
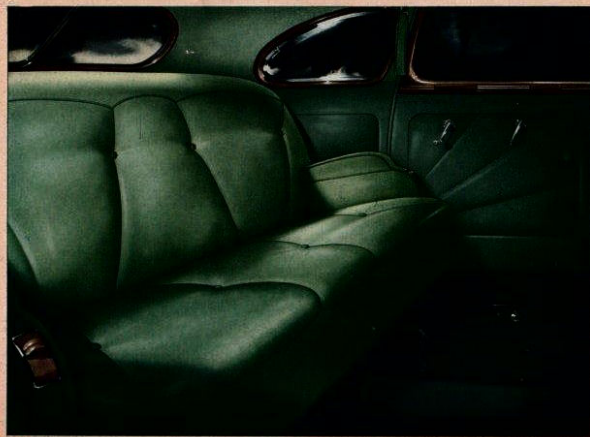


FORD V8



Two distinctive new cars - each in three body types

 THE two new cars differ in size, price, appointments and appearance. Both include, without extra cost, *all* the equipment you need for real motoring comfort. Both are bigger, roomier, more handsome than ever before. Both are powered with Ford's famous V-type, 8-cylinder engine, proved by more than 4,000,000 owners to give the economy of a "six." The new De Luxe Series cars belong in the style class far above their price. Completely redesigned, inside and out, they *look big and are big*. The Sedan has a longer body with more room and larger luggage space. Mudguards are deeper, more massive. Rich interior appointments match the outward beauty. The Business Series, smaller and lighter than De Luxe cars are so completely equipped that they are of de luxe type in their class. Lower in price than the De Luxe Series, they bring a further extension of Ford V-8 usefulness and economy to a wider field — the field of industry and commerce.



Rear compartment of the De Luxe Series Sedan showing one of the new interior ensembles, exclusive to Ford V-8.

HERE, distinguished beauty matches spacious comfort. The interior of the new De Luxe Series Sedan is the roomiest and the most luxurious Ford has yet created. Exclusively for Ford, four new interior ensembles have been designed each harmonising with the new range of eight distinguished body colours available. The new, chair-height seats are deep, more softly cushioned. Appointments are in perfect taste—and *complete*. The new Ford V-8 is synonymous with *luxury*.



DE LUXE SERIES

THE TOURING SEDAN. Style for the future to follow is demonstrated in the flowing, streamlined grace of the new De Luxe Sedan. Note the smooth-sloping rear end (beneath which is a huge luggage compartment); the big, deep-crowned mudguards; the broad, low-hung beauty of the car—expressive of its superb roadability.



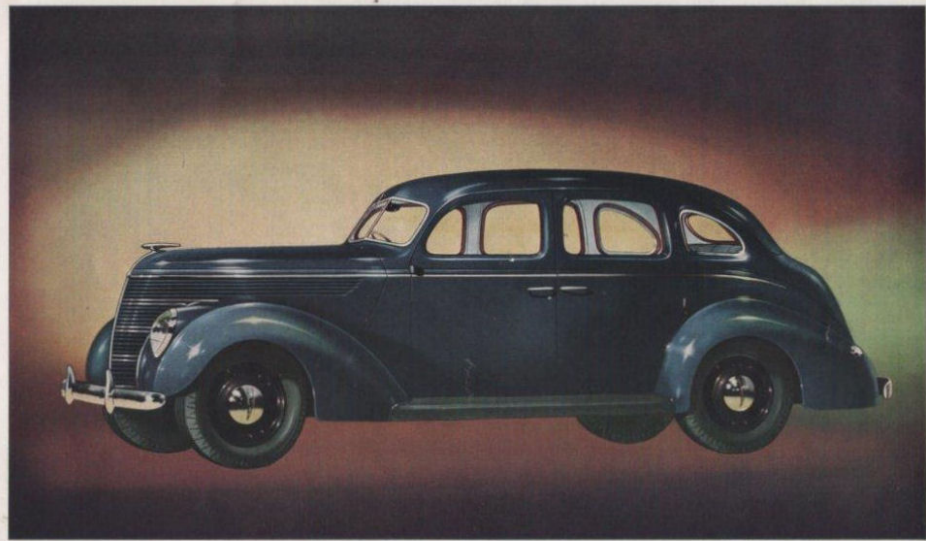
DE LUXE SERIES

THE CLUB COUPE. The *convenient* car. Bigger, more massive, more handsome than the highly successful Club Coupe introduced last year. Five or six passengers ride *inside*, under the all-steel roof. The broad front seat carries three comfortably. Either side of the divided front seat-back tilts forward giving easy access to rear seat. Ford all-steel body. Safety glass all round. Choice of eight body colours and four new distinctive interior ensembles.



DE LUXE SERIES

THE CLUB ROADSTER. Styled for the sporting owner. A spirited roadster seating five or six under its tailored hood. V-8 engine with aluminium cylinder heads gives high power and performance with six-cylinder economy. Capacious luggage compartment at rear. Safety glass windscreen and wings. New range of eight distinctive body colours and choice of four trims. Complete de luxe appointments. Handsome hood folds flush with the body and is easily raised and lowered.

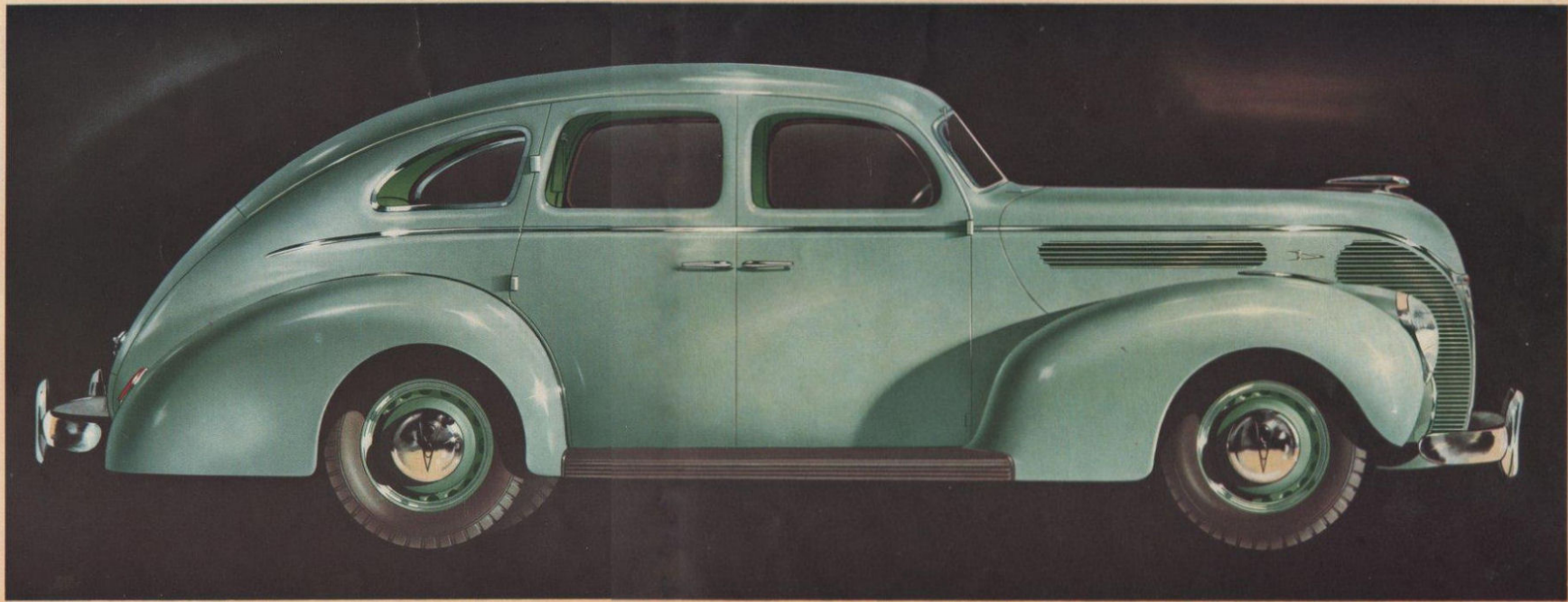


BUSINESS SERIES

THE SEDAN. The smart, low-priced economical-to-operate car for efficient industrial and commercial transport. Interior space is larger and equipment so complete as to make this model of de luxe type in its class. Ford all-steel body. Safety glass all round. Big, built-in luggage trunk. The ideal sedan for business users and all who require economical day-in, day-out dependability and low depreciation.

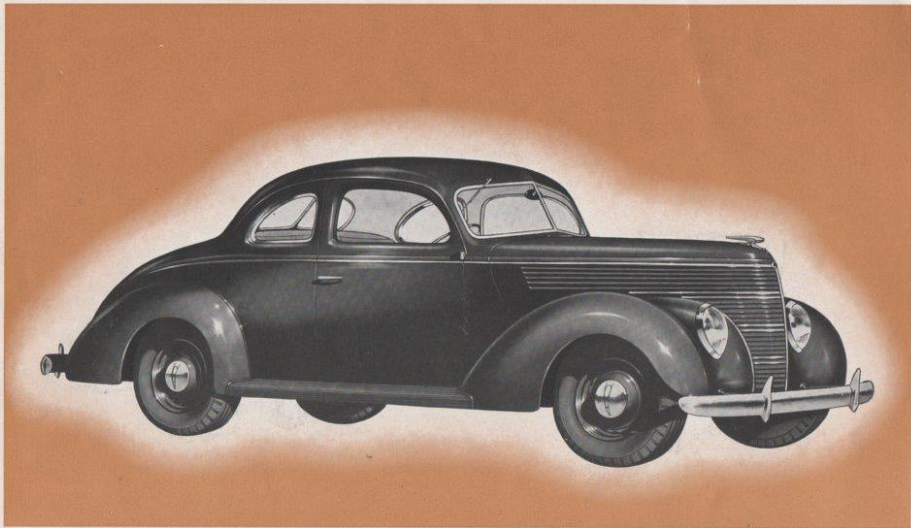


Side Panel: indicating the range of body models available.



DE LUXE SERIES

THE TOURING SEDAN. The biggest Ford V-8 yet built. Roomy, impressive, of striking beauty with spacious passenger accommodation and appointments of sheer luxury. Ford all-steel body of girder-type construction. One-piece steel roof, steel sides and floor. Safety glass all round. Huge luggage compartment under smoothly streamlined rear end. Choice of four new, exclusively designed interior ensembles and eight new body colours.



BUSINESS SERIES

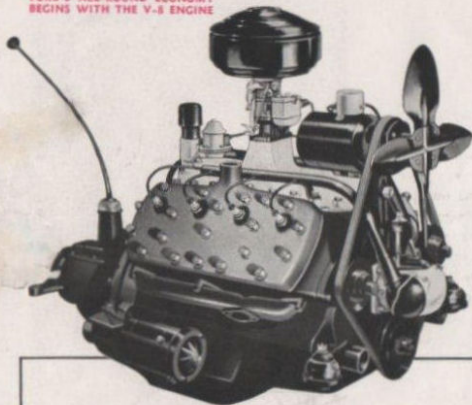
THE COUPE. Designed especially for the businessman. Economical to buy. Economical to operate. A sturdy, capable, good-looking car. Seats six and rear seat removable to give luggage-carrying space additional to the big compartment at rear. Driver's seat has dual range of adjustment. Ford all-steel body. Safety glass all round.



BUSINESS SERIES

THE ROADSTER. Attractively priced for the businessman who prefers an open car. Divided front seat-back tilts forward for easy access to rear seat which may be removed to give extra carrying space. Capacious luggage compartment in rear deck. Smart, tailored hood fits flush with body when lowered. Safety glass windscreen; wings optional at extra cost. New range of distinctive body and trim colours available.

FORD'S ALL-ROUND ECONOMY
BEGINS WITH THE V-8 ENGINE



Ford's V-8 engine gives two unique advantages—8-cylinder performance; greater all-round operating economy than the conventional "six." Service records and owner-driver tests prove Ford V-8 gives over 23 miles per gallon at average speeds. Many owners report up to 27 m.p.g. With Ford V-8 you add no oil between regular changes.

THERE IS NO SUBSTITUTE . . . FOR V-8 PERFORMANCE

When you drive a Ford V-8 you are master of a modern power-plant that provides everything you could possibly wish in speed, acceleration, smoothness and quietness. The V-type engine is used in Ford and the world's most expensive cars—for any car giving Ford V-8 performance you must pay twice as much. More than 4,000,000 Ford owners have proved that *there is no substitute for V-8 performance.*

QUICK FACTS ABOUT FORD'S V-8 ENGINE: *Valves are better than they need be*—for long valve-life Ford uses a special nickel chrome alloy steel containing 13 per cent. chromium—the highest alloy content in the motor industry.

Bearings proved in heavy-duty truck service—Full-floating connecting rod bearings of 2.4 in. diameter mean smoother operation, greater durability.

Steel content of the cylinder block—a minimum of 15 per cent.—reduces wear to a minimum.

Crankshaft of cast steel—exclusive to Ford V-8—is stronger lighter and fully counterbalanced.

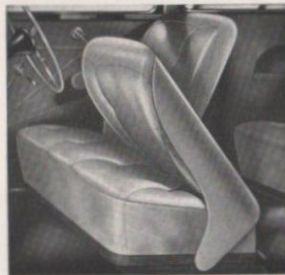
Mirror-finished cylinder walls—as smooth when a Ford V-8 leaves the factory as many a car after 6,000 miles of "breaking in."

Two self-lubricating, self-sealing water pumps—at the base of each cylinder bank, an important factor in Ford V-8 highly efficient cooling system.

Sound in design, constructed of only the finest materials, the Ford V-8 engine is built to the world's highest standards of engineering.

SPECIAL FRONT SEAT IN COUPE AND ROADSTER MODELS

In the De Luxe Club Coupe and Club Roadster and the Business Coupe and Business Roadster the front seat cushion is full-width sedan-type. The seat back is divided in the centre and either side tilts forward for easy access to the rear. In all cars a new rising-type front seat provides a dual range of adjustment. When the seat is moved forward it is also automatically raised and the back becomes more nearly vertical, a position appreciated by the shorter person. When moved to the rear the seat sits lower and the back reverts to a more reclined position giving greater comfort and convenience for taller people. Rear seat in Club Coupe, Club Roadster, Business Coupe and Business Roadster removes to give extra luggage carrying space.



AMPLE ROOM FOR LUGGAGE

The new, smooth-sloping rear end of the De Luxe Series Sedan accommodates a considerably larger dustproof luggage compartment. It is reached by a wide door which opens from the bottom and closes flush with the rear panels. It fastens with the new modern-design combination door handle, lock and number-plate holder and rear light. A similar type of fastening is used on the door of the Business Series Sedan luggage trunk. On all models spare wheel and tools are carried in the luggage compartments.

FORD-TASMA CAR RADIO

This fine 6-valve superheterodyne receiver, designed especially for Ford V-8, gives reception equal to a nine-valve set. The automatic tone control enables the operator to tune easily and accurately right to the station. The dynamic speaker, of flawless mellow tone, is mounted above the windshield for "car-line" reception and the controls fit neatly into the instrument panel. The aerial is of the modern "topper" or over-car type.



Luggage compartment—De Luxe Series Sedan.



Luggage trunk—Business Series Sedan.



X-ray view of the Ford girder-type, all-steel body

SAFETY—FOR YOU AND YOUR FAMILY.

Cost has not counted in building safety into the Ford V-8. Every detail is designed for greater strength and safety. The girder-type body structure is of steel reinforced with steel, built after the methods of bridge, railway and skyscraper engineering. The one-piece steel top, steel sides and steel floor are electrically welded with the body structure into a steel unit of immense strength, safety and durability.

The self-energising safety brakes with cable and conduit control assure the "safety of steel from pedal to wheel." Brake pedal pressure is 30 per cent. less than that required in similar cars and pedal pressure is adjustable to suit the driver's individual preference.

Every body type in the 1935 Ford line has safety glass in all windows and windscreen as standard equipment.

Further safety features include: a rugged chassis, stronger than it need be; low centre of gravity; wide rims on wheels to give tyres a greater area in contact with the road; door handles curved back towards the body; inside door handles also curved so that they cannot catch or rip. Control knobs on instrument panel recessed. Night driving safety increased by a new, foot-control headlight beam switch with pilot light on instrument panel. From body and frame to the smallest detail, Ford V-8 is safe.



All passengers ride restfully, cradled between the springs.

COMFORT—TO MAKE THE LONGEST DRIVE A PLEASURE.

In Ford V-8 front springs are ahead of the front axle, rear springs are behind the rear axle. All passengers ride cradled between the springs—a front-seat ride for back-seat passengers. This is the Centre Poise ride—exclusive to Ford V-8. These other features make Ford V-8 outstanding for sheer comfort: Compact V-8 engine allows for more passenger space in body than an "in-line" engine. Chair-height seats are wide, deep, with high backs and armrests—like your favourite lounge. Driver's seat in all models has a dual range of adjustment.

Clear vision ventilation means always—fresh air—but no draughts. Closed models have an opening windscreen. All models have a cowl ventilator.

ENGINE

V-8 90° L. Head. Piston displacement 221 cubic inches. Bore 3 1/16 in. Stroke 3 3/4 in. H.P. Rating R.A.C. 30.00. Maximum B.H.P.: Business Series, 85 at 3,800 R.P.M.; De Luxe Series, 95 at 5,800 R.P.M. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts. Cylinder head material—De Luxe Series, Aluminium. Business Series, Cast Iron.

CRANKSHAFT.—Special Ford cast alloy steel. Weight, 63.8 lb.; 3 main bearings; total main bearing surface, 40.5 sq. inches. Statically and dynamically balanced.

CARBURETTOR.—Dual down-draught carburettor with oil bath type air cleaner.

FUEL SYSTEM.—Engine driven fuel pump. Terne plate steel fuel tank mounted at rear; capacity, 12 gallons.

COOLING.—Tube and fin type radiator. 362 sq. in. cooling surface. Capacity, 4 1/2 gallons. 4 Blade, 15 1/2 in. fan. Centrifugal water pumps, at front of each cylinder block.

IGNITION.—Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control.

PASSENGER CAR CHASSIS

CLUTCH AND TRANSMISSION.—Dry Single Plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface, 75 sq. in. 3 Speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.



BRAKES.—Four wheel cable and conduit operated internal expanding. 2 shoe type with controlled self-energising brake shoes. Adjustment by outside stud on each brake plate. Total braking area, 186 sq. in. Hand lever location—right side of steering wheel under instrument panel. Hand brake operates on all four wheels.

SPRINGS.—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers. Spring leaves grooved to take pressure gun lubrication through lubrication nipple on tie bolt.

FRAME.—Special Ford design. Pressed carbon steel. Double drop, with X members. Channels extending to ends of frame. Main side members, depth, 5 1/2 in.; width, 2 in.

STEERING GEAR.—Worm and Roller. Ratio, 18.2 to 1. Worm mounting—Two tapered roller bearings. Wheel diameter, 17 in.

FRONT AXLE.—Special Ford carbon manganese steel. "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE.—3/4 floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Gear Ratio, 3.78 to 1. Shafts 1 1/2 in. diameter.

ROAD CLEARANCE.—8.2 in. TYRES, 6.00 x 16. Pressure, 30 lb.

TURNING CIRCLE.—38 ft. 2 in. right or left.

WHEELBASE.—112 in. Springbase, 125.13 in.

Ford Motor Company of Australia Pty. Ltd. (Inc. in Victoria), 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. LTD. (INCORPORATED IN VICTORIA)