1934

introduces even greater advances of style and refinement in this most advanced of cars . . .

FORD V-8

SPECIFICATIONS

Engine—8-cylinder

90° V-8 with 90° crank throw. Piston displacement, 221 cubic inches; bore, 3⅛ inches; stroke, 3¼ inches; compression ratio, 6.3 to 1; horsepower rating, S.A.E. 30.00; brake horsepower, 85; maximum torque, 148 pounds-feet at 1,200 r.p.m. Lubrication—forced feed to all bearings———splash and spray to other parts. Mounted in rubber at 3 points; valves chromium and nickel alloy; cylinder heads aluminium alloy; pistons, special heat-treated aluminium alloy; cylinder walls of mirror finish.

CRANKSHAFT. Special Ford carbon chrome steel. Diameter, 2 inches; weight, 65 pounds; three main bearings; total main bearing surface, 36½ square inches. Statically and dynamically balanced.

CARBURETTOR AND FUEL SYSTEM. New fuel pump and lever arm type dual down draft carburettor with dual intake hot spot manifold, resulting in more economical fuel consumption due to more even distribution. Combination air silencer and air cleaner with practically same efficiency as oil bath type of air cleaner.

COOLING. Tube and fin type radiator with four rows of tubes. Efficient fan. Two centrifugal pumps, one in each cylinder head. Capacity, 4½ gallons.

IGNITION. Battery, coil and distributor. New type distributor driven directly off end of camshaft. Full automatic timing, vacuum-controlled.

OPTIONAL. 4-cylinder engine "L" head, cast en bloc. Piston displacement, 200.5 cubic inches; bore, 3⅛ inches; stroke, 4¼ inches. Compression ratio, 4.6 to 1. Horsepower rating, S.A.E., 24.03. Brake horsepower, 50 at 2,800 r.p.m. Maximum torque, 126 pounds-feet at 1,400 r.p.m. Lubrication by combined pump, splash and gravity system. Mounted in rubber; valves, chromium and nickel alloy; pistons, aluminium alloy. Cylinders offset ¼-inch from centre line of crankshaft.

CRANKSHAFT. Carbon manganese steel. Counterbalanced. Statically and dynamically balanced. Main bearing area, 44 square inches. Diameter main bearings, 2 inches.

CARBURETTOR FUEL SYSTEM. Two jets in carburettor, "power jet" coming into action at high speeds and power peaks; silencer, terne plate fuel tank. Engine-driven fuel pump. Fuel gauge on illuminated instrument panel.

COOLING. Centrifugal water pump. Four row tubular radiator. Efficient fan driven by adjustable "V" belt. Capacity of cooling system, 13 quarts.

IGNITION. Automatic spark advance. Battery, coil and distributor.

Passenger Car Chassis

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

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

SPRINGS. Ford transverse double cantilever front and rear of chrome alloy steel. Rear spring hung behind axle. All springs controlled by double acting hydraulic shock absorbers, automatically controlled to compensate for varying weather or road conditions.

FRAME. Special Ford design double drop X-type with X-members continuing through to end of side members; high carbon frame steel. Side rails, 1¾ inches wide; depth, 6 inches.

RUBBER INSULATORS. Rubber insulation at three point motor mounting, shock absorber links and front radius rod ball socket on main crossmember.

STEERING GEAR. Semi-reversible hour-glass worm and 3 tooth sector type with self-adjusting thrust bearings. Ratio, 15 to 1.

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

REAR AXLE. Three-quarter floating type. Spiral bevel gear with straddle mounted pinion. Roller bearings throughout. Gear ratio, 4.111 to 1. Shaft, 1⅛ inches diameter.

TURNING CIRCLE. 39 feet.

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

WHEELBASE. 112 inches.

BALL AND ROLLER BEARINGS. Twenty-five ball and roller bearings are used throughout.

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 V-8

1934

introduces even
greater advances
of style and refinement in this most
advanced of cars

WM. C. WALKER
AUTHORISED FORD DEALER
SINGLETON
JOHN STREET

SPECIFICATIONS

Engine—8-cylinder

90° V-8 with 90° crank throw. Piston displacement, 221 cubic inches; bore, 3 7/32 inches; stroke, 3¼ inches; compression ratio, 6.3 to 1; horsepower rating, S.A.E. 30.00; brake horsepower, 85; maximum torque, 148 pounds-feet at 1,200 r.p.m. Lubrication—forced feed to all bearings——splash and spray to other parts. Mounted in rubber at 3 points; valves chromium and nickel alloy; cylinder heads aluminium alloy; pistons, special heat-treated aluminium alloy; cylinder walls of mirror finish.

CRANKSHAFT. Special Ford carbon chrome steel. Diameter, 2 inches; weight, 65 pounds; three main bearings; total main bearing surface, 36½ square inches. Statically and dynamically balanced.

CARBURETTOR AND FUEL SYSTEM. New fuel pump and lever arm type dual down draft carburettor with dual intake hot spot manifold, resulting in more economical fuel consumption due to more even distribution. Combination air silencer and air cleaner with practically same efficiency as oil bath type of air cleaner.

COOLING. Tube and fin type radiator with four rows of tubes. Efficient fan. Two centrifugal pumps, one in each cylinder head. Capacity, 4½ gallons.

IGNITION. Battery, coil and distributor. New type distributor driven directly off end of camshaft. Full automatic timing, vacuum-controlled.

OPTIONAL. 4-cylinder engine "L" head, cast en bloc. Piston displacement, 200.5 cubic inches; bore, 3¼ inches; stroke, 4¼ inches. Compression ratio, 4.6 to 1. Horsepower rating, S.A.E., 24.03. Brake horsepower, 50 at 2,800 r.p.m. Maximum torque, 126 pounds-feet at 1,400 r.p.m. Lubrication by combined pump, splash and gravity system. Mounted in rubber; valves, chromium and nickel alloy; pistons, aluminium alloy. Cylinders offset ¼-inch from centre line of crankshaft.

CRANKSHAFT. Carbon manganese steel. Counterbalanced Statically and dynamically balanced. Main bearing area, 44 square inches. Diameter main bearings, 2 inches.

CARBURETTOR FUEL SYSTEM. Two jets in carburettor, "power jet" coming into action at high speeds and power peaks; silencer; terne plate fuel tank. Engine-driven fuel pump. Fuel gauge on illuminated instrument panel.

COOLING. Centrifugal water pump. Four row tubular radiator. Efficient fan driven by adjustable "V" belt. Capacity of cooling system, 13 quarts.

IGNITION. Automatic spark advance. Battery, coil and distributor.

Passenger Car Chassis

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

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

SPRINGS. Ford transverse double cantilever front and rear of chrome alloy steel. Rear spring hung behind axle. All springs controlled by double acting hydraulic shock absorbers, automatically controlled to compensate for varying weather or road conditions.

FRAME. Special Ford design double drop X-type with X-members continuing through to end of side members; high carbon frame steel. Side rails, 1½ inches wide; depth, 6 inches.

RUBBER INSULATORS. Rubber insulation at three point motor mounting, shock absorber links and front radius rod ball socket on main crossmember.

STEERING GEAR. Semi-reversible hour-glass worm and 3 tooth sector type with self-adjusting thrust bearings. Ratio, 15 to 1.

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

REAR AXLE. Three-quarter floating type. Spiral bevel gear with straddle mounted pinion. Roller bearings throughout. Gear ratio, 4.111 to 1. Shaft, 1⅝ inches diameter.

TURNING CIRCLE. 39 feet.

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

WHEELBASE. 112 inches.

BALL AND ROLLER BEARINGS. Twenty-five ball and roller bearings are used throughout.

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.

DM 575

Ford Motor Company,

In answer to a lady's letter

Henry Ford

A lady writes to say that she does not understand why an 8-cylinder car does not cost more to run than a car with fewer cylinders. She refers to my statement that our Ford V-8 develops more power on a gallon of petrol than any car we have made.

The use of 8-cylinders does not mean the addition of two or four extra fuel consumers. It is not, for example, a 4-cylinder engine multiplied by two. Our 8-cylinder engine takes the fuel supply of an ordinary 4-cylinder engine and divides it eight ways. And why?

By reducing four larger explosions into eight smaller ones, we get engine smoothness and quietness. Eight cylinders indicate the way the petrol is used not the amount. It is just the difference between going upstairs in four long jumps or in eight ordinary steps.

Two things use up petrol—bad engine design and useless car weight. Besides having an engine that gets a high percentage of power out of the fuel, the Ford V-8 has a light, strong body and chassis so that no power is wasted in moving excess weight.

The only extravagance about the new Ford V-8 engine is in the building of it. The extravagance is ours—the economy yours.

The whole question of car economy needs clearing up An economical car gives economy all round. Price, operation, upkeep, all play their part. If what you save on petrol you lose elsewhere, that is not economy.

As to upkeep, our dealers say that in recent years the improved quality of Ford cars has cut down their repair business 50 per cent.

As to price with quality—judge for yourself.

As to economy, here is the record of a stock car three weeks out of the factory:

On a run of 10,054 miles at the rate of 1,000 miles a day—the Ford V-8 gave 22¼ miles per Imperial gallon of petrol.* Not a drop of water was added to the radiator. The oil was changed once in 1,000 miles.

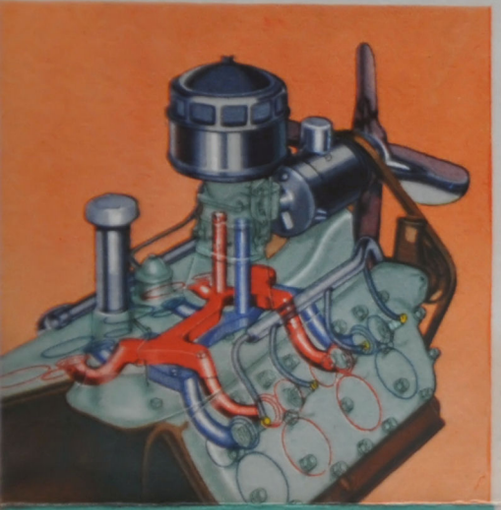
This should answer a lot of questions.

Henry Ford

*The 1934 Ford V-8 gives an additional 3 miles per gallon due to the new dual carburettor with dual intake manifold.

NEW FEATURES

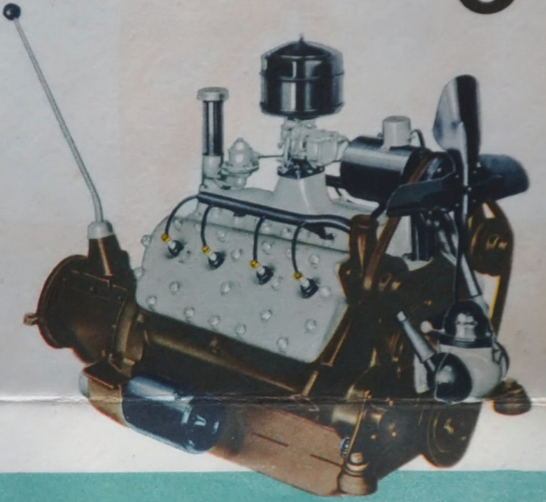
OF THE 1934 FORD V-8



GREATER PETROL ECONOMY. New dual carburettor, and dual intake manifold give better operating efficiency. Several more miles per gallon. More power. Easier cold weather starting.

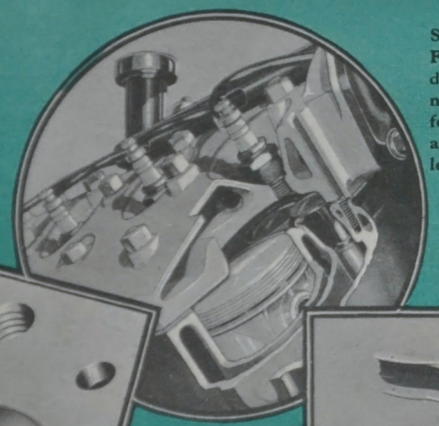
The 1934 Ford V-8 has new lines, new interiors and new upholstery. Clear vision ventilation. Easier steering. Greater riding comfort with exclusive Ford transverse cantilever type springs. Increased petrol mileage because of the new dual carburettor and a dual intake manifold, which also gives increased engine efficiency and easier, quicker starting in cold weather. Greater oil economy. More speed, power, smoothness and acceleration. The wheel base of the 1934 Ford is 112 inches. The V-8 type engine, by taking less space, leaves more inside body room—more available passenger space.

Ride in this 1934 Ford V-8 and see for yourself what it can do. You will find it the most completely satisfying car you have ever driven — regardless of price. And the most economical, too.

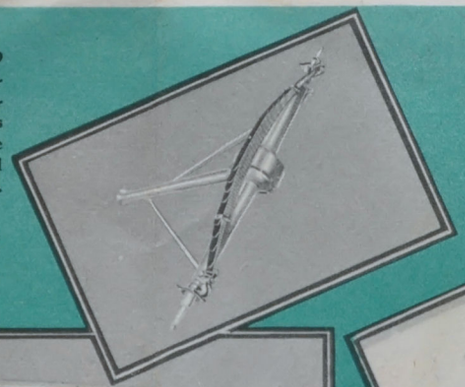


THE V-8 ENGINE

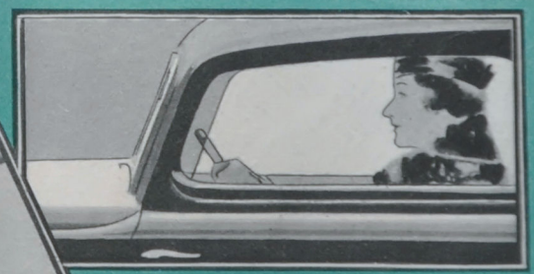
VALVE SEAT INSERTS. High tungsten chrome alloy exhaust valve seat inserts. Corrosion-proof and unusually wear-resistant at high temperatures. Longer life.

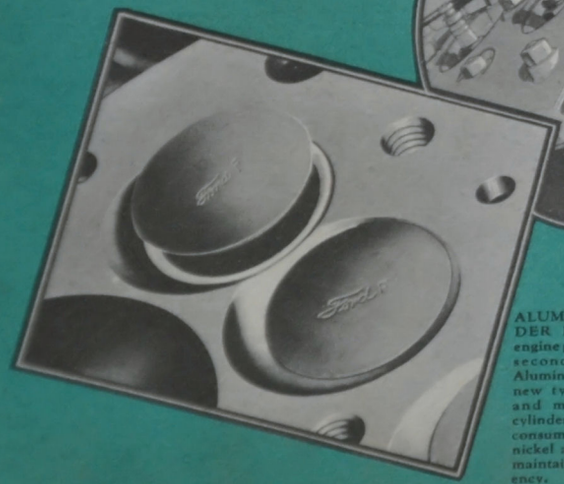


STRONG RIGID FRAME. Double-drop, double channel. Two members forming X-brace are continued full length of side rails.

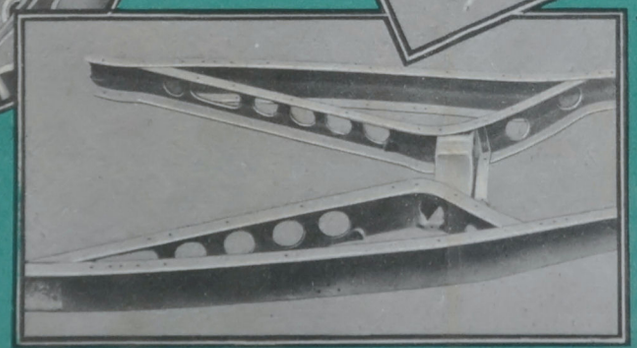


RIDING COMFORT. Exclusive Ford transverse double cantilever type springs have great flexibility and, coupled with double-acting shock absorbers, give unusual riding comfort.



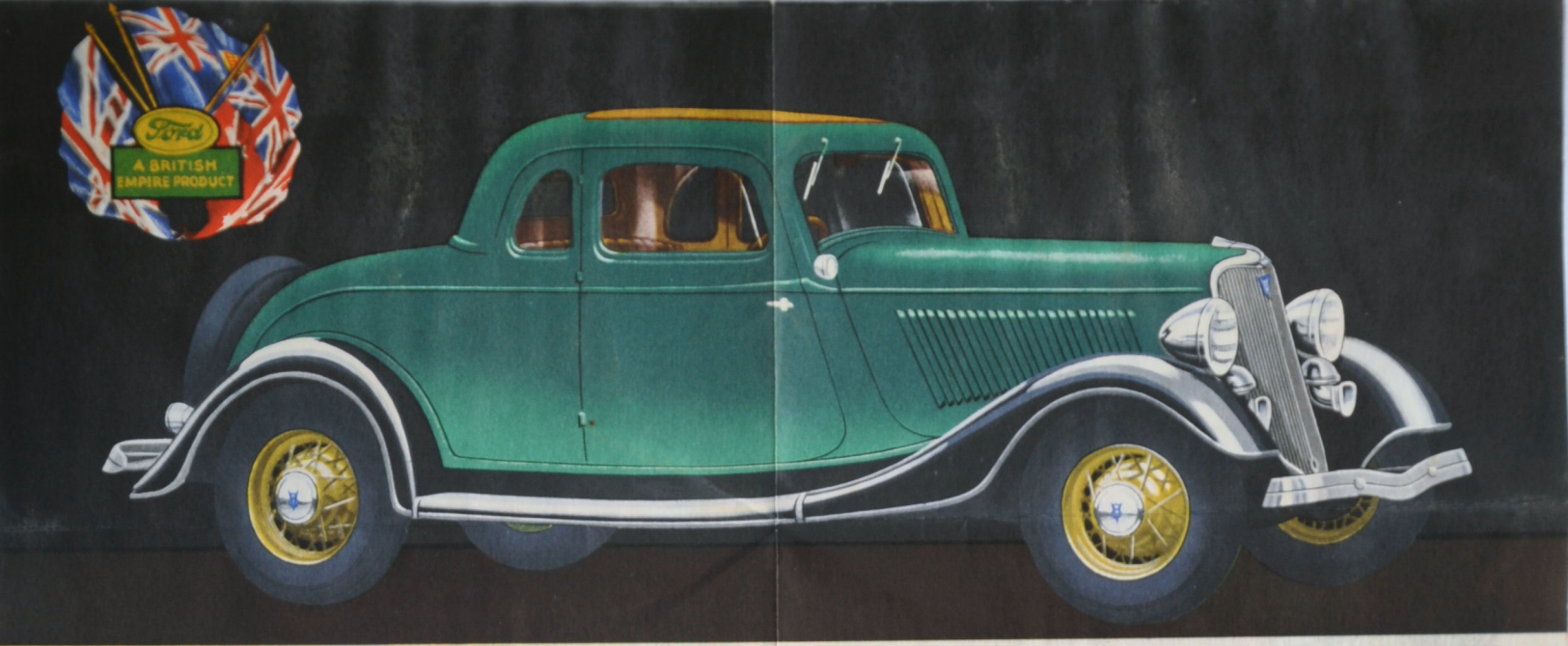


ALUMINIUM CYLINDER HEADS. Better engine performance with second grade petrol. Aluminium pistons with new type piston rings, and mirror finished cylinder walls reduce oil consumption. Chrome-nickel alloy valves help maintain engine efficiency.



CLEAR VISION VENTILATION. New type of "individual control" ventilation prevents draughts, and is effective at all speeds and in any weather. Nothing to obstruct vision.

ADJUSTABLE WINDSCREEN. Opens with simple thumb and finger movement, and provides full vision for drivers under all conditions. Adjustable cowl ventilator supplies additional air.



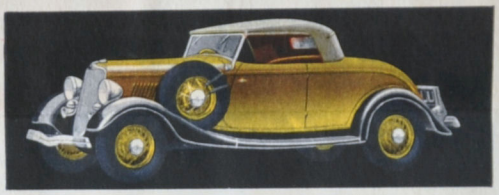
NEW FORD DE LUXE V-8 COUPE
(5) WINDOWS

FORD V8

THE CAR OF TO-MORROW HERE TO-DAY

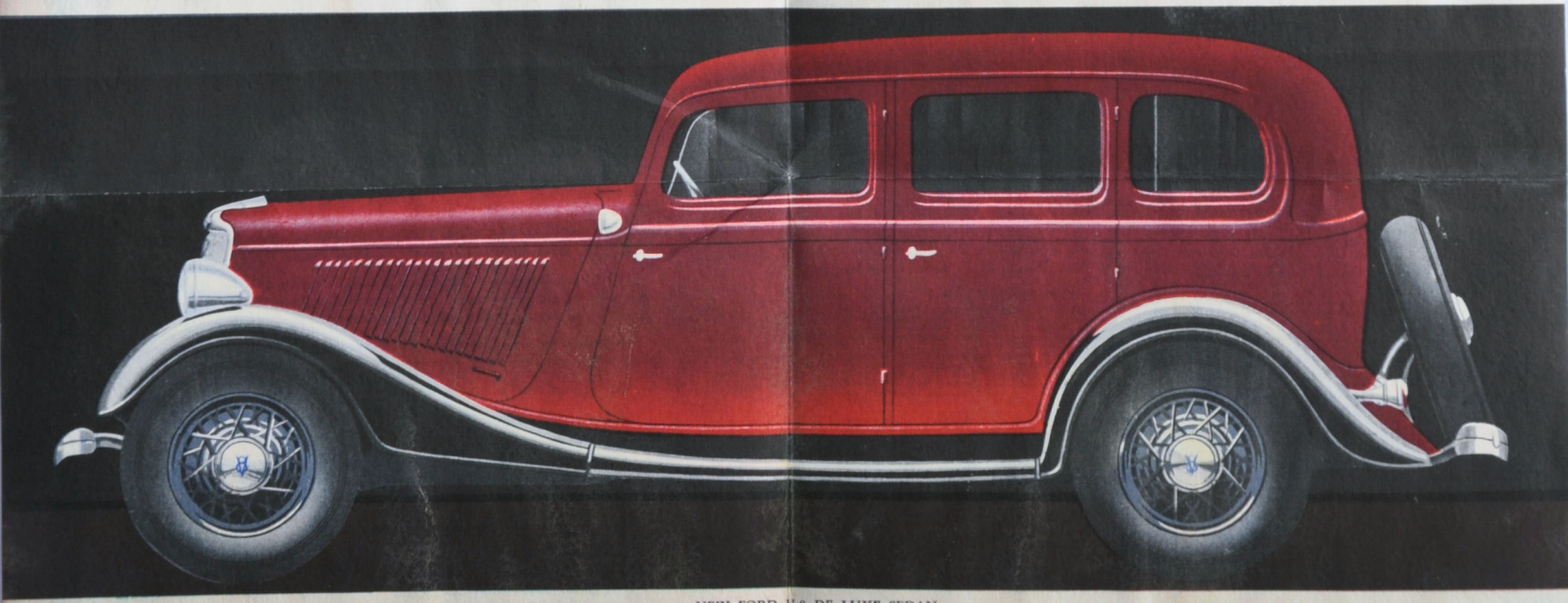
CLEAR VISION VENTILATION—GREAT ROOMINESS—MATCHED INTERIORS. All closed models have a built-in system of ventilation, allowing the fullest vision and preventing body draughts. Interiors are remarkably roomy, affording the maximum comfort and relaxation to passengers....Matched interiors provide a pleasing and ultra-smart harmony of colour.

The 1934 Ford V-8 has a new distinctive appearance enhanced by the newly designed radiator shell and grille, new hood louvres, new hub caps. New built-in ventilation provides ventilation without draught and prevents fogging of windshields. Interiors are more beautiful. De Luxe closed models are upholstered in genuine chrome leather to match body colour; floor carpets and roof linings also match. New domed headlining gives the interior of the body a gracefully moulded effect. New window garnish moulding. New instrument panel. New arm rests on front doors and new swivel-type sun visors, adjustable to any angle, on all De Luxe cars. Pull-to straps on all doors. Toggle grips in rear. ¶ *All body types now have improved safety glass windscreen.* De Luxe closed bodies are also equipped with dome light, ash tray and lighter. Standard body types are upholstered in a choice of attractive, long-wearing upholstery fabrics. ¶ A wide choice of pleasing colours is offered in all new Ford cars. On De Luxe cars wheels and fenders are in colour to harmonise with body.



NEW FORD V-8 DE LUXE ROADSTER

NEW FORD V-8 DE LUXE PHAETON



NEW FORD V-8 DE LUXE SEDAN

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.