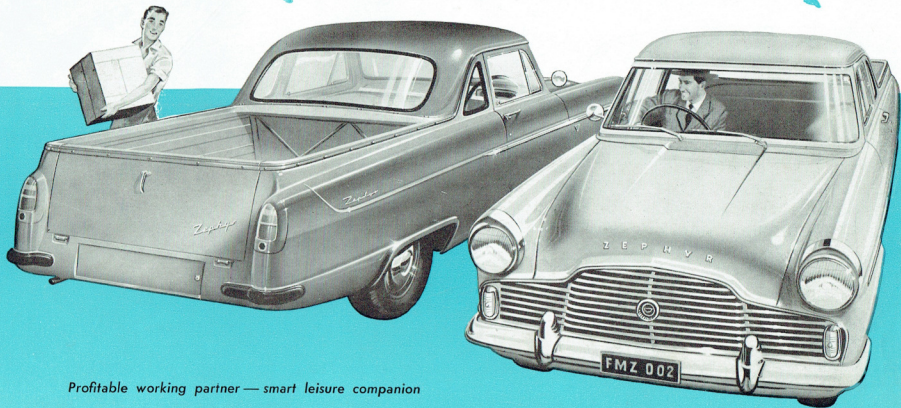


• ZEPHYR'S PERFORMANCE • ZEPHYR'S COMFORT • BIG WIDE 8 CWT. UTILITY SPACE—

Zephyr Coupe Utility



Profitable working partner — smart leisure companion

Specifications

ZEPHYR COUPE UTILITY

ENGINE: Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 153.8 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression ratio 7.5:1. B.H.P. 86 at 4,200 R.P.M. Torque 136 lbs./ft. at 2,000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION: Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filter. Sump capacity with oil filter 8.5 pints.

IGNITION: 12 volt battery and coil (battery accessibly located under hood) — distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 5, 3, 6, 2, 4.

FUEL SYSTEM: Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank capacity 11 gallons.

COOLING SYSTEM: Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints.

TRANSMISSION: Clutch-dry single plate spring cushioned. Hydraulic operation from pedal to heavy duty, ball-bearing thrust release. Remote control of gears on steering column. Light action synchromesh on top and second gears. Helically cut constant mesh gears. Three forward speeds. Overall ratio — 3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.06 to 1. Oil capacity of gear box 2.5 pints approximately.

REAR AXLE: ¾ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio — 3.90 to 1. Oil capacity 2½ pints approximately.

FRONT SUSPENSION: Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this unit rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball jointed transverse track control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

REAR SUSPENSION: Longitudinal semi-elliptic 9-leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES: Hydraulic internal — front 9 ins. x 2½ ins. Rear 9 ins. x 1¾ ins. Front — two leading shoes, rear — floating expander. Total lining area 147 sq. ins. Foot brake all four wheels, hand brake on rear wheels only.

STEERING: Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 ins. Two spoke safety type.

WHEELS AND TYRES: Pressed steel with wide base rims. Rust-less steel hub-caps. Tyres 6.70 x 13 — 6 ply.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator, compensated voltage control. Drive "V" belt easily adjustable. Starter motor. Dual "Windtone" horns operated by horn ring on steering column. Battery: 12 volt 57 amp. hr. at 20 hr. rate.

INSTRUMENTS: Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, temperature

gauge, oil pressure warning light, direction indicator warning light, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by rearstail incorporated in main lighting switch.

CONTROLS: Choke, combined ignition-starter switch, lighting switch, instrument light and windshield wiper. Plastic control knobs. Foot operated head-lamp dimmer switch.

BODY: All-steel welded integral construction. Safety glass all round. Curved type fixed windscreen. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable, full-width tubular construction bench type seat. Washable vinyl headlining. Spare wheel housed in separate compartment beneath tailgate at rear.

GENERAL EQUIPMENT: Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Doors lockable on both sides. Flasher type direction indicators operated by self-cancelling arm on steering column. Exterior rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters, and radio.

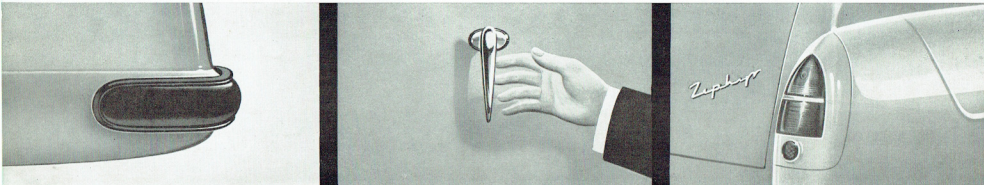
GENERAL DIMENSIONS: Overall length: 176 ins. Overall width: 62.5 ins. Overall height: 62 ins. Wheelbase: 107 ins. Track (front): 53 ins.; (rear): 52 ins. Turning circle: 36 ft. Kerb weight: 2,758 lbs. Maximum G.V.W.: 4,000 lbs.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, 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) Registered Office: Geelong, Victoria

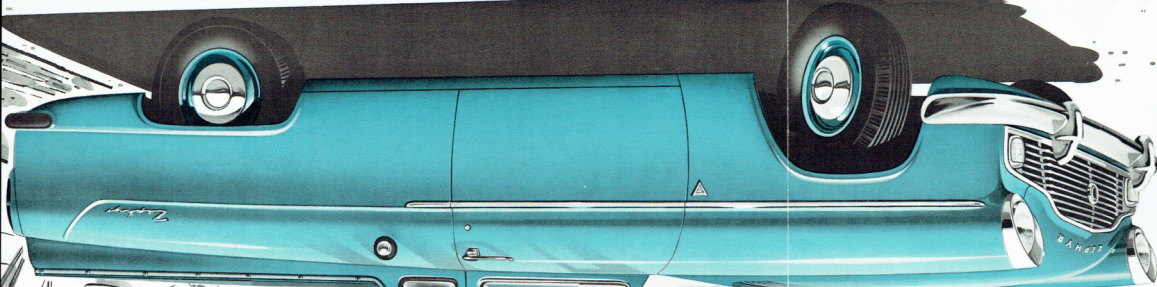
DM 28 59



REAR END PROTECTION. Rubber-faced bumperettes curve right around the vital rear corners, absorb shocks better and do not show scratches.

CENTRAL TAILGATE HANDLE allows easy, single-handed operation. The tailgate suspension chains are P.V.C. covered for load-protection.

COMPACT TWIN TAIL-LIGHT ASSEMBLY . . . incorporates red stop light, amber flashing turn-indicator lights and built-in reflectors.



from power to weight and load ratios to good looks -- Zephyr HAS MORE FOR WORK AND MORE FOR AFTER-WORK LEISURE

Specifications ZEPHYR COUPE UTILITY

ENGINE: Six cylinder cast integrally with upper half of crankcase bore 2.13 in. stroke 3.13 in. Capacity 155.8 cu. in. Overhead valves, push and rod-operated from tappets down to cylinder block. Compression ratio 7.8:1. B.M.P. 66 at 4200 R.P.M. Torque 136 lb. ft. at 2200 R.P.M. Four bearing crankshaft with integral water pump. Balanced crankshaft with piston rings. Inspiratory volume controlled combustion chambers for economy and research economy. Special systematic alloy plates. Three point suspension of engine and gear box giving remarkably smooth gear drive.

ENGINE LUBRICATION: Pressure fed by submerged gear pump to overhead main bearings, ligand bearings and wear bearings via drillings in cylinder block and crankshaft. Full flow oil filter fitted direct to cylinder block. Accessible dip stick and oil filler. Sum capacity with oil filter 8.3 pints.

IGNITION: 12 volt battery and coil battery assembly fed pump to spark plug distributor. An automatic advance and retard mechanism. Sparking plug size 14 mm. Firing order 1, 5, 3, 6, 2, 4.

FUEL SYSTEM: Diaphragm type fuel pump mechanically operated. Overhead carburettor has special choke control and is fitted with automatic air cleaner and silencer. Electrical petrol pump. Petrol tank capacity 11 gallons.

COOLING SYSTEM: Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints.

TRANSMISSION: Clutch-free single plate spring controlled. Hydraulic operation from pedal on heavy duty ball-bearing thrust release. Remote control of gears on steering column, light action synchromesh on 1st and second gears. Mechanically controlled gear shafts. Top gear fixed speed. Overall ratio 3.06 to 1. 1st to 2nd and 1st to 2nd 1.8 to 1. Gear ratio 3.06 to 1. Oil capacity 10 pints approximately.

REAR AXLE: 1/2 floating, bevelled final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—3.90 to 1. Oil capacity 2 1/2 pints approximately.

FRONT SUSPENSION: Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double-seal telescopic shock absorbers integral with the wheel spindle assembly. The upper and of this unit operate in an anti-dive bearing supported in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball joint to a torsion track control arm to a rubber-mounted spindle. The lower control arm is a cast-iron, self-centred torsion bar is fitted which, being triangulated, holds the track control arm to the frame at all deflection. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

REAR SUSPENSION: Longitudinal semi-elliptic leaf springs rubber mounted. Hydraulic shock-absorbing shock absorbers.

BRAKES: Hydraulic internal—front 9 in. x 2 1/2 in. Rear 9 in. x 1 1/2 in. First—two leading shoes, rear—leading and trailing shoe. Total lining area 147 sq. in. Foot brake all four wheels, hand brake on rear wheels only.

STEERING: Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 in. Two spoke safety type.

WHEELS AND TYRES: Pressed steel with wide base rims. Road-test wheel hub-studs. Tyres 6.75 x 13—4—89.

ELECTRICAL EQUIPMENT: Two-bush ventilated generator, compensated voltage control. Drive "V" belt easily adjustable. Starter motor, coil "Windless" lamps operated by key ring on steering column. Battery: 12 volt 37 amp. hr. at 20 hr. rate.

INSTRUMENTS: Conventional grouped cluster immediately in front of driver includes speedometer, temperature

gauge, oil pressure warning light, direction indicator warning light, position warning light, headlamp main beam warning light. Instrument lighting controlled by neutral incorporated in main lighting switch.

CONTROLS: Clutch, combined ignition-starter switch, lighting switch, instrument light and wiper/wash when. Plastic control knobs. Foot operated head-lamp dimmer switch.

BODY: All-steel welded integral construction. Safety glass all round. Curved type fixed windscreen. Hinged convertible ventilators embodied in front doors. Safety design push-button door handles, adjustable full-width rear door construction, bench type seat. Hydraulic lift mechanism. Wheel houses in separate compartment beneath tailgate at rear.

GENERAL EQUIPMENT: Dual windscreen wipers operated from wiper control on engine. Rechargeable, flash warning hooded headlamps. Separate size lamps. Tall and stop lamps. Turn signals. Rear window glass. Illuminated. Jangle, interior light, door locks. Door lock on both doors. Rubber tyre deflectors. Indicators operated by self-cancelling arm on steering column. Exterior rear view mirror. Butch, fresh air ventilation system. Provision for fitting air conditioning system, demister, and radio.

GENERAL DIMENSIONS: Overall length 176 in. Overall width 67.2 in. Overall height 42 in. Wheelbase 102 in. Track front 52 in. Rear 52 in. Loading circle 58 in. Kerf weight 2,758 lbs. Maximum G.V.W. 4,000 lbs.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, 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) Registered Office: Geelong, Victoria

OC 48 50



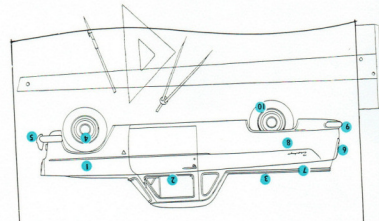
CENTRAL TAILGATE HANDLE allows easy, single-handed operation. The tailgate suspension chains are P.V.C. covered for load-protection.

COMPACT TWIN TAIL-LIGHT ASSEMBLY . . . incorporates red tail light, amber flashing turn-indicator lights and built-in reflectors.

REAR END PROTECTION: Rubber-faced bumperets, corner curve right around the vital rear corners, absorb shocks better and do not show scratches.

The Ford Australia designed the first coupe utility type of vehicle. Since then, the coupe utility has kept on bringing new advances. Here is here an example of this continual progress—a balance of power, load-carrying and overall weight which steps up efficiency in overall use. To which a coupe utility can be put. Styling and comfort, too, are outstanding. In personal use as well as working use, the Zephyr Coupe Utility brings you new and greater advantages.

LATEST PRODUCT OF AUSTRALIA'S MOST EXPERIENCED BUILDERS OF COUPE UTILITIES . . .



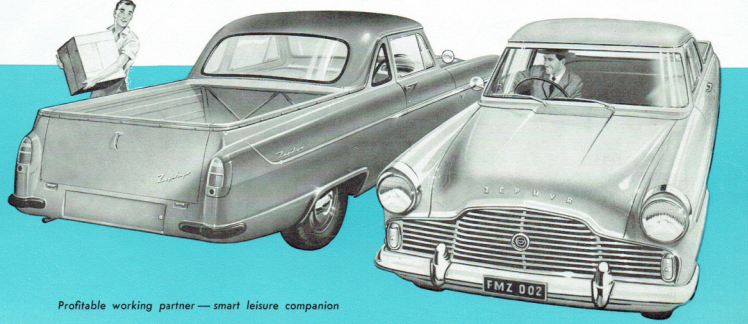
DESIGNED FOR TODAY'S INCREASING AND MORE VERSATILE USE OF COUPE UTILITIES . . .

EVERY BASIC FEATURE MEANS A BASIC INCREASE IN COUPE UTILITY USEFULNESS

- (1) Zephyr 2.5 d.h.p. O.H.V. 6
- (2) Wide-open 48" tailgate
- (3) 671 engine—famous for extra, which can form an extension of greater life and smoothness of its more flexible performance and 50% length of load area.
- (4) Removable suspension system with access ports for easy maintenance.
- (5) Separate locking compartment for spare tyre under tailgate.
- (6) Uphill space panels for extra strength and to take loading stress.
- (7) Heavy-duty steel strips on top of utility space panels for extra strength and to take loading stress.
- (8) Utility space sides are of B-cwt. load capacity in long.
- (9) Widened interior comfort for heavy and wide-opening doors.
- (10) Heavy-duty, 6-ply 670 x 13 tyres on pressed steel wheels turning circle of 36 for extra

• ZEPHYR'S PERFORMANCE • ZEPHYR'S COMFORT • BIG WIDE 8 CWT. UTILITY SPACE—

Zephyr Coupe Utility

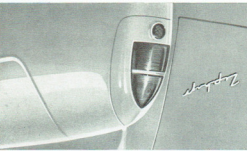
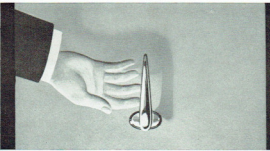
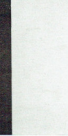
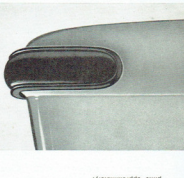


Profitable working partner — smart leisure companion

REAR END PROTECTION. Ribbed-vent bumper covers curve right round the vital rear corners, protect chassis, and show scratches.

CENTRAL TILGATE HANDLE. The tilgate sus- senger-hauled operator. The tilgate sus- senger-hauled operator. The tilgate sus-

COMPACT TWIN TAIL-LIGHT ASSEMBLY. Incorporates red stop light, amber flashing lights and turn-signal lights — built-in reflectors.



TAMMISION. Also price — 999 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

REAR AXLE. 2.5 ton rating. Mopar Heavy Duty Mopar axle with 12.00 x 15 tires. 2.5 ton rating. Mopar Heavy Duty Mopar axle with 12.00 x 15 tires.

CHESSMAN. Clearance — 40 inches. 40 inches. 40 inches. 40 inches.

WHEELS AND TIRES. 12.00 x 15 tires. 12.00 x 15 tires. 12.00 x 15 tires.

STEERING. Rack and pinion. Rack and pinion. Rack and pinion.

BRAKES. Hydraulic front brakes. Hydraulic front brakes. Hydraulic front brakes.

REAR SUSPENSION. Leaf springs. Leaf springs. Leaf springs.

ENGINE SPECIFICATIONS. 25.4 h.p. 25.4 h.p. 25.4 h.p.

LOAD CAPACITY. 8,000 lbs. 8,000 lbs. 8,000 lbs.

INTERNAL DIMENSIONS. 120 inches. 120 inches. 120 inches.

EXTERIOR DIMENSIONS. 180 inches. 180 inches. 180 inches.

WEIGHT. 3,500 lbs. 3,500 lbs. 3,500 lbs.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

1,000 to 1,000. 1,000 to 1,000. 1,000 to 1,000.

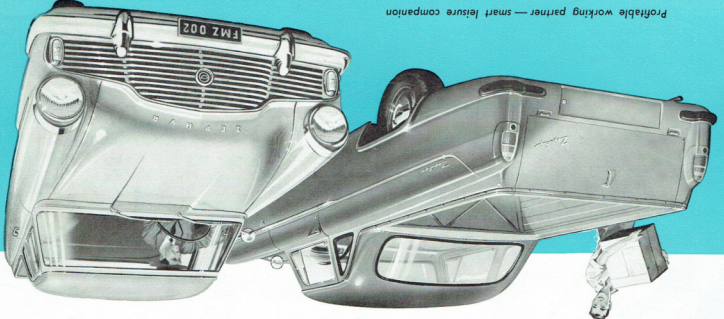
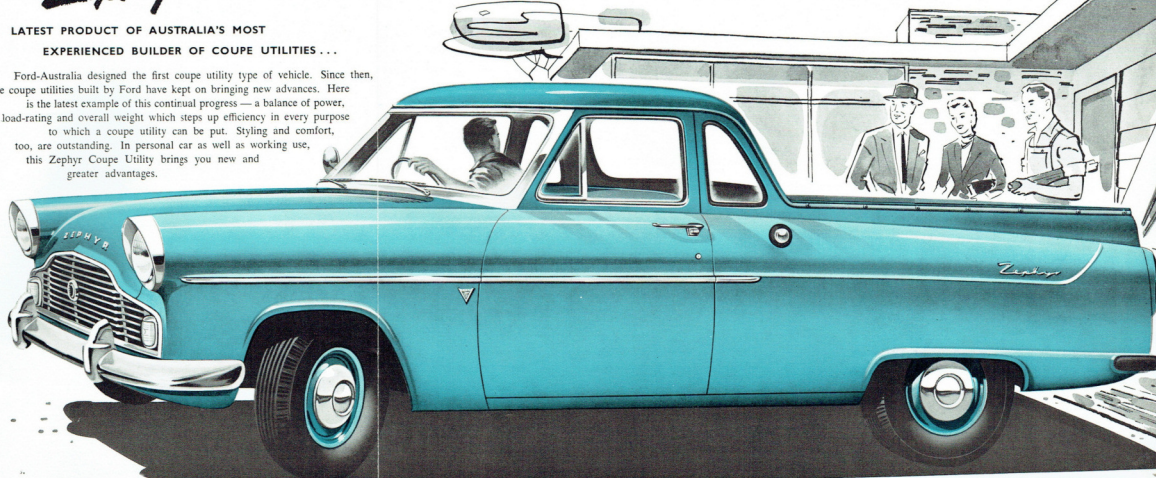
Specifications ZEPHYR COUPE UTILITY

from power to weight and load ratios to good looks ...

Zephyr HAS MORE FOR WORK AND MORE FOR AFTER-WORK LEISURE

LATEST PRODUCT OF AUSTRALIA'S MOST EXPERIENCED BUILDER OF COUPE UTILITIES ...

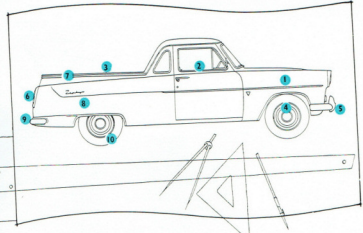
Ford-Australia designed the first coupe utility type of vehicle. Since then, the coupe utilities built by Ford have kept on bringing new advances. Here is the latest example of this continual progress — a balance of power, load-rating and overall weight which steps up efficiency in every purpose to which a coupe utility can be put. Styling and comfort, too, are outstanding. In personal car as well as working use, this Zephyr Coupe Utility brings you new and greater advantages.



Zephyr Coupe Utility

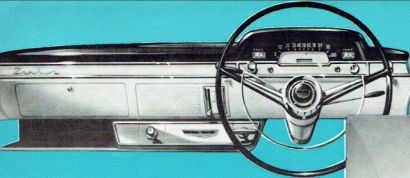
• ZEPHYR'S PERFORMANCE • ZEPHYR'S COMFORT • BIG WIDE 8 CWT. UTILITY SPACE—

DESIGNED FOR TODAY'S INCREASING AND MORE VERSATILE USE OF COUPE UTILITIES ...



EVERY BASIC FEATURE MEANS A BASIC INCREASE IN COUPE UTILITY USEFULNESS

- Zephyr 25.4 h.p. O.H.V. 6 cyl. engine—famous for extra, more flexible performance and greater life and smoothness of its over-square design.
- Widespread interior comfort for three and wide-opening doors.
- 8-cwt. load capacity in long, wide utility space.
- Remarkable suspension system combining greater smoothness with road-hugging stability.
- Wide front track and small turning circle of 36' for extra stability and manoeuvrability.
- Wide-opening 48" tailgate which can form an extension of 96" length of load area.
- Heavy-duty steel strips on top of utility space panels for extra strength and to take loading stress.
- Utility space sides are of double panels of heavy steel with access ports for easy maintenance.
- Separate, locking compartment for spare tyre under tailgate.
- Heavy-duty, 6-ply 670 x 13 tyres on pressed steel wheels with wide-base rims.

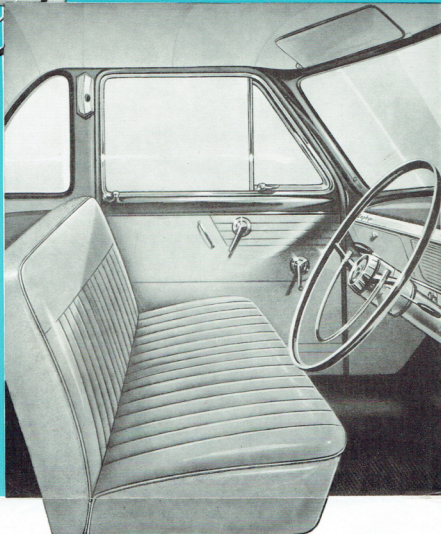


NEW SAFETY PADDED FACIA PANEL

A special Zephyr advancement is the "safety-padded" anti-glare section running right across the top of the facia panel. A new, wide-view hooded speedometer, better placement of all instruments and controls, a completely unobstructed view of instrument panel, generously sized parcel tray and locking glove box, and a new giant-sized ash-tray, all these add touches of luxury and to driving ease and safety.

Smart and wide comfort for three!

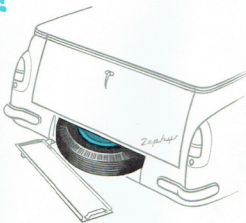
Slip behind the wheel in Zephyr and you'll know first-hand the extra room and comfort there really is. There's no squeeze here for 3 big people—with more leg room, more shoulder room, hip room and head room than is found in any other utility in its class. A deeper, wider, softer seat, with a special zig-zag spring construction is more restful. . . . the wrap-around windscreen provides an unobstructed view of the road ahead almost from the front wheels onward. . . . two interior sun visors guard against sun glare. . . . the new design steering wheel is of safety design to provide added drive-protection in case of impact. . . . chrome door-pulls are on both doors. . . . in fact the more you look, the more pleasing proof you find that Zephyr leads its class for coupe utility comfort.



Easy load, easy hold capacity for 8 cwt!

S-P-A-C-E! The keynote of this well-proportioned, all-steel utility is its full 8-cwt. load space. All-steel double panels surround the load area and the top edge of these side panels is formed by heavy duty steel loading strips. The underbody frame has been reinforced centrally so that the vehicle longitudinal channel members extend completely from the front to the rear as a continuous support for the most concentrated load. The hardwood floor is designed for con-

venient loading height and has steel skid strips. Removable plates allow immediate access for body service. The tailgate when lowered forms a loading platform level with the floor. And for easy load, easy hold capacity measurement along floor to tailgate is 74", tray width is 57", width of the tailgate is a wide 48", height of side walls is 18.75", and the overall length of load area with the tailgate lowered is 96". A smart weather-proof tonneau cover is standard equipment.

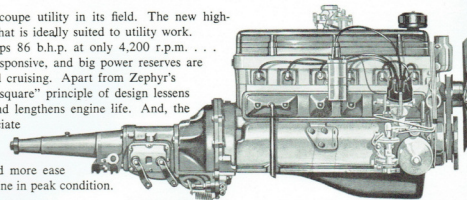


SPARE TYRE COMPARTMENT

Conveniently placed under the tailgate, and without obstructing the load space area, is a completely separate and weather-tight locking compartment for the spare tyre. The coverplate is hinged at the left to ensure against loss when spare is taken out.

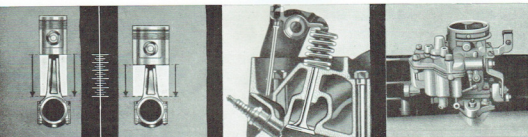
Oversquare OHV 6-cylinder power with added 'go'!

Zephyr acts what it is—the most powerful coupe utility in its field. The new high-compression engine provides more flexibility that is ideally suited to utility work. With an R.A.C. rating of 25.4 h.p., it develops 86 b.h.p. at only 4,200 r.p.m. . . . power output is faster, acceleration more responsive, and big power reserves are there for heavier going and effortless high speed cruising. Apart from Zephyr's leadership in performance, the modern "oversquare" principle of design lessens internal friction, increases petrol economy and lengthens engine life. And, the mechanically minded will immediately appreciate the functional nature of Zephyr's engine design. All component parts are placed for maximum efficiency during operation and more ease in the normal servicing which keeps an engine in peak condition.



ALL THESE ADVANCES IN ENGINE DESIGN

Four bearing crankshaft with integral weights. The shaft is exceptionally rigid in design and bearing surfaces are larger because of increase in width between centres of cylinder bores. . . . improved cooling of exhaust valves. . . . full-flow oil filter. . . . 3-point rubber-cushioned engine mounting system. . . . special design aluminium alloy pistons. . . . direct injection of oil on to the cylinder walls when the engine is started cold for longer engine life.



OVERSQUARE, SHORT-STROKE DESIGN:

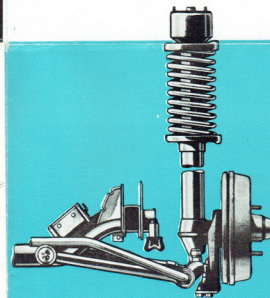
The most efficient power in modern engines comes from oversquare design in which the diameter of the cylinders is increased in relation to their depth. This allows a shorter piston stroke which lessens internal friction, saves wear and gets more efficiency from less petrol. On the right above, is illustrated Zephyr's "short-stroke" of piston in comparison with that of the conventional engine as shown on the left.

OVERHEAD VALVES:

These permit a more efficient combustion head shape which spreads the explosion evenly — and gets more power from every fuel charge. In Zephyr, valve life, too, is greater for the valve guides are an integral part of the cylinder head thus improving heat dissipation.

DOUBLE VENTURI CARBUR-ETTOR:

A genuine high-power jet means greater fuel economy through provision of the most efficient fuel-air mixture for all driving conditions. The down-draught design of the carburettor, special intake manifold design and overhead valves also increase efficiency.



Miracle-Ride Smoothness, greater driver control and more stability!

Zephyr's suspension is ideally suited to coupe utility usage. It not only provides a superlatively smooth ride but also extra stability and road-hugging which are particularly noticeable in cornering and on uncertain surfaces. This combination of comfort and safety is achieved through the unique front suspension shown at the left. . . . long, heavy-duty underlung rear springs. . . . lower centre of gravity. . . . heavy-duty telescopic shock absorbers. . . . wide track. . . . and 13" diameter wheels with wide base rims and correspondingly wide road contact of tyres.



SHORTER TURNING CIRCLE

EVERY FEATURE INCREASES COUPE UTILITY EFFICIENCY!

Big 9" diameter brakes with a braking area of 147 sq. ins. . . . longer wheelbase of 107". . . . pendant-type brake and clutch pedals and clutch action is hydraulically assisted. . . . key-turn starting. . . . 12-volt electrical system. . . . safety "dished" design steering wheel. . . . built-in and controllable ventilating system with air-intake coming in the centre

Zephyr is easier to manoeuvre in confined loading areas, in traffic and in any parking situation. The turning circle is only 36' and high-efficiency steering with light but positive action also assists in manoeuvrability. The driver's remarkable vision, front, rear and sides, is another big asset in handling-ease.

of the engine hood out of the way of road fumes and dust. . . . extra strength of box-form integral body frame construction and special central reinforcement of underbody frame so that longitudinal channel members extend completely from front to rear as continuous support for the most concentrated load. . . . flush-type direction indicators. . . . wide-opening doors lockable on both sides of vehicle.

Zephyr — the coupe-utility with the finer features!

