

A Wonderful New World of Station Wagon Living



60

FORD

STATION WAGONS



A WONDERFUL NEW
WORLD OF WAGONS
from
Canada's Wagon Specialists

Ford brings you a wonderful new world of Station Wagon Living with its 5 big wagon beauties for 1960. These wagons have new hood contours that slope gracefully, let you see more of the road ahead. The rakish slant of the rear pillars gives the roofline a sleek, racy appearance . . . makes these wagons excitingly different.

And 1960 Ford wagons are longer, wider, have more room inside. They have up to 4-inches more shoulder room, over 2-inches more hip room, plus extra leg room, too. Give you more relaxing, natural support. As for load capacity, Ford wagons give you over 97 cubic feet of it. Their loading entry is up to 1½-feet wider than other wagons in Ford's field.

Ford's Wide-Set wheels . . . a full 5-feet apart . . . give you a hefty new grip on every road and a new feeling of confidence on corners. You'll get a wagon that handles and rides like the Thunderbird . . . at low Ford prices.

Country Squire

CANADA'S MOST FAMOUS WAGON

The most distinctive station wagon Ford has ever built. From its simulated mahogany side paneling to its hardtop-thin roofline, this 9-passenger, 4-door Squire hits a new high in wagon elegance.

POWER ASSISTS

Master-Guide Power Steering

Master-Guide Power Steering reduces steering effort up to 85%, yet allows the driver to retain that important feel of the road. Makes driving safer in times of emergency by helping to keep the car under control with minimum effort. It's a welcome addition in parking, too.

Swift-Sure Power Brakes

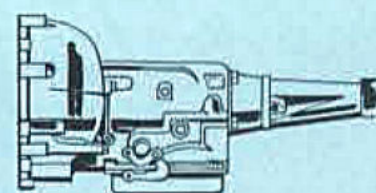
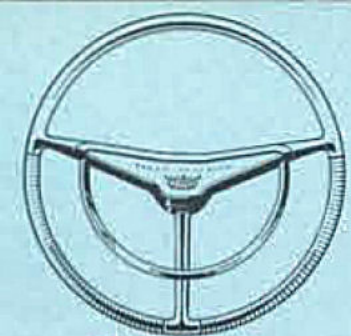
Drive more relaxed but with full, quick control of your Ford's big brakes. These vacuum-operated power brakes require up to one-third less pressure than regular hydraulic brakes . . . assist in smooth, easier, safe stopping especially in traffic. Without engine power you can still make up to four power stops with the vacuum in a special reserve tank. Then regular hydraulic braking takes over.

Power-Lift Windows

A convenience that eliminates reaching and straining for window lifts. A master control panel is on driver's door with individual controls at each window. For safety reasons, Power-Lift Windows operate only when ignition key is turned.

Ford Automatic Transmissions

Ford Automatic Transmissions offer you the popular choice of driving without changing gears. Dual Range Cruise-O-Matic Drive has two ranges—one for maximum performance and acceleration, and one for normal driving or for better traction where the going is slippery. Two-Speed Fordomatic Drive is Ford's lowest-priced automatic, gives you smooth acceleration and quick passing speeds.



ACCESSORIES

New MagicAire Heater

Increased capacity and improved defroster action are two important benefits of Ford's 1960 MagicAire Heater. A three-speed blower draws fresh air from the cowl-top vent, heats it, then circulates the warm air through the passenger compartment. Dual defroster outlets clear a larger area of windshield, clear at eye level first for safety.

Console Range Radio

For 1960 Ford now offers automatic push-button tuning in a radio with four tubes and one transistor. New circuit features provide clear reception, and less static from overhead power lines. Greater volume overcomes wind noise at highway speeds.

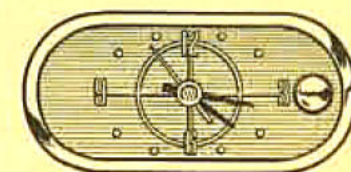
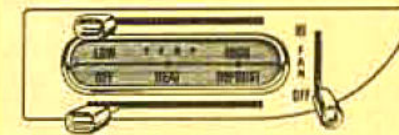
Self-Regulating Electric Clock

Here is newly-styled electric clock that regulates itself automatically. It compensates for running fast or slow should you find it necessary to reset it.

Try these Ford Accessories for increased driving enjoyment

Spotlight
Deluxe Hood Ornament
Mirror—Inside Tilt
Fender Shield Kit
Luggage Carrier Kit

Bumper Guard Kit—
Front and Rear
Rear Bumper Reflector Kit
Antenna—Manual, Front
Tissue Dispenser



Greater Safety

Ford's massive, safety-bowed frame extends around all passengers to protect them in case of side impact . . . gives great rigidity and strength to the car as a whole. The deep-dish Lifeguard Steering Wheel acts as a cushion to protect the driver from the steering post. Lifeguard Door Latches reduce chance of doors springing open, keep passengers from being thrown from the car. Lifeguard Instrument Panel Cushioning soaks up impact five times better than foam rubber.

Better Visibility

1960 Fords have 20% more glass area. Through the big-view windshield you can see how the new, low-angle hood increases the view of the road. Outside limits of the fenders are fully visible for easier driving and parking. New, 15-inch windshield wiper blades clear the centre section with overlapping action—give clear, safe viewing through a greater windshield area.

Ease and Convenience

1960 Ford doors are bigger and are swung on offset hinges to open wider (almost to a full 90°) . . . give easier access to all seats. Ford's 2-position door check holds doors either two-thirds or full open, prevents the doors closing on your legs . . . a handy convenience when you are parked in a small space. The new, forward-slanted windshield support eliminates the old "dog-leg", saves you from knocked knees or torn stockings.

Aluminized Mufflers

Ford mufflers are designed to last up to twice the service life of ordinary mufflers. That's because they are aluminized, a process that makes them unusually resistant to the corrosive action of exhaust acids. Ford places these superior mufflers behind the rear wheels for two reasons. First, the aluminized tailpipe then becomes an integral part of the muffler, adds nothing to the cost when replaced. Also, heat and noise are further from the passenger area.

Save on Regular Gas

When you drive a 1960 Ford Station Wagon, you have a choice of a V-8 and a Six that develop full, lively power on regular gas for savings of up to 5¢ per gallon.

Larger, Heftier Brakes

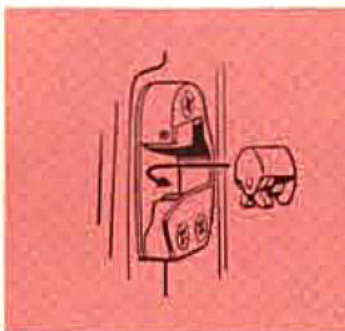
The stopping power of 1960 Ford Brakes has been stepped up through the use of larger lining areas. Brake linings have increased 30% on wagons—well beyond the size necessary to handle the big new 1960 Fords. Parking brake is foot-operated with release control mounted on instrument panel.

LIFEGUARD DESIGN

Lifeguard

Door Latches

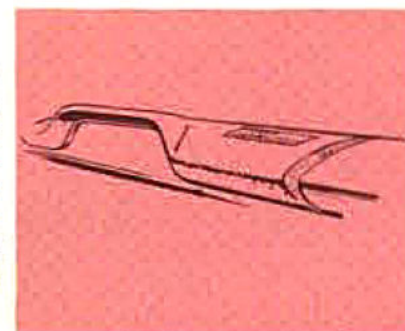
Stronger than ever, Lifeguard Door Latches reduce the chance of doors springing open in the event of impact, keep passengers from falling out. Latches resist pulling forces in excess of 3,000 pounds. Standard in all 1960 models.



Lifeguard

Instrument Panel Cushioning

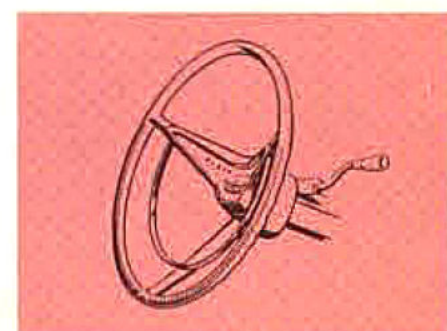
This heavy cushioning, moulded from polyurethane, is five times more shock absorbent than foam rubber. It is covered with attractive, leather-grained plastic to harmonize with interior colours. Available at slight extra cost.



Lifeguard

Steering Wheel

The 3-spoke, deep-centre Lifeguard Steering Wheel acts like a cushion to protect the driver from the steering post in the event of a collision. Wheel diameter is small, aids both visibility and turning. Standard on all 1960 models.



SPECIFICATIONS

ENGINES

145-hp Mileage Maker Six—223 cu. in. displacement; 3.62" bore x 3.60" stroke; 8.4 to 1 compression ratio; uses regular gas; single-barrel downdraft carburetor; manual choke; standard gas-line filter; standard oil filter.

185-hp Thunderbird V-8—292 cu. in. displacement; 3.75" bore x 3.30" stroke; 8.8 to 1 compression ratio; 2-barrel downdraft carburetor; automatic choke; centrifugal and vacuum control spark advance; standard oil filter; standard gas-line filter; Y-branch single exhaust. (Available only on Country Squire.)

225-hp Thunderbird V-8—332 cu. in. displacement; 4.00" bore x 3.30" stroke; 8.9 to 1 compression ratio; 2-barrel downdraft carburetor; automatic choke; centrifugal and vacuum control spark advance; standard oil filter; standard gas-line filter; Y-branch single exhaust. (Not available on Country Squire.)

235-hp Thunderbird V-8—352 cu. in. displacement; 4.00" bore x 3.50" stroke; 8.9 to 1 compression ratio; 2-barrel downdraft carburetor; automatic choke; centrifugal and vacuum control spark advance; standard oil filter; standard gas-line filter; Y-branch single exhaust. (Available only on Country Squire.)

300-hp Thunderbird Special V-8—352 cu. in. displacement; 4.00" bore x 3.50" stroke; 9.6 to 1 compression ratio; 4-barrel downdraft carburetor; automatic choke; centrifugal and vacuum control spark advance; standard oil filter; standard gas-line filter; dual exhausts.

TRANSMISSIONS

2-Speed Fordomatic Drive—Two forward gears (low and high), one reverse; torque converter in combination with compound planetary gear set.

Dual Range Cruise-O-Matic Drive—Choice of two driving ranges. "D-1" range starts in low gear, shifts to intermediate and then to high for maximum acceleration and performance. "D-2" range starts in intermediate gear and shifts to high for normal driving and for sure-footed traction in slippery going.

Conventional 3-Speed Transmission—Standard on all models and with all engines; suspended pedals for brake and clutch.

Overdrive—automatic fourth gear on Conventional 3-Speed Transmission; cuts in above 27 mph, cuts out below 21 mph; downshift to direct by flooring accelerator; lock-out control on instrument panel.

SUSPENSION

Independent Front Suspension has upper and lower control arm hinges tilted 3° and lower control arms swept back 20° so that front wheels can move up and back to absorb the shock of bumps better. Different coil springs are installed to match weight of lighter Sixes and heavier V-8's. Link-mounted ride stabilizer controls sway on turns.

SUSPENSION (cont'd)

Rear Suspension is by 5-leaf 5-foot semi-elliptic springs with friction inserts between the leaves. Tension shackles automatically increase spring stiffness under heavier load. Viscous-Control shock absorbers front and rear. Axle located well forward of spring-centre to control squat and dive resulting from rapid starts and stops. Heavy duty springs available in combination with H.D. axle.

AXLE RATIOS (to 1)

Conventional Drive with Six—3.89; with V-8's—3.56. **Overdrive with Six and 225-hp V-8**—3.89. **Fordomatic Drive with Six and 225-hp V-8**—3.56; with 300-hp V-8—3.10. **Cruise-O-Matic Drive (with V-8's only)**—3.10.

Ford Equa-Lock Differential delivers most turning force to the rear wheel with the most traction in slippery going. It's available on all models at extra cost.

STEERING

Magic-Circle recirculating ball steering gear cuts friction for easier steering. 27 to 1 over-all steering ratio; 25 to 1 with Master-Guide Power Steering. 17½-in., 3-spoke, Lifeguard steering wheel. 40.8-ft. turning diameter.

BRAKES

Double-sealed, self-energizing, 4-wheel hydraulic brakes have suspended pedal, cowl-mounted master cylinder. Drum diameter is 11 in. Lining area is 248.4 sq. in. Optional Swift-Sure Power Brakes have special low-position pedal and vacuum-reserve tank.

TIRES

4-ply black tubeless on safety-type rims standard on all models. 6-passenger Wagons—Six have 7.50 x 14 4-ply; V-8's have 8.00 x 14 4-ply; all on 5½-in. rims. 9-passenger Wagons—Six and V-8's have 8.00 x 14 4-ply on 5½-in. rims.

DIMENSIONS

Wheelbase 119 in.; front tread 61.0 in.; rear tread 60.0 in.; overall length 213.7 in.; overall width 81.5 in.; overall height 56.5 in. Load capacity 97.4 cu. ft.

EXTERIOR

Gleaming, durable, baked-on Diamond Lustre Finish in 17 smart new colours. Diamond Lustre Finish keeps its brilliant shine for years; hardly ever needs waxing. Choose between single colours or Tu-Tone combinations. The basic colours are: Raven Black, Corinthian White, Yosemite Yellow, Montecarlo Red, Skymist Blue, Belmont Blue Metallic, Marine Blue Metallic, Platinum Metallic, Adriatic Green, Meadowvale Green Metallic, Polynesian Beige, Beachwood Brown Metallic, Aquamarine, Sullana Turquoise Metallic, Summer Rose, Mountain Rose Metallic, and Orchid Gray Metallic.

The specifications contained herein were in effect at the time this folder was approved for printing. Ford Motor Company of Canada, Limited, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Some of the items illustrated or referred to are optional at extra cost.

FORD MOTOR COMPANY OF CANADA, LIMITED



You Will Love Station Wagon Living in the 1960 FORD Manner!

9 Passenger Country Sedan

Travelling's more fun by far in this 4-door, 9-passenger Country Sedan (right). More practical, too, if you're taking the children. The luxurious interiors are specially selected to stand up to station wagon living. If you want room for hauling the cub pack six blocks—or the family gear for a 3-week tour—try this one for size.



4 big, wide-opening doors provide easy access to all three seats in the big Country Sedan (above). The third seat features removable foam cushions on seat and back. They're wonderfully handy as children's mattresses, picnic cushions, or to take to the football stadium.



Above you see the luxurious roominess of the 1960 6-passenger Country Sedan interior. It gives you nearly 4-inches more shoulder room . . . over 2-inches more hip room. Door openings are nearly 3-inches wider. Colourful, all-vinyl upholsteries have been developed to Ford's own laboratory standards of fade-resistance, durability and easy cleaning.



Notice how convenient it is to load or unload the Country Sedan with four wider door openings . . . easy, one-hand tailgate and liftgate operation . . . plus the largest rear entry in Ford's field.

6 Passenger Country Sedan

One of the most popular of all Ford wagons is this 6-passenger Country Sedan (right) with four, easy-to-enter doors. It offers a wide choice of engines . . . two great Thunderbird V-8's, 225 hp or 300 hp, or the thrifty Mileage Maker Six.



BOWLING ALLEY LOAD SPACE
With tailgate open, floor length measures more than ten feet . . . floor width more than five feet.



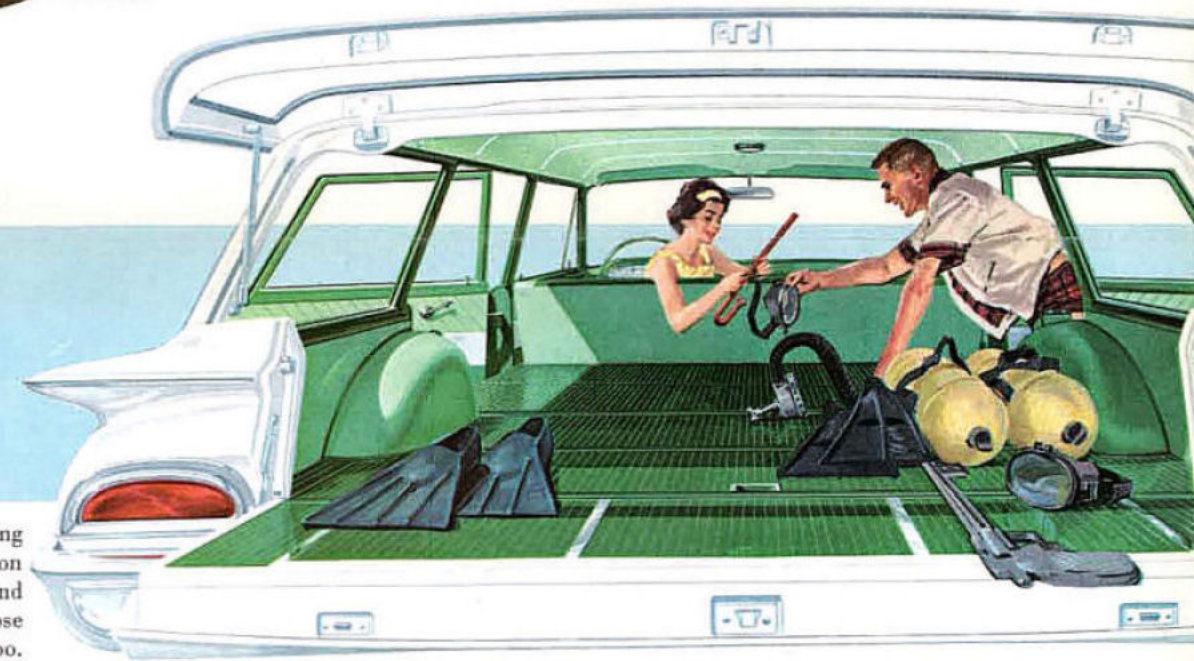
4 Door Ranch Wagon

It's hard to believe that this brawny beauty is Ford's lowest-priced, 4-door station wagon. Like all 1960 Fords its new rear suspension controls squat and dive caused by sudden starts and stops. Its Wide-Set wheels are a full five feet apart . . . give that road-hugging Thunderbird feel behind the wheel.

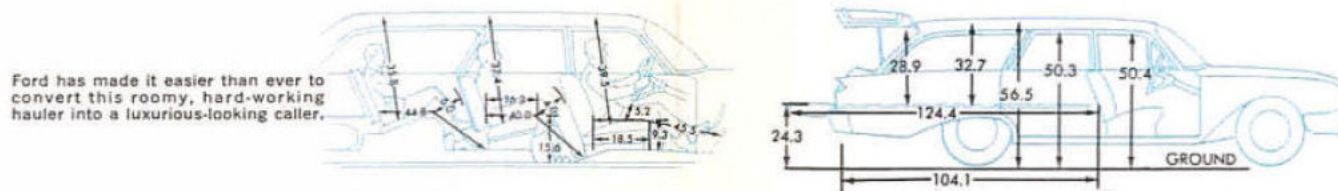


2 Door Ranch Wagon

Above is the economy wagon with all those money-saving features that have made it Ford's best selling Station Wagon. There's almost nine feet of level floor space and it's upholstered throughout with durable vinyl. Choose the Mileage Maker Six Engine for gas economy, too.



Special Ford wagon features make converting so easy!



Ford has made it easier than ever to convert this roomy, hard-working hauler into a luxurious-looking caller.



Ford's rear entry is up to 19-inches wider than others in Ford's field. Open it with one hand in a single operation. No window rolling needed.



Back of the third seat folds flat with the floor when seat cushion is removed. Second seat and back both fold to give full length flush floor space, the easiest conversion of any wagon in Ford's class. So fast and easy to do.

The Finest Ford Station Wagons of a Lifetime