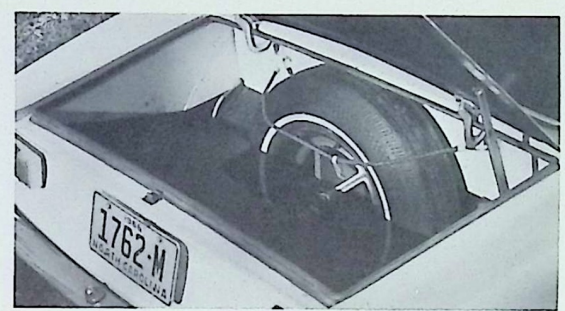
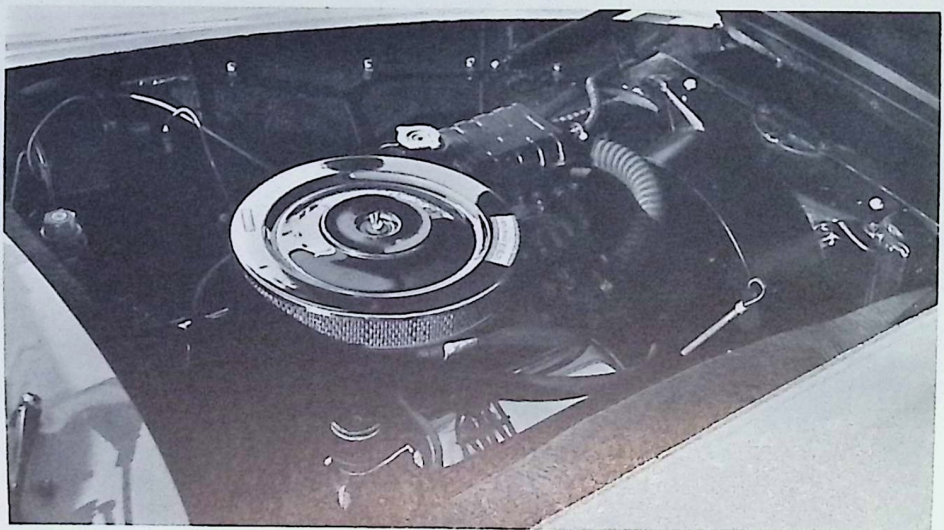
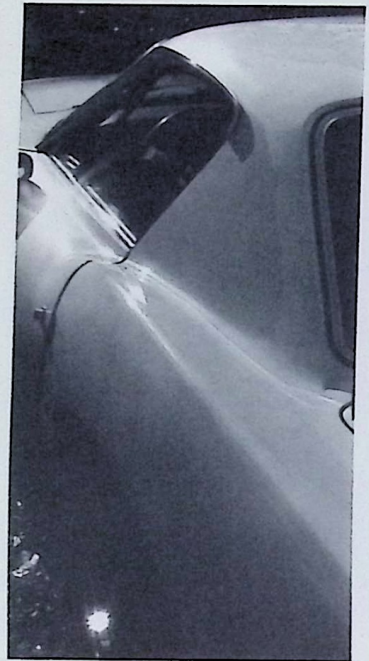
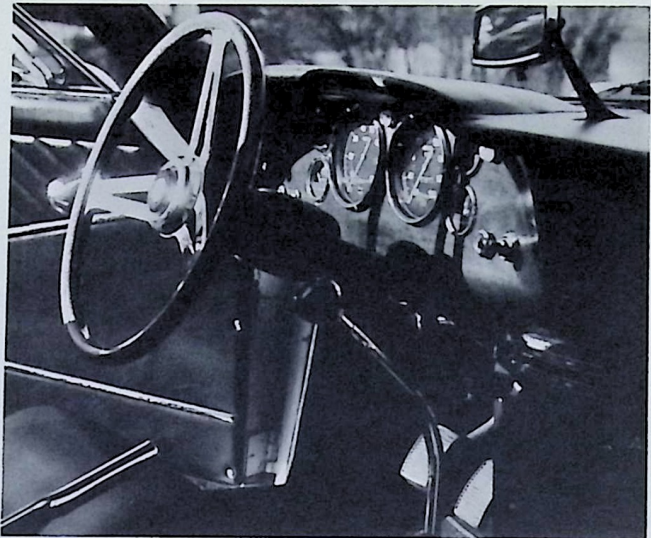
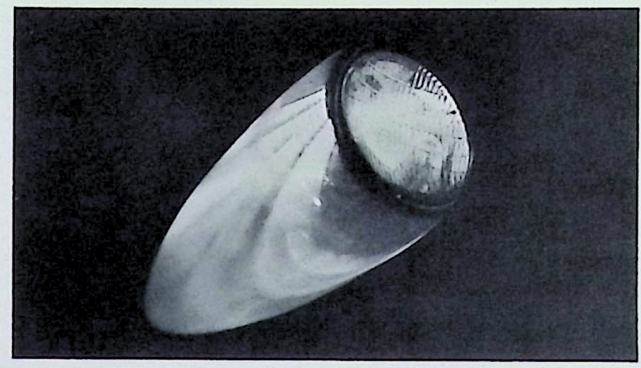


Dear Dr. Sincere,

I hope this car is
"just what the doctor ordered"
to suit your interest in an
unusual second car.



Prices are \$8250
with the hydraulic
lifter V-8, and
\$8750 with the

high performance 271-hp
solid lifter V-8 and
150 mph Pirelli
Cinturato Radial ply
tires.

Look forward to
hearing from you!
Steve Wilder

The Omega body is built by Carrozzeria Intermeccanica of Torino. The body panels are hand-hammered by Italian craftsmen to fit a full size wooden "buck," then are carefully fitted together and welded in a massive jig to the four-inch square steel tube frame. No squeaks, no seams and lots of torsional rigidity. What other sports car sounds like a bank vault when you shut the door?

To coin a phrase, your fingers will fall readily to place (behind the door lip) when your thumb presses the door button to release the patented safety latch. Details not shown include an automatic red safety light built into the rear surface of the door and the clean sculptured look of such usually-neglected surfaces as the door post.

Omega owners enjoy the grip of a wood-rimmed wheel, a view of six functional instruments—and command of the open road. There is generous space for the long-legged and tall-torsoed in the unique slope-back bucket seats. They combine luxurious riding comfort with corner-hugging containment. There is easy entry and exit through wide-opening doors, safe storage for cameras in the welded steel glove box, plus a deep shelf behind the seats.

While campaigning all types of Fords on many different racing circuits, Holman and Moody, Inc. have learned much. Now they've applied their hard-won knowledge to selecting Ford components for the Omega. To begin with, there's the 289 cubic inch V-8, shown here in four barrel carb, hydraulic lifter tune. (In Italy that's "punteria idraulica.") Among the special H/M items are the Mallory distributor and low-impedance exhaust headers. On special order, a variety of high-performance systems is available at extra cost. The Omega's basic engine offers one horsepower for every 10 pounds of weight, yet is smooth and tractable for boulevard cruising. Should we admit it—you can even start in second! Yes—it's four on the floor, all-synchro and with a map on the knob in case you get lost. But in any gear, when you press on the gas, you'll know you've gotten moving. The driveshaft and rear axle too, are by Ford, the latter being adapted to take disc brakes, coil springs, plus radius rods and a lateral locator. The power-boosted disc brakes use the largest Girling calipers available for road use. When you press on the brake pedal, you'll soon know you've stopped!

Designed by Robert Cumberford, the Omega captures in steel what designers have been struggling toward for a decade. Sealed beam headlights burn a hole in the night; the crisp delineation of their enclosures contrasting to the Omega's smooth facade. The long hood tapers gently to the bumper, unmarred by scoop or louver. The intake for the radiator, wide and low, is concealed below the bumper. This arrangement yields anti-lift forces at high speed without the drag of conventional spoilers.

Standard equipment on the Omega includes 7.35 x 14 Firestone Super Sport 500 white sidewalls mounted on six-inch wide Kelsey-Hayes Mag Stars. These tires have been tested in the lab and on the road to over 125 mph (continuously for over an hour). The pressure-cast aluminum center and the chromed steel rim, precision made by the world's largest maker of wheels, combines style with toughness.

The seven cubic foot trunk can take two big two-suiters with lots of room left over. And the rear fenders provide even more usable space. Under the floor is the 18 gallon gas tank, its filler hidden by the license plate.