

1960 Meteor



Canada's idea car of the year—and looks it!



Your tour of the year's newest ideas in automobiles begins here! For this is the story of the twelve new models and four great series of the 1960 Meteor—a car that in a few short years has become the fourth most popular automobile made and sold in Canada. And now for 1960, Meteor presents its newest ideas ever. Starting with the clean, sculptured styling illustrated above, you'll discover wonderful improvements in riding and handling, performance, economy, comfort and convenience. In every respect, Meteor for 1960 is Canada's idea car of the year. And not only looks it—but acts it!

From every vantage point, Meteor is dramatically new, distinctively Canadian. New ideas in economical power are yours in two new Tempest V-8's and Meteor's famous Econ-O-Fuel Six. Power flows in a smooth stream through either of two automatics or the neatest standard transmission in the country. A choice of *twelve* different drives! Miles fade away and bumps vanish under the absorption power of new front and rear suspensions. The new ideas are many but they all share one basis. Everything you discover in Meteor is new for a purpose. And the purpose is your driving pleasure.

new ideas that say welcome



The exciting new Montcalm Convertible for the newest and most glamorous ideas under the sun. Yours in 17 lustrous finishes!

1960 Meteor Montcalm Series. Want to drive an adventure? Want to capture sports-car excitement and be able to share it with your family? Your answer is here in the 1960 Montcalm convertible, outdoor example of Canada's idea car of the year. You'll welcome the new mechanism that swiftly lowers the all-vinyl top and folds it neatly from sight leaving a smooth, clean-flowing line. At highway speeds, notice how Meteor's top doesn't balloon. It's anchored to seal weather out and pleasure in. Interiors are weather-proof all-vinyl and tops come in two smart colours: white and black.



The classic Montcalm four-door hardtop . . . distinctively styled from front to dramatic rear deck. Truly the luxury leader of the 1960 Meteor family.

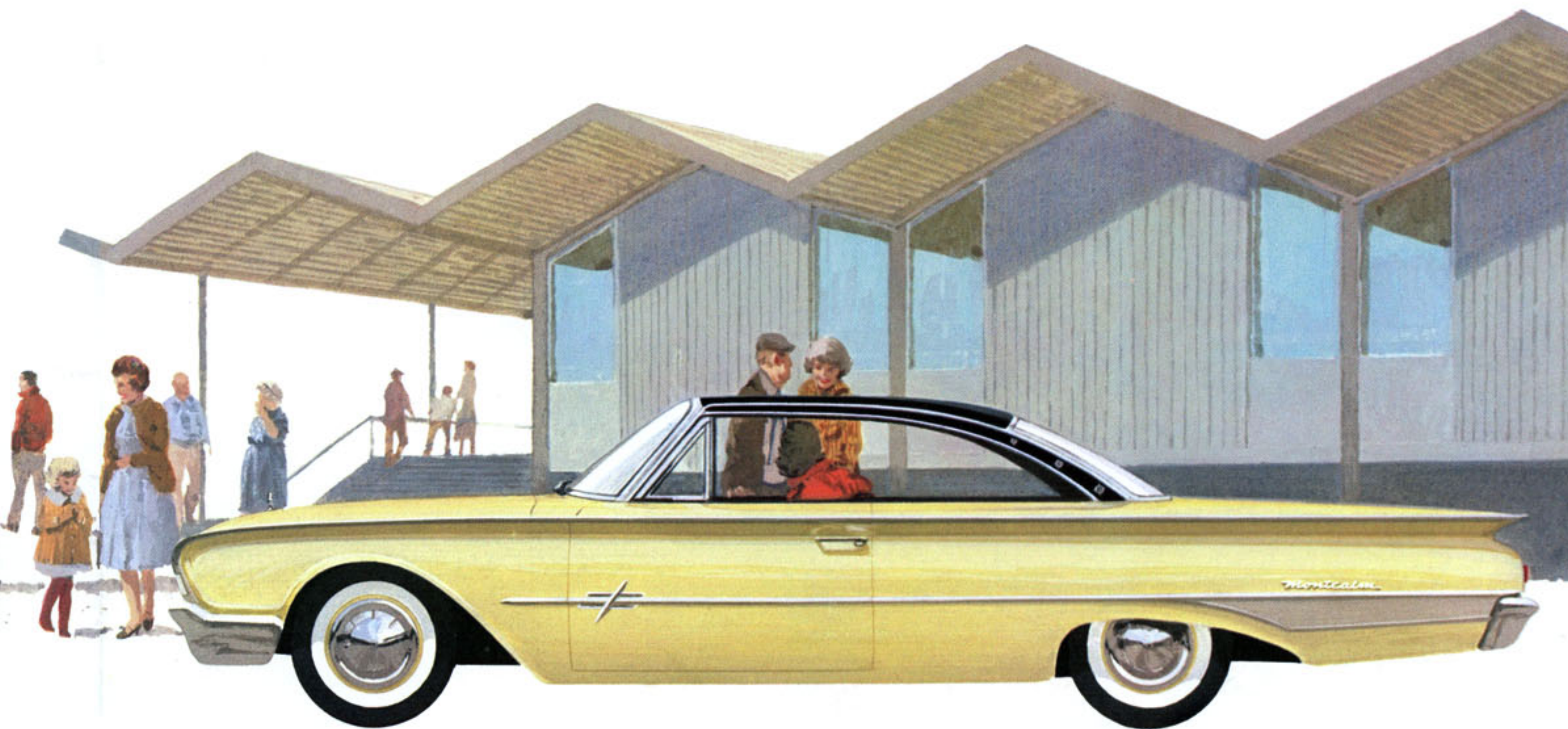
The Montcalm "welcome mat" is actually carpeting from wall to wall. Its deeply cushioned seats are three-adults wide and at a comfortable height. Its roofline is styled in the trim, tapered lines of modern architecture. Here indeed is the finest example of the new ideas so abundant in the 1960 Meteor family. Such ideas as—new Short-Stroke V-8 and 6 power . . . new cushioned ride . . . seventeen new, time-resisting colours . . . new styling distinction . . . new brakes (the largest in Meteor's field) . . . a new, more efficient cross-flow radiator. New ideas all—for *you*—in Meteor 1960.

new ideas in rooflines



The classic new Montcalm four-door sedan combines family convenience with the trim, airy look of a hardtop.

1960 Meteor Montcalm Series. With windows up, this beautiful new Montcalm four-door sedan looks for all the world like a hardtop. Concealed centre pillars and the classic Montcalm roof provide this luxury look as standard equipment, in the year's most idea-filled sedan. Here's room for stretching legs. New head room (hats considered!). New shoulder room. Here's room for six to ride in uncrowded comfort. And convenience features that make the longest journey fun. Here's the car that says "let's travel!"—and says it so well that the miles melt away with the sheer enjoyment of driving.



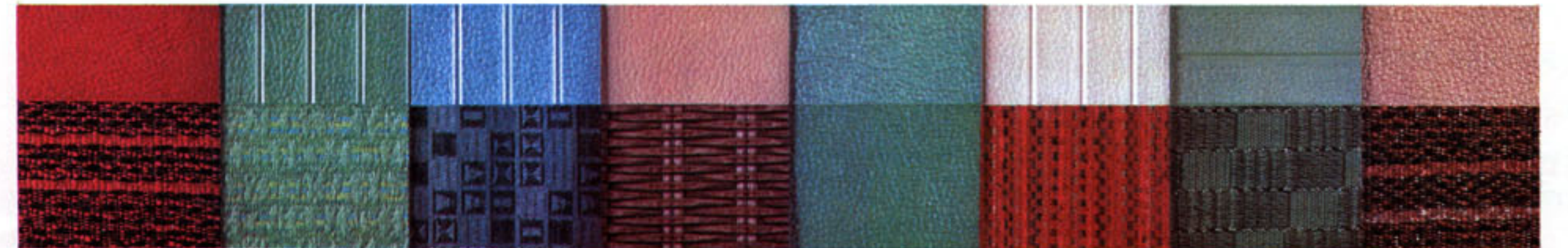
The new Montcalm two-door hardtop has its own special roof—and it's styled and powered for the young at heart.

So new is the originality in 1960 Meteor styling that out of the four cars in the classic Montcalm series, there are three distinctive roof stylings! Here in this special Montcalm two-door hardtop is one of the most exciting. A fast sweep of metal atop more than 5,000 square inches of safety glass identifies this Montcalm at a glance. An inch lower than other Meteor models, the Montcalm two-door hardtop has generous head room and wide new doors that permit easy entry. New compound windshield provides 55% greater visibility. All around you is the unhindered view of a "top down" convertible.

new ideas in fabrics and colours



It's a world of colour! A world of imaginative new fabrics and materials! And for 1960, Meteor captures it and skilfully transfers it to the Luxury-Lounge interiors of its twelve all-new models. Every series offers its own special decor, colour-keyed to blend with exterior colour choice. Upholstery trims are of soft pleated vinyl and textured metalweave nylon. In station wagons, there are handsome, durable tweed vinyls for long wear and easy care. Every Meteor has comfort-planned seating. Here indeed are the newest ideas of the year—an inside story that Meteor invites you to enjoy.



new ideas with a look of tomorrow



The new Rideau 500 four-door sedan is Canada's low cost way to drive in luxurious six-passenger comfort.

The new Rideau 500 two-door sedan echoes Meteor's look of tomorrow in a new integrated grille and trim, clean lines.

1960 Meteor Rideau 500 Series. To look at the unified cleanness of design in this Rideau 500 four-door sedan, it's hard to imagine that more than 17,000 parts must combine to achieve this unity...this look of tomorrow. In the 1960 Meteor, after much research, a major step forward in body-frame assembly has resulted in a solid car with remarkable structural strength. Heavier, longer frame and the most thorough insulation in Meteor's field, makes this a car of quiet precision. You can talk in whispers and hear. This is the sound of tomorrow—the hushed pleasure of Meteor quality quiet.

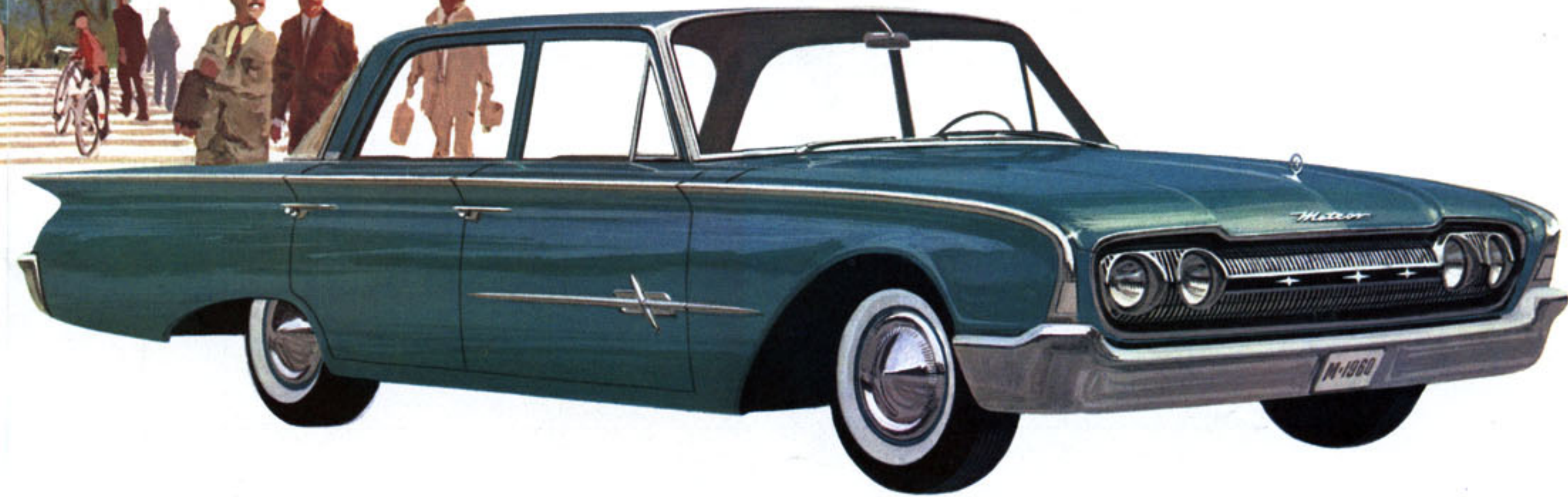
There are many more new ideas to look for in the 1960 Meteor. Here are just a few of them. Meteor's new brakes are the largest in its field—25% larger. A touch brings you to a straight, controlled stop. There's no see-saw on braking, either. Meteor's new self-levelling suspension prevents nosedive on sudden stops and rear-end squat on acceleration. Wheel treads are fully five feet apart for greater stability. Meteor's new steering is precise—with a high 27:1 ratio that operates with ballbearing smoothness. The most petite of drivers finds every Meteor finger-touch easy to control.

new ideas with a practical touch



New Rideau two-door sedan—the lowest priced Meteor but who could tell from its luxury look! Ideal car for business or pleasure.

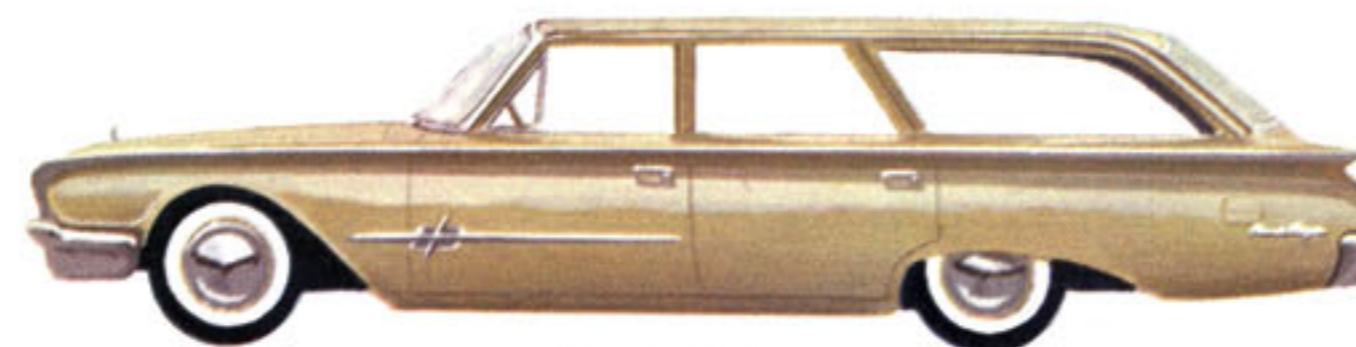
1960 Meteor Rideau Series. For 1960, the Rideau models are the lowest priced in the Meteor family. It's hard to believe. Styling is Meteor-new and distinctively Canadian. The look of this car is the look of originality. New, lustrous enamel—in 17 glamorous finishes will stay beautiful for years. Standard Meteor engines, 6 or V-8, purr best on regular grade gasoline—and save up to five cents a gallon. New full-flow oil filter permits driving up to 4,000 miles between changes. All savings you can measure. But the finest measure of Meteor is the way it adds to the pleasure of driving a car.



New Rideau four-door sedan—a family car in every sense from Safeguard features to modest price. Here's truly practical beauty.

Your first day with this six-passenger beauty is a day of discovery. If it happens to rain you'll like the new longer wipers that sweep a 33% greater area and do it faster. Comfort is apparent immediately. Seating is at a comfortable height with foam cushioning as standard equipment on all front seats. A flatter floor design permits comfortable leg room, even for the "middle man". And gone for good is stubborn seat adjustment. Front seats ride on ball bearings and adjust to eleven positions at a touch. The 1960 Meteor tailors itself to your needs as if it is made for you and you alone.

new ideas in station wagon living



Four-door Ranchwagon



Two-door Ranchwagon

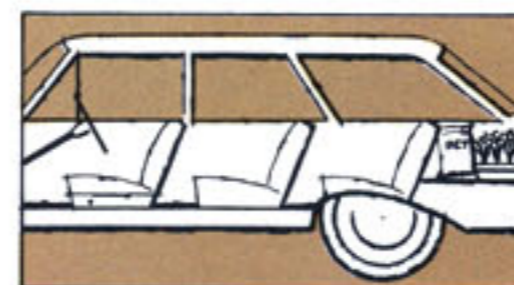


Six-passenger Country Sedan

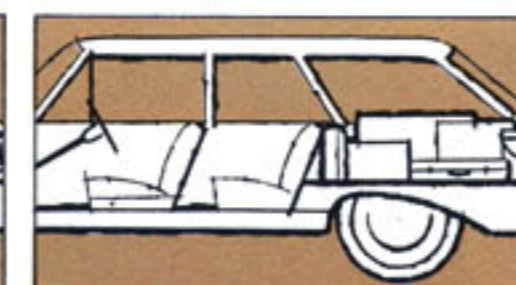


Nine-passenger Country Sedan

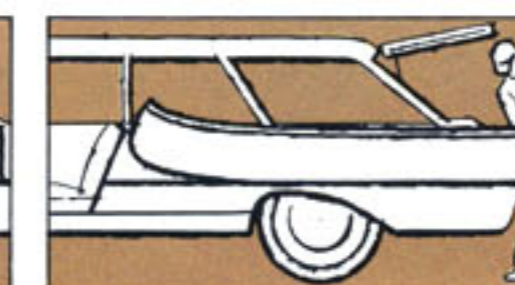
1960 Meteor Station Wagons. Four major ideas stand out from the dozens in Meteor's 1960 quartet of station wagons. Hardtop styling! Rear seat comfort! Half-ton loads! And passenger-car ride! If ever wagons were made to match your every mood, here they are. They'll pack a hunting trip on the weekend—and take you to work on Monday in limousine comfort. They'll transport a crowd with ease. Or haul eight-foot lengths of wall panelling (even longer, if you lower the tail gate!) With V-8 or 6 power, you'll get top economy while enjoying the year's newest ideas in station wagon living.



In 9-passenger models, there is over 3 ft. of loadspace provided behind the third seat.



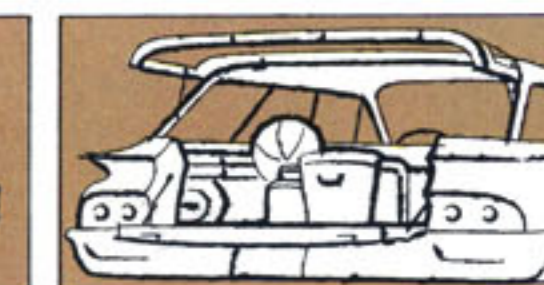
With third seat down (and in 6-passenger models) there is almost 6 ft. of loadspace.



Second seat folds away neatly, providing level, unobstructed loadspace 8½ ft. long.



Seats are comfortably high and wide to provide plenty of hip, head and leg room.



Tail gate opening is 5 ft. wide, easy to load. One handle opens lift and tail gates.

what
Meteor's
 new ideas
 mean to you



new ideas in economy

Fine Car Quality at Meteor's Low Price

Meteor's extra degree of silence comes from 20% more insulation and over 200 more body welds than other cars in its field. Meteor's engine hood sits firm and flutter-free, because it is double-walled. Body panels are sealed with metal, not just caulking compound. There is more strength, safety and silence built into your Meteor than you can have for its price anywhere else.



New Gas and Oil Savings

All Meteor engines feature modern Short-Stroke design for greater efficiency. Standard Six and V-8 run on regular gas—at a nickel a gallon saving—and deliver top gas mileage in their field. Meteor's standard full-flow oil filter lets you drive up to 4,000 miles between oil changes. You save as much as a dollar a tankful on gasoline—up to nine oil changes a year—real economies you can enjoy in *any* 1960 Meteor.



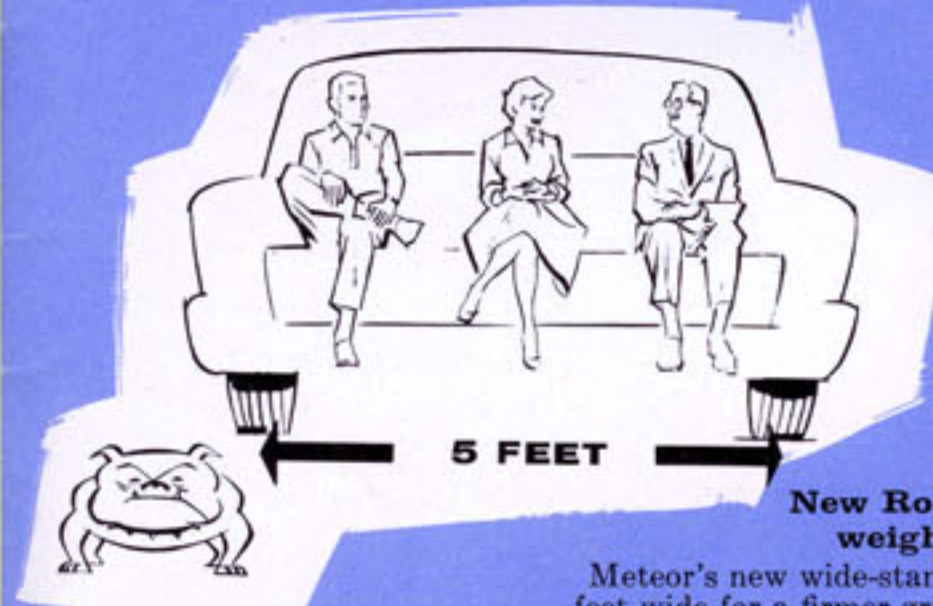
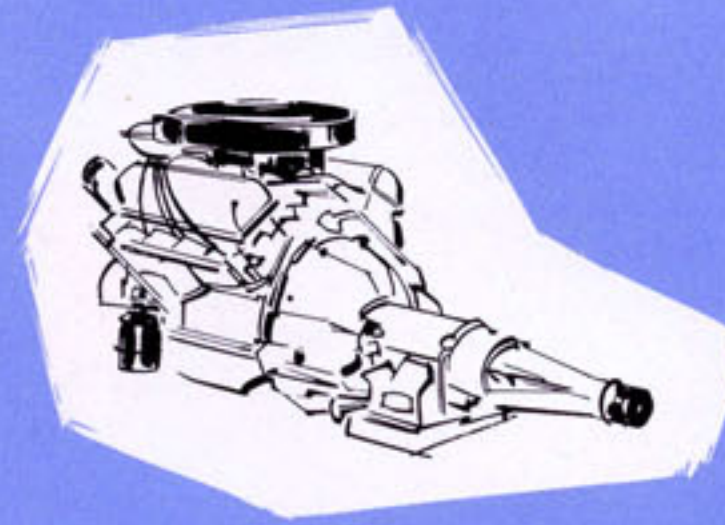
New Aluminized Muffler lasts twice as long

Every Meteor muffler is aluminized inside to resist exhaust gas acid, the major cause of muffler rust-out. Tail pipe is also aluminized. The result? You can drive winter after winter without muffler worries. New location outside the frame away from passenger area, contributes to Meteor's greater silence, speeds up service time.

new ideas in performance

Choose the Power and Economy you want—Meteor's got it!

For top economy, mate the Short-Stroke Econ-O-Fuel Six with Meteor's standard transmission or with the new Econ-O-Matic, Meteor's lowest-priced automatic drive. For peak performance, choose either of Meteor's Tempest V-8's with standard transmission, Econ-O-Matic or the superb Dual-Range automatic with the economy of an overdrive and the ultimate in performance.

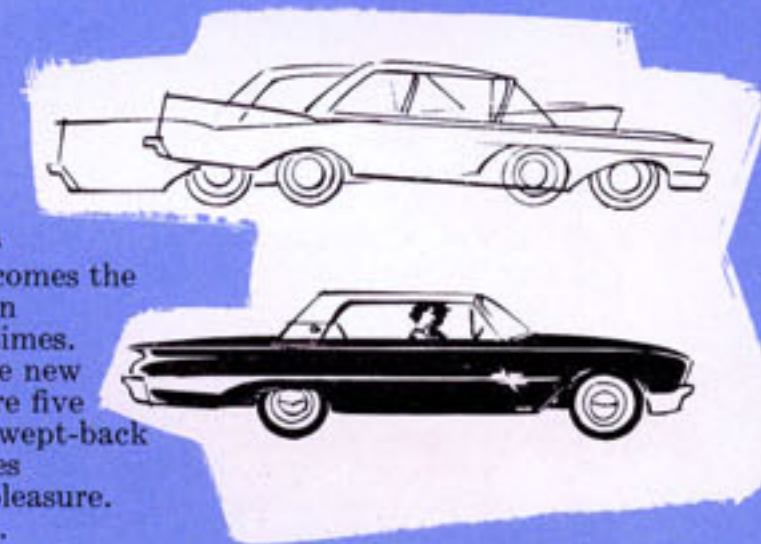


New Road-Hugging Stance—weight near to the ground

Meteor's new wide-stance wheel tread is fully five feet wide for a firmer grip of the road and a flatter ride through curves. Frame and body have a new, low centre of gravity—provide a new high in cornering stability. Meteor hugs close to the pavement on the tightest turns, gives you new confidence at the wheel.

A new idea in Suspensions keeps Meteor riding smooth

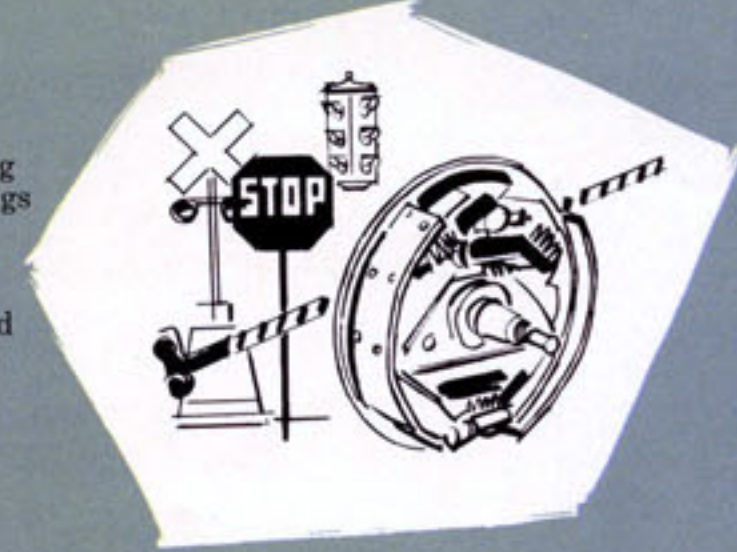
A new self-leveling suspension overcomes the tendency toward front-end tilt when braking, keeps Meteor level at all times. Self-adjusting action is aided by the new rear axle mounting. Rear springs are five inches longer, half an inch wider. Swept-back ball-joint front suspension completes Meteor's new revelation in riding pleasure. Handling is sure, smooth, effortless.



new ideas in safety

New 25%, larger Brakes—Biggest in Meteor's Field

There's an extra margin of stopping power in a 1960 Meteor. New linings are specially compounded to last longer, stop smoother. And brake pressure is *uniform*, because front and rear brakes have new, balanced design. They're double sealed, too, to keep dirt and water out—provide safer, surer stops every time.

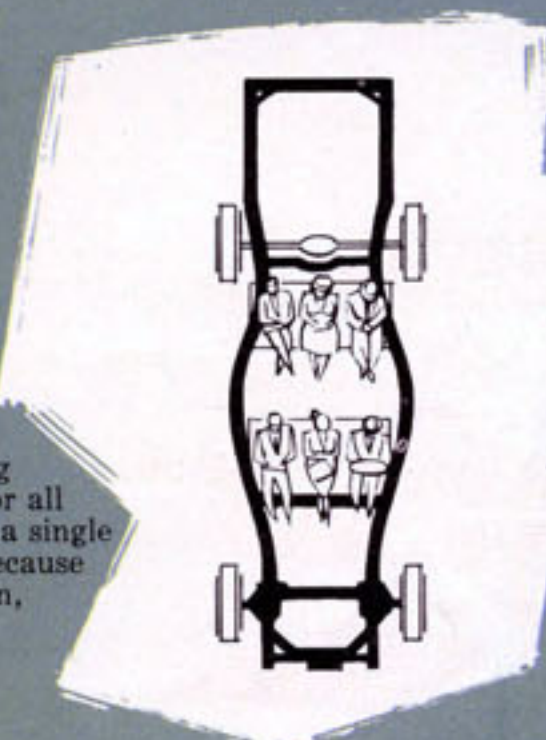


New Angle-of-Vision improved 55%—Wipers 33% more effective

You can see right down to the road just ahead of the car—overhead signals with ease. The visibility all around is better, too, from wide-angle windshield, full-view rear window, slender pillar design. New windshield wipers *keep* visibility high. Sweep area has increased 33% and motor capacity lets you increase wiper speed right up to 120 sweeps per minute.

New Safety-Contour Frame provides maximum Passenger Protection

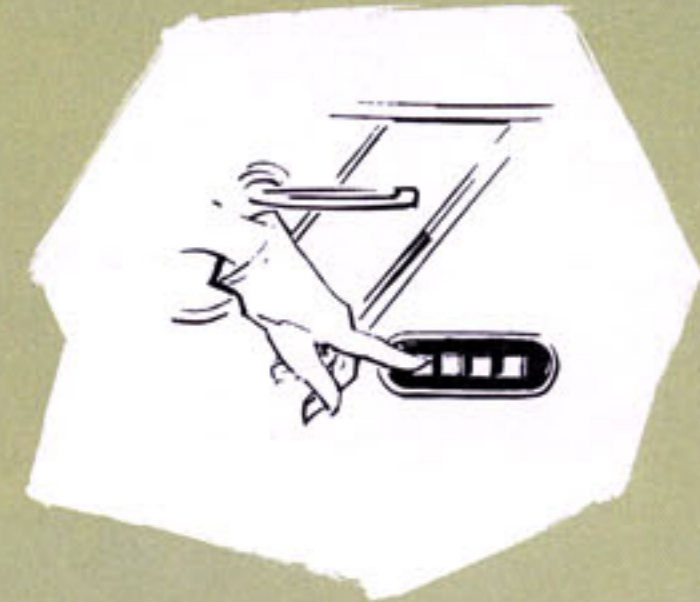
Five heavy crossmembers link the bridge-strong Meteor box frame into solid outer protection for all six passengers. Body and frame are bolted into a single interlocking unit. Stronger—and more silent, because live rubber body mounts damp out all vibration, soften road shocks, improve your *safer* ride.



new ideas to save you effort

New Power-Lift windows for added Convenience and Safety

Just the touch of a button raises or lowers any window when your Meteor has Power-Lift controls. Central control panel is located on the driver's door, while individual controls are under each window for passenger convenience. For added safety, windows operate only when ignition switch is "on".



—and to add convenience

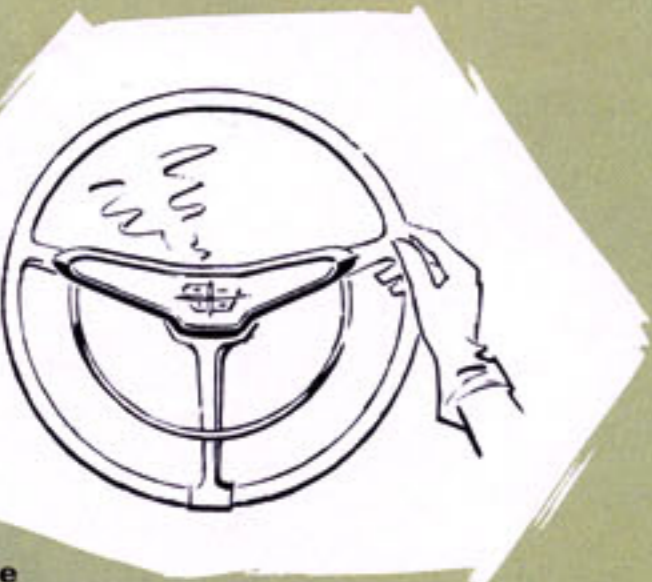
Windshield Pillar is right out of the way

Never another bumped knee or awkward movement through the door of your car—when you've a 1960 Meteor. The corner post is fully 10 inches further forward than "dogleg" pillar designs. Entering and leaving a Meteor is a simple graceful movement, because the windshield pillar is right out of your way.



The finest Power Brakes in Meteor History

New vacuum-operated power brakes require only one-third the effort of standard brakes. Fast stops are smooth and sure. Pedal is at accelerator height to speed reaction time. A light toe pressure gives smooth brake response. Special reserve power is available in the event of unexpected engine "switch off".



New Power Steering ease

Now, 85% of the effort can be taken out of steering. Meteor's hydraulic Master Guide power steering makes the tightest parking manoeuvre fingertip easy. It's a real boon when your Meteor is stationary. Best of all, it retains the natural "feel of the road", gives you complete control at all times. Once you try Master Guide power steering, you'll never want to be without it!

Meteor Doors stay open in either of two positions

Two-position door checks let you check Meteor's front doors at two-thirds open as well as all the way open. Makes getting in and out easy—even when you're loaded down with parcels and parked close to another car. Doors stay shut when you close them, thanks to impact-tested safety door locks.



Meteor's Trunk is easier to load and unload

Meteor's trunk is made for everyday convenience as well as vacation-size load space. Loading sill is only 27 inches off the ground. Makes light work of lifting. Trunk lid opens and closes more easily. You need only one hand free to unlock and open it. And, inside, there's over 33 cubic feet of usable trunk space.



here
are
the facts
behind
Canada's
idea car
of the year

ACCESSORIES

Back-up lights; Bumper guards, front and rear; Cigarette lighter; Clock, self-regulating electric; Curb signals; Engine block heater; Exhaust deflectors; Fender shields; Frost shields;

Floor mats; Hood ornament; Licence Plate frames; Luggage rack; Litter basket; Mirrors, various styles; Power brakes; Power steering; Rear bumper reflector kit; Radios, various types, with antennas; Rear seat speaker; Rocker panel trim; Spotlight with mirror; Seat belts; Spare wheel carrier; Tissue dispenser; Windshield washer; Wheel trim rings.



Hooded rectangular rear-view fender mirrors (all types) keep you in the traffic picture.

One of five special new pushbutton or manual car radios makes music of the miles.

Deluxe integrated back-up lights make night driving and parking a safe and easy matter.

SPECIFICATIONS

ENGINES: 145-hp Econ-O-Fuel 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; (all models). 225-hp Tempest 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. 300-hp Tempest 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 Econ-O-Matic Drive—Two forward gears (low and high), one reverse; torque converter in combination with compound planetary gear set. Dual Range Automatic 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. Rear Suspension is by 4-leaf, 5-foot semi-elliptic springs (5-leaf in station wagons) 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 for station wagons in combination with H.D. axle.

AXLE RATIOS: (to 1) Standard models (except station wagons): Conventional Transmission with Six or V-8's—3.56. Overdrive with Six and 225-hp V-8—3.89. Econ-O-Matic Drive with Six—3.56; with V-8's—3.10. Dual Range Automatic Drive (with V-8's only)—3.10. Optional Limited-Slip Differential—same as standard above. (to 1) Station Wagons: Conventional Drive with Six—3.89; with V-8's—3.56. Overdrive with Six and 225-hp V-8—3.89. Econ-O-Matic Drive with Six and 225-hp V-8—3.56; with

300-hp V-8—3.10. Dual Range Automatic Drive (with V-8's only)—3.10. Limited-Slip 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: Finger-touch recirculating ball steering gear cuts friction for easier steering. 27 to 1 overall steering ratio; 25 to 1 with Finger-Touch Power Steering. 17½-in., 3-spoke, Safeguard steering wheel. Approximately 40.5-ft. turning diameter.

BRAKES: Double-sealed, self-energizing, 4-wheel hydraulic brakes have suspended pedal, firewall-mounted master cylinder. Drum diameter is 11 in. Lining area is 225.6 sq. in. (248.4 sq. in. on wagons). 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. Sedans, Hardtops and Convertible—Six have 7.50 x 14 4PR; V-8's have 8.00 x 14 4PR; all on 5-in. rims. All station wagons have 8.00 x 14 4PR on 5½" 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 (Rideau, Rideau 500, Montealm) 55.0 in.; (Montealm 2-door Hardtop) 54.5 in.; (Convertible) 55.5 in.; trunk capacity with tire (all models except Convertible) 33.5 cu. ft., (Convertible) 32.5 cu. ft.

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

OPTIONS: Deluxe Safeguard safety steering wheel (white); Deluxe wheel covers; Electric windshield wipers; Four-way manual seats; Fifteen-inch wheels; Heavy duty front and rear springs and shock absorbers; Limited-Slip Differential; Nylon tires; Power windows; Safeguard cushioned instrument panel; 65 Amp-Hr. battery; 70 Amp-Hr. battery; Two-Tone Baked Enamel Finish; Tinted glass windshield; Undercoating package; Whitewall tires. Some options listed are standard on some models, optional at extra cost on others.

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 items illustrated or referred to are standard on some models, optional at extra cost on others.

FORD MOTOR COMPANY OF CANADA, LIMITED

