

With...
112 INCH
WHEELBASE

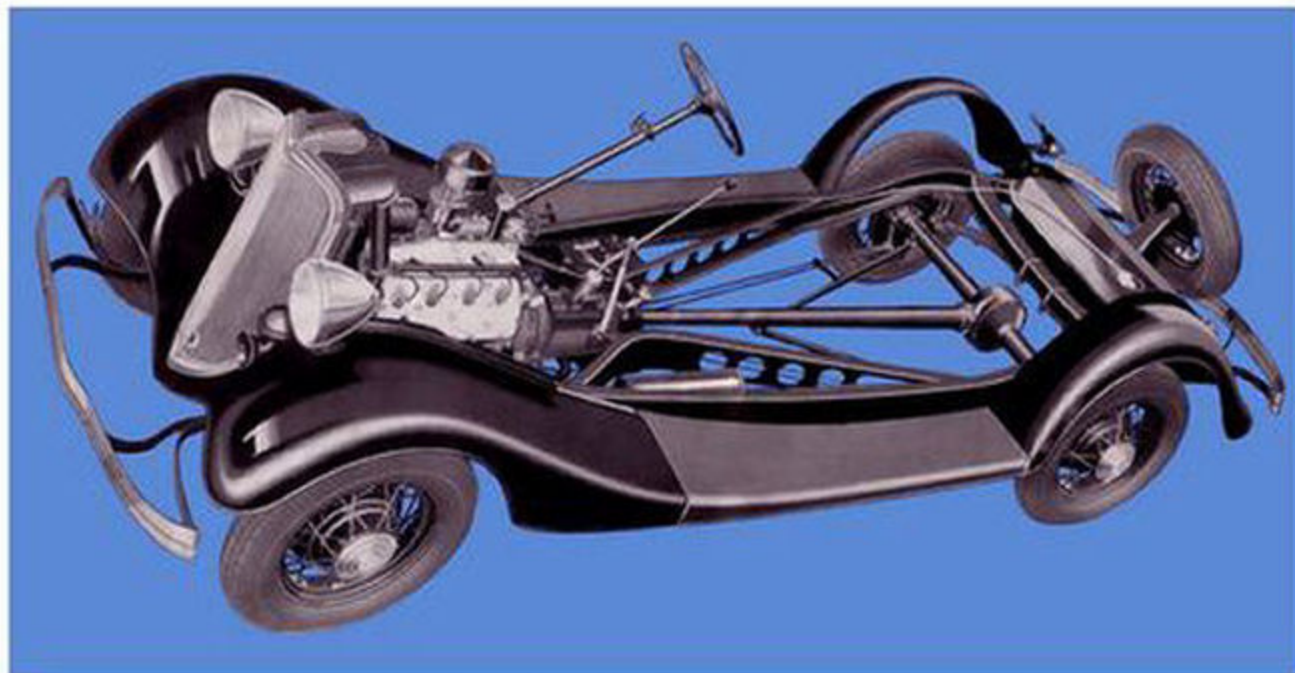
V-8 . . . 30 H.P.
(R.A.C.)

4 cyl. . . 24 H.P.
(R.A.C.)



The New V-8 and 4 cyl. Cars by Ford

CHASSIS OF THE NEW V-EIGHT



A DOWN-VIEW OF THE NEW V-8 CHASSIS, showing the double-channel, double-drop, X-type frame which provides increased strength and rigidity for the longer, 112 inch wheelbase. The two members which form the X-beam are continued inside the main channels beyond the front and rear cross members. In the new three-quarter floating rear axle, the driving pinion is mounted in a double taper-roller bearing at the front and a straight radial roller bearing at the rear. This maintains permanent alignment of the pinion with the ring gear under all driving conditions and results in extremely quiet axle operation.

DETAILED SPECIFICATIONS

V-EIGHT AND 4-CYL. CARS

CLUTCH AND TRANSMISSION. Single plate dry disc clutch. Throwout bearing lubricated through readily accessible fitting. Three speed selective sliding gear transmission. Synchronised second and high gears. Quiet second gear. Roller and ball bearings carry gear train in all forward speeds.

COOLING. Centrifugal water pump. 4-cylinder engine has two blade aeroplane type fan, driven by adjustable "V" belt with capacity of cooling system, 2-4/5ths gallons. The V-8 cylinder engine has 4 blade type fan, 2 pumps, with capacity of cooling system 4 1/2 gallons.

FUEL SYSTEM. Ternite plate fuel tank mounted at rear. Engine-driven fuel pump. Fuel gauge on illuminated instrument panel.

BRAKES. Four wheel mechanically operated internal expanding. Drums of special cast alloy iron. Total braking surface, 186 square inches. Foot pedal and parking lever control.

SPRINGS. Chrome alloy steel. Transverse, front and rear. Rear springs varied to suit different body types.

FRAME. Double-drop, double-channel X-type. High carbon frame steel. Side rails 2 inches wide, 6 inches maximum depth.

RUBBER INSULATORS. Rubber insulation at three point motor mounting, spring shackles, shock absorber links and front radius rod ball socket on main cross-member.

RIDE CONTROL. Four self-adjusting double acting hydraulic shock absorbers. Automatic and thermostatic control. Rubber bushed links.

FRONT AXLE. Heavy "I" beam forging. Taper roller wheel bearings.

REAR AXLE. Three-quarter floating type with full torque tube drive. Spiral bevel gear and straddle mounted pinion. Roller bearings throughout. Gear ratio, 4.111 to 1.

TURNING CIRCLE. 39 feet.

WHEELS AND TYRES. Five steel spoke, one-piece wheels, 5.50 x 17 balloon tyres.

ENGINES

FOUR CYLINDER. "L" head, cast en bloc. Piston displacement, 200.5 cubic inches; bore, 3 1/2 inches; stroke, 4 1/2 inches. Compression ratio 4.6 to 1. Horsepower rating, R.A.C., 24.03. Brake horsepower, 50 at 2000 R.P.M. Maximum torque, 128 foot pounds at 1400 R.P.M. Lubrication by combined pump, splash and gravity system.

EIGHT CYLINDER optional—V-type 90° 8-cylinder, "L" head, cylinders cast en bloc. Piston displacement, 221 cubic inches; bore, 3-1/16th inches; stroke, 3 1/2 inches. Compression ratio, 6.30 to 1. Horsepower rating, 30 R.A.C. Brake horsepower, 75 at 3000 R.P.M. Maximum torque, 147 foot pounds at 1200 R.P.M. Down-draft carburettor; lubrication forced feed, spray and vapour. Cooling, 2 pumps and Thermo-syphon.

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FEATURES OF THE V-8 BY FORD

New, longer, wider bodies. 112 inch wheelbase. Striking body lines and colours. New skirted mudguards. Smooth-running V-type eight-cylinder engine, R.A.C. rating 30 horse-power. Engine cushioned in live rubber. Twenty-five anti-friction roller and ball bearings. Remarkable acceleration. Improved petrol and oil economy. Automatic spark control. Silent second speed. Silent, synchronised gear change. Fully counter-balanced 65-pound crankshaft. Aluminium pistons. Down-draft carburettor, with

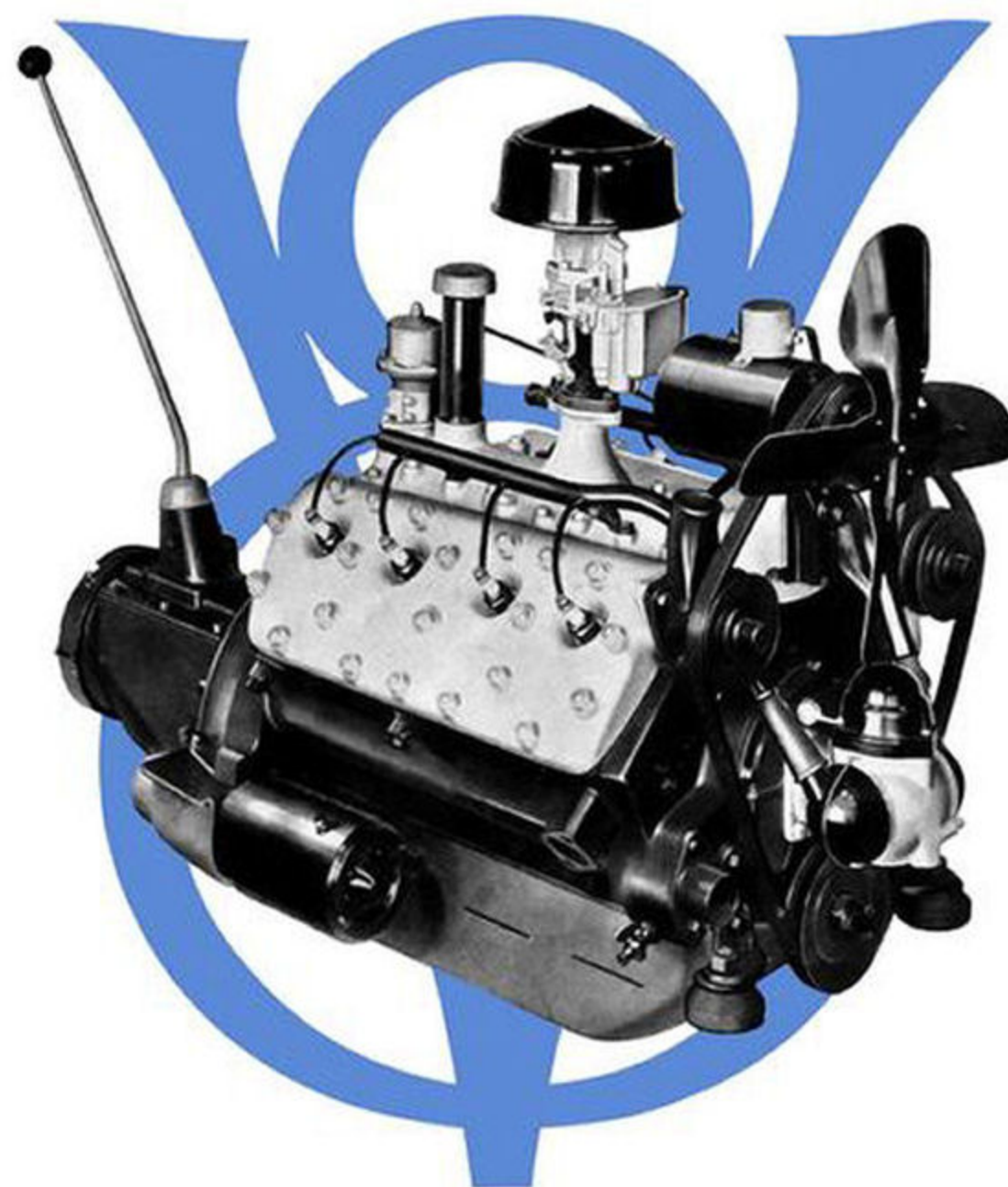
silencer. Torque-tube drive. Three quarter floating rear axle. Straddle mounted rear-axle driving pinion. New double-channel, double-drop X-type frame. Bodies insulated to ensure quiet. Five distinctive one-piece, electrically welded steel-spoke wheels. Fingertouch steering. Safe, reliable four-wheel mechanical brakes, fully enclosed. Twenty-degree slanting windscreen. Safety glass windscreen in De Luxe



A BRITISH EMPIRE PRODUCT

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LIMITED



EIGHT-CYLINDER PERFORMANCE WITH FORD RELIABILITY AND ECONOMY

The New V-8 engine combines eight-cylinder performance with unusual economy and reliability. It has many distinctive features of design and construction.

The all-aluminium cylinder head is a new quality feature. Because it dissipates heat more rapidly, it permits higher compression and results in increased speed, power and smoothness, faster acceleration and added fuel economy.

Another noteworthy feature of the New V-8 is the one-piece casting of the cylinder block, the exhaust passages and crankcase. This exclusive Ford design results in an exceptionally rigid and compact engine, assuring permanent bearing alignment and long life.

Smooth engine performance is assured by the basic eight-cylinder design. The cylinder blocks are

set at a 90-degree angle. The crankshaft is fully counter-balanced and the throws are at 90 degrees. Every piston and every connecting rod is of uniform weight. The cylinders are offset above the crankshaft. These features combine to place all moving parts in natural balance, making smoothness an inherent characteristic of the design.

The New V-Eight by Ford



NEW V-8 DE LUXE ROADSTER By FORD—Many an admiring glance will follow this dashing new Roadster. The wide seat is upholstered in *Genuine Leather*. The lines of the hood are particularly distinctive and it folds neatly into a recess when not in use. Comfortable rumble seat is standard equipment. Windscreen is made of safety glass . . . There is also a New Standard Roadster.

Greater economy, larger, roomier bodies, faster acceleration, and increased power and speed are outstanding features of the New 112-inch wheelbase V-Eight cylinder car by Ford. The roomiest, most powerful car ever built by Ford, it introduces a new style of beauty, a new standard of comfort and a new pace in performance at a low price. To the smoothness and flexibility of the V-type, eight-cylinder engine, Ford design and construction have added yet another advantage . . . low cost of operation and upkeep.



NEW V-8 DE LUXE SEDAN By FORD—A truly De Luxe car in lines, in size, and in finish. Seats are wider and roomier. Driver's seat adjustable. Rear seat has arm-rests. Windscreen is made of safety glass. Three side windows give unusual light and vision . . . There is also a New Standard Sedan.

DISTINCTIVE BODY LINES OF THE NEW V-8 BY FORD EXPRESS THE NEW MODE IN MOTOR CAR DESIGNING

Illustrated here are four beautiful body types of the New 112-inch wheelbase V-8 by Ford. They are new and distinctive in their graceful streamlines and they express the new mode in motor car designing. In every detail you see evidence of a carefully planned harmony of line, proportion and direction. The wider, longer bodies of the New V-8 provide unusual riding comfort. They are mounted on the new double-channel, double-drop, X-type frame. The centre of gravity is low. In addition, the wide, deeply cushioned seats are set well down in the car. All New V-8 cars have the new skirted mudguards, new headlamps, five distinctive one-piece steel-spoke

wheels, and new instrument panel directly in front of driver. All are furnished in a choice of colours. All closed cars have a dome light. De Luxe models have two tail lights, two matched-tone horns, are equipped with *safety glass wind-screens*, cowl lamps and full-length chromium-plated bumpers, front and rear. The De Luxe Sedan has an ash tray in the rear compartment and an ash tray and cigar lighter on the instrument board. Other De Luxe models have an ash tray and lighter on the instrument board. All De Luxe models are obtainable with luggage carrier and spare wheel at side.



NEW V-8 DE LUXE COUPE By FORD—This attractive new Coupe has a wide, comfy seat, with convenient parcel shelf behind. Comfortable rumble seat is standard equipment. Finest quality upholstery and safety glass windscreen. Sport appearance is enhanced by fabric and metal hood finished with lexan iron. Rich, enduring body colours.

The New 4 cyl. by Ford

The New Four-cylinder car has the same beautiful appearance as the new V-8 and is available in similar body types. With 112 inch wheelbase it is longer, roomier and more refined in every detail. The improved four-cylinder engine has a

fully counter-balanced crankshaft and is cushioned in rubber. These mechanical improvements eliminate vibration, giving a new smoothness, flexibility and economy of operation that is revolutionary in the performance of a four-cylinder car.



NEW V-8 DE LUXE PHAETON By FORD—A long, low, roomy open car with plenty of dash and style. The tan hood has attractive lines and it is easy to raise and lower. Made of durable waterproof material—double-thick, interlined with rubber. *Genuine Leather* upholstery . . . There is also a New Standard Phaeton.

LARGER, ROOMIER, MORE ECONOMICAL — 112-INCH WHEELBASE