



mph in 9.9 seconds and 0-30 mph in 3.9 seconds. It will go from 40-60 mph in 5.8 seconds and from 0-50 mph in 7.8 seconds. In top-tuned condition on a hard-topped road, this car will break 110 mph, which today is typical of American family sedan performance. It is not the sharpest sedan ever written up on these pages but, by the same token, not the slowest either."

Demand for the '58 models was so high that Ford had to put Wixom on heavy overtime just to keep up. (Rambler was the only other American make to show a sales increase that season.) Said engineer Hollowell: "We were making money so fast we didn't know what to do with it. It came, as I recollect, to somewhere around \$1000 per car." Under the circumstances there was little need to change the package—which is just as well, as there was little money available. This apparent contradiction is explained by author Langworth: "Unfortunately, the convertible tooling

Opposite page: A beautifully restored example of the '59 hardtop (owner: Everett Faulkner). "Gullwing" headlamps suggested the "Squarebird's" bodyside character line, which stylist Bill Boyer describes as a "clamshell fender treatment." Above: Three factory portraits of the 1959 models highlight that year's detail trim changes. Note the front fender ornaments, horizontal-bar grille insert and taillamp appliques, and the pointed spears on the door "bombs." Wheel covers were also used on the new 1959 full-size Galaxie.