia. | 1965-6-7-8 | Australian Touring Car Championship (Mustang), National. |
| 1968 | BP Rally (Falcon 1st and 2nd Class D; 3rd and 4th Outright), International. | 1965 | Bathurst 500 (Cortina, 1st Outright), National. |
| 1968 | Classic Rally (Cortina 1st and 2nd Outright), Victoria. | 1965 | BP Rally (Cortina, 1st Outright), International. |
| 1968 | Warana Rally (Cortina 1st Outright), Queensland. | 1965 | Experts Trial (Cortina, 1st Outright), Victoria. |
| 1968 | Australian Touring Car Championship (Mustang), National. | 1965 | Alpine Rally (Falcon, 1st Outright), Victoria. |
| 1967 | Cooper Memorial Trial (Cortina 1st Outright), Victoria. | 1965 | Total Rally (Falcon, 1st Outright), N.S.W. |
| 1967 | Southern Cross Rally (Cortina, 2nd Outright, Teams and Manufacturers Awards), International. | 1964 | Ampol Round-Australia (Cortina, 1st Outright), National. |
| | | 1964 | Australian Touring Car Championship (Cortina, 1st Outright), National. |



FACTS ABOUT MARATHON RALLY CARS:

The three Falcon GTs entered in the Marathon were basically the same units that you'll see in a Ford Dealership. The only modifications to them were those required to conform to the Rally conditions.

- The body construction was unchanged from standard.
- The vehicles carried eight forward facing headlights — all quartz iodine.
- An auxiliary backing light was fitted — mounted on the boot to protect it from mud.
- The rear bumper acted as a jacking point and a stand to enable the vehicle to be "jumped" out of mud by holding on to the two tubular handles fitted on to the boot lid.
- There were two auxiliary fuel tanks, located in the boot area. One held 30 gallons and the other 20 gallons.
- Tyres were changed 10 times to suit varying conditions.
- The engine was basically unchanged except that it was "de-tuned" to a slightly lower compression ratio to cope with the low octane fuel.

- Each car was equipped with a toilet.
- The bonnets were painted dark green to prevent glare.
- The front brake pads required changing, rear linings were not changed.
- Fuel consumption at 85-110 m.p.h. was approx. 19 m.p.g. and on highly competitive sections was never lower than 11 m.p.g.
- Oil consumption was approx. 1 pint every 2,300 miles.

The regular Falcon Sedans you see on the roads share with the winning Falcons all the things that made them winners: sure-footed, wide-track handling; exclusive Torque-Box chassis; hefty, road-smoothing suspensions; the extra strength of heavy-gauge steel in the body; responsive power and the largest measure of comfort and stretch-out space inside. In other words, everything you want for thousands of easy, trouble-free miles of driving you'll find more of in the Mustang-bred Falcon . . . **YOU'RE AHEAD IN A FALCON . . . ALL THE WAY!**

HOW TO TEST-DRIVE A NEW CAR . . . THE WAY THE EXPERTS DO . . .

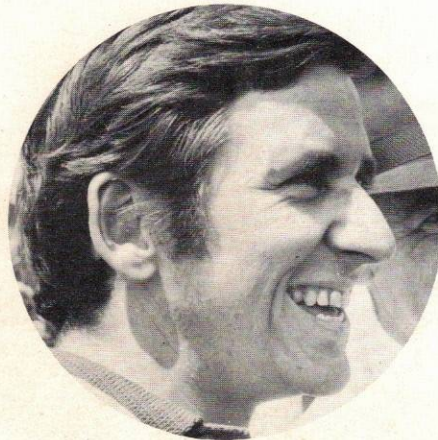
by Top Australian Rally Driver, Ian Vaughan

These days, for all practical purposes, you can pick just about any car on the market, and go from A to B and back again without much trouble. The important thing, however, is how you want to go from A to B. What do you want to get out of driving? Sheer mechanical transportation, or a full measure of safety and pleasure? If it's safety and pleasure, test-drive to a plan:

Have a seat . . . Make sure the car is comfortable. You will automatically think that it *must* be comfortable because it's a new car and an exciting moment. But check that the seat is properly cushioned. That it supports you fully. That it adjusts so that you aren't over-reaching to operate controls and pedals. That it positions you for a clear look at the road ahead and all the instruments. That the steering wheel comes to hand naturally. In Falcon, you'll find yourself sitting on fully-cushioned seats and with excellent vision, features which I, as a Rally driver, find helpful for long runs and to see where I'm putting the fenders in tight situations!

Check visibility . . . I have already mentioned this, but I can't stress it too strongly. During a test drive of a new car there are so many things to take your attention that you might overlook this very important point and find yourself cursing a blind spot after you've bought the car. Do you get a full wide view through the rear vision mirror? Someone said that motoring is made up of inches. How true! Inches are vital, particularly in heavy traffic. Make sure that you've got them all covered.

Turn the key . . . A lot of cars these days are probably closest to each other in this department. Most "sixes" and V8's purr very nicely,



Ian Vaughan, one of Australia's top rally drivers, drove the first Falcon home in the Marathon. Ian, 26 years old, is a Graduate in Mechanical Engineering, has been rallying since 1961 and is considered an authority on cars and driving. Here he explains how the experts rate new cars for comfort, safety, performance. They're important tips you can use when you test-drive a new car.

but the important thing is how much of this power is transmitted to the road. How flexible and responsive is this power for quick decisions, passing and general safety? Transmissions play an important role in this. If you want automatic transmission, Falcon equips you with three speed units for greater flexibility, particularly for faster response in lower gears. They grab great fistfuls of power to launch you out of trouble spots or make the most of a courteous driver who pulls over to let you pass

on the highway. The Ford Select-O-Shift transmission also works as a manual when you want it to. Speaking of manual, Falcon's standard transmission is all-synchromesh. You can drop down into first without stopping — ideal for using the engine for "braking" on gradients, or for more get-up-and-go in traffic.

Step on it . . . if circumstances permit, of course! Whether you spend most time on the highway or in the city doesn't matter . . . you need instant and smooth acceleration with as much engine power as possible going through the back wheels and onto the road. See that you get it. Torque is the term for this and all Falcon engines have the highest in their class. Falcon's torque and transmissions make sure that engine power is applied where it should be, whenever you want it.

Test steering, handling, ride . . . Most new cars will give you a smooth ride and easy handling . . . on straight bitumen at low speed. If this is the limit of your testing, you are not in a position to know how the car will handle and corner at highway speeds. Bends, potholes and rutted roads will quickly highlight the value of special ride features, like Falcon's larger and very rugged suspensions and the widest wide-track of any Australian car for positive handling and cornering stability at all times.

Try the brakes . . . The brakes that stopped you quickly in slow traffic conditions might not give you the same result in faster conditions. And if you're looking for big performance in a car, you need big brakes to match. In Falcon you get the biggest 10-inch diameter drum brakes (or power assisted disc brakes) with dual line hydraulic circuits for added safety.

Ford beats competition in overall operating costs and resale value.

AVIS RENT-A-CAR BUY 2,500 FORDS FOR THE SAME REASONS YOU CONSIDER YOUR NEXT CAR

When you are selecting five million dollars worth of cars . . . and your very livelihood depends upon the appeal and reliability of those cars . . . you can't afford to be wrong.

Avis Rent-a-Car demanded a balance of performance, handling, safety, style and comfort, along with the biggest measure of reliability and economy; the lowest level of maintenance and the highest resale value. After a very searching evaluation of all makes of

cars available, Avis found every one of these important elements in Fairlane, Falcon and Cortina.

You want just one car. Your living probably doesn't depend upon it. Financially, you will pay a mere fraction of the Avis cheque, but the amount, to you, will be just as important. You can't afford to be wrong. So, like Avis, get to know Ford. See your Ford Dealer and learn first hand about all the things that made Avis go for Ford . . . in a big, big way.