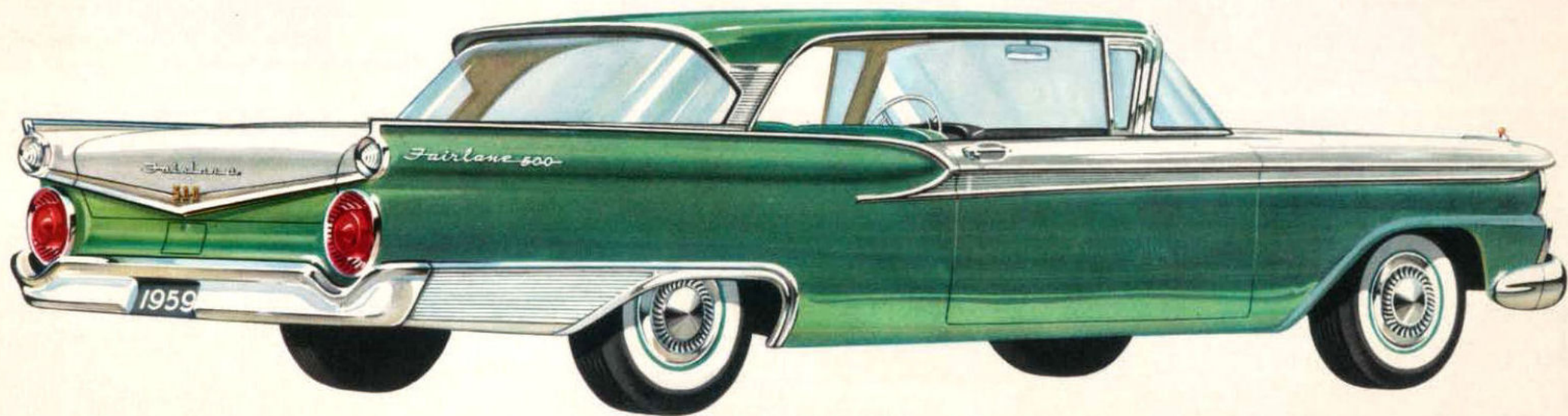
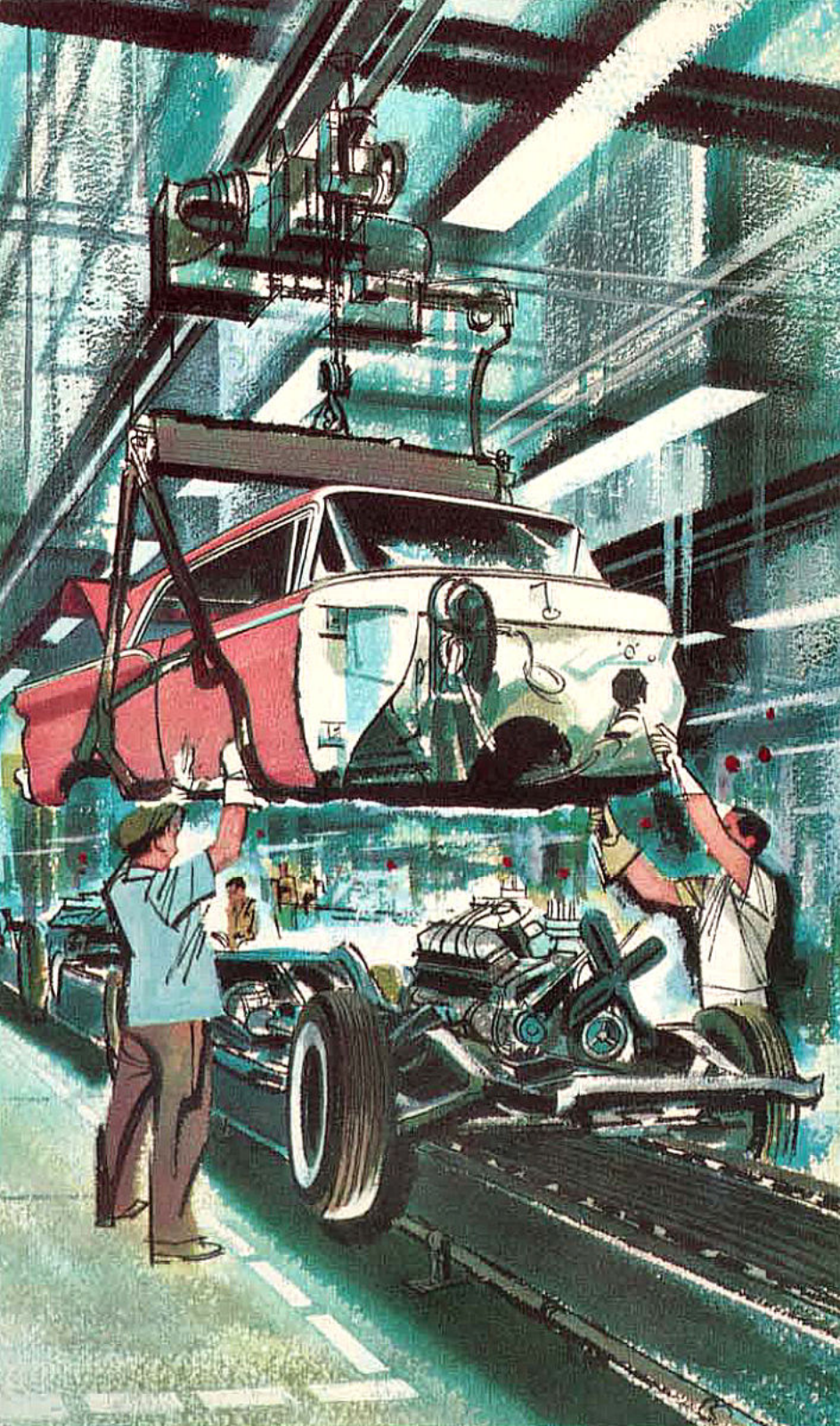


FORD 1959



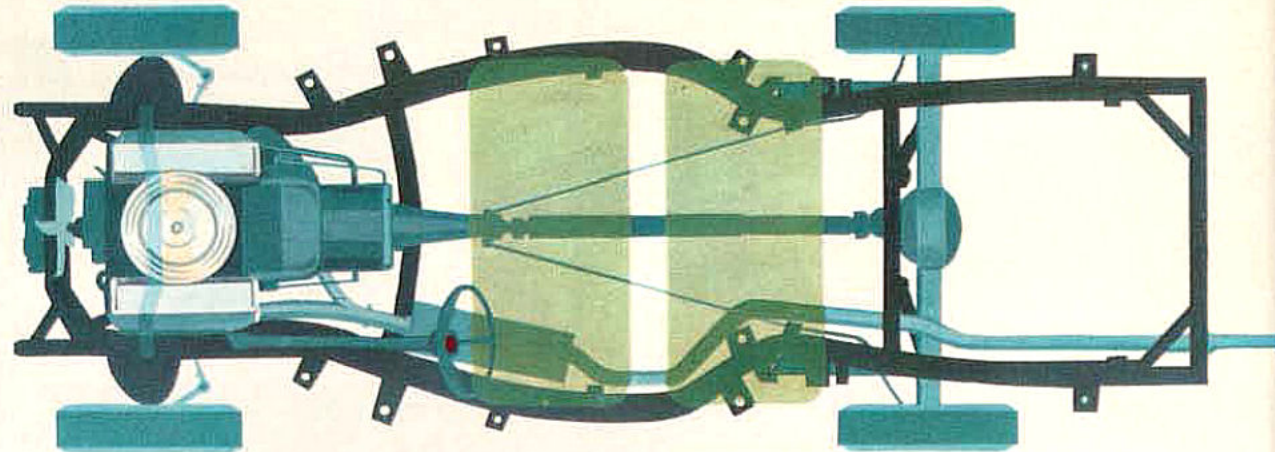


CANADA'S NO. 1 CONSTRUCTION JOB

Like all construction experts, Ford engineers put quality first. The result is a car that gives you full value for the money when you buy it, keeps its value longer for a better trade-in when you come to sell it.

Ford bodies are made of the same heavy-gauge steel that is used in many of Canada's most expensive cars. All parts of the body are interlocked at major points of wear and stress for maximum strength and resistance to flexing. Then body and frame are bonded into a solid unit through up to 18 rubber body mounts.

The laminated safety plate glass used in all Ford windshields is the finest available in any Canadian car. Insulation and weather-proofing are the most complete in Ford's class. New aluminized mufflers in all Fords are designed to resist corrosion . . . normally give up to twice the life of ordinary mufflers. And Ford's special super-enamel is baked on for a beautiful-yet-tough finish that keeps its original lustre and colour for years. You can pay more, but you can't buy better than Ford.



Ford's frame is made from two box-section steel girders locked together by five heavy cross members. The frame is bowed out around the passenger area so that passengers sit within the protection of the massive frame rails. This bowed-out design also lets the passengers sit lower in the car which in turn lowers the center of gravity for a steadier ride, less sway on curves.

Ford's rear axle is deeply off-set to lower the driveshaft line. This makes it possible to reduce the hump running through the floor of the car for greater foot room in the rear seat. Ford brakes are double-sealed to keep grit and water away from the brake linings.

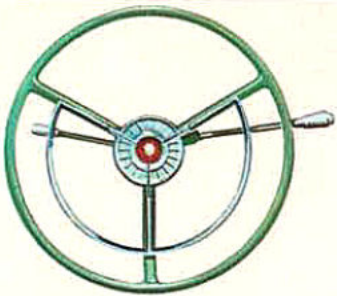


The tension shackles which fasten the rear springs to the end of the frame automatically increase spring stiffness under heavier loads. You get the same comfortable ride driving alone or with the whole family and their luggage aboard. Only Ford gives you this automatic ride control.

DRIVING'S MORE FUN WHEN FORD POWER ASSISTS DO THE WORK . . . it's safer, too, with Ford's Lifeguard Design

Power Assists

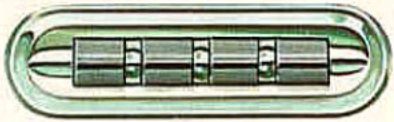
Equipping your Ford with power assists is far more than a luxury, it's good sense. In the first place, the cost of these items is less than you might think. Secondly, driving's more fun with power assists helping you. It's safer, too, because you drive better when you're relaxed, fresh.



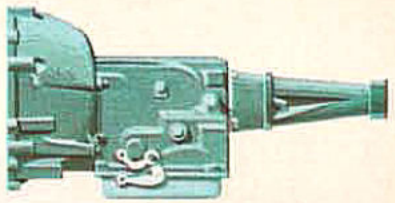
Master Guide power steering works hydraulically, takes up to 85% of the work out of steering, without losing the feel of the road.



Swift-Sure power brakes are vacuum operated for smoother stopping, especially in traffic and require up to one-third less foot pressure. Pedal position is lower.



Power-Lift windows operate only when ignition is on. Master control panel is on driver's door with individual switches at each window for greater convenience.



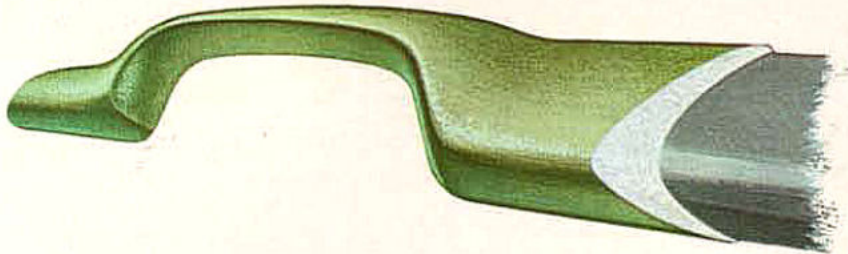
Ford automatic transmissions take the work out of gear shifting, make driving more pleasant and effortless. You're safer, too, with both hands free to steer the car.

Lifeguard Design

Since its introduction in 1956, Lifeguard Design has been an important factor in the reduction of injury in automobile accidents. Certain Lifeguard features, like the steering wheel and door latches, are standard equipment on every model, others come at modest extra cost.



Lifeguard door latches have a double grip engagement that reduces chances of doors springing open on impact, resists pulling force of up to 2500 pounds.



Lifeguard instrument panel cushioning is moulded from polyurethane which is five times more shock-absorbent than foam rubber. It is covered with attractively leather-grained plastic which harmonizes with interior colours. Ford Lifeguard cushioning is available at slight extra cost.



Lifeguard deep-center steering wheel is shaped to protect the driver from the steering post in case of collision. Wheel diameter is small for better visibility.

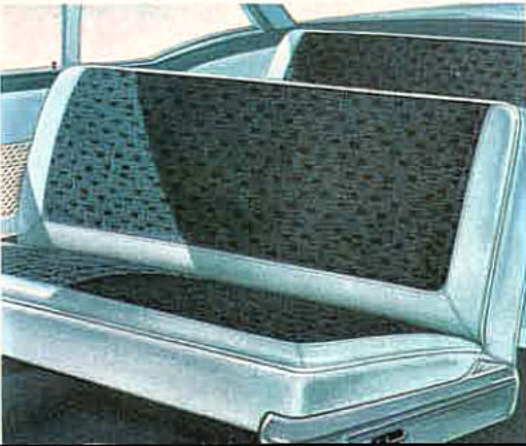
1959 Ford Interiors

The new Ford interiors have a spacious, eye-catching quality look that matches the modern tasteful style of this car. They're designed for comfort and durability, too. Thick foam rubber is standard in the front seat of every Ford. Upholstery materials and long lasting nylon and vinyl are carefully tailored to hold their shape and stay new-looking for years. Steering wheels are white. And head lining, instrument panel and other interior appointments are beautifully color-coordinated to your upholstery.

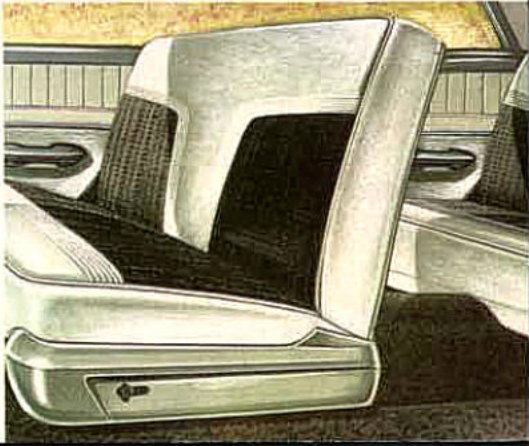
CUSTOM 300 INTERIOR



FAIRLANE INTERIOR



FAIRLANE 500 INTERIOR



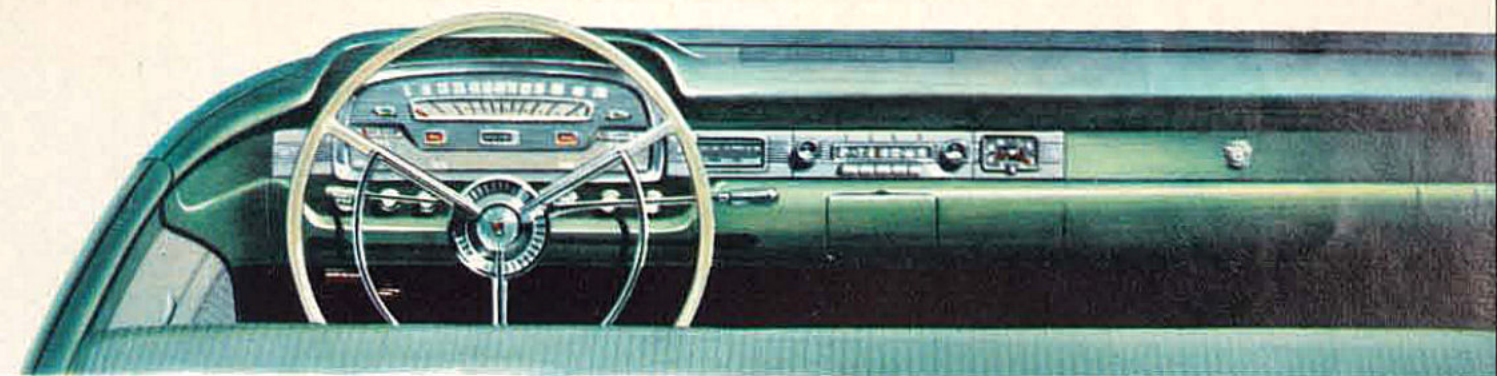
FORD 1959

IN EVERY WAY SO BEAUTIFULLY RIGHT

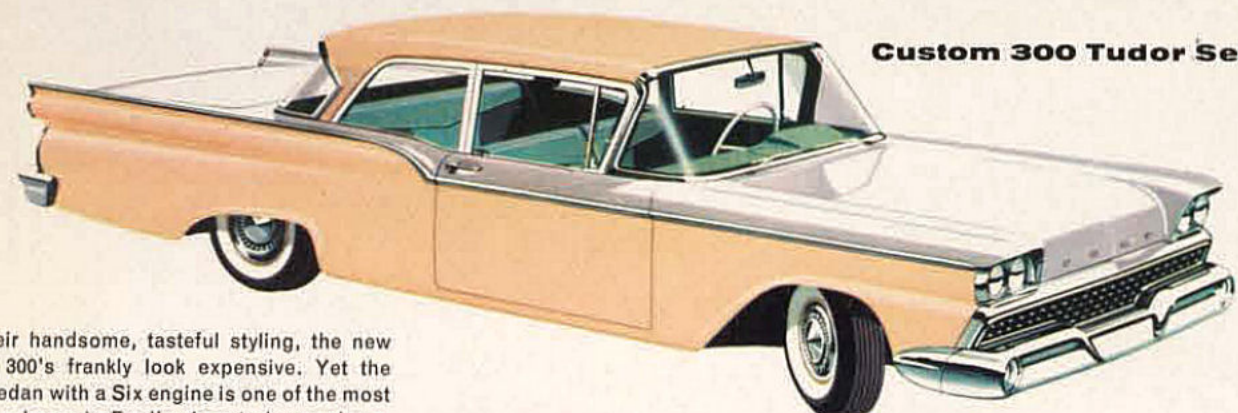
This is the car that makes such beautiful sense for 1959—because it's designed to meet every kind of driving need today. And that is exactly what it does. Beautifully.

There's been a big important change in design this past year. New buildings and furniture are being designed to give you the most in usefulness with the cleanest, crispest lines ever. This is style with a purpose. And that's just how the new 1959 Ford was conceived, designed and produced.

This new Ford has a clean, crisp look—trim and tough—fast on its feet. And it's a big car. But there isn't an ounce of waste fat on it. You don't need a can opener to pry it out of your garage. And it'll fit very neatly between two parking meters. But it's plenty big inside. There's room enough for the whole family to travel clean across Canada with all the ease and comfort that only a big car is able to give you. All the facts point to Ford in '59... and so does the fun!

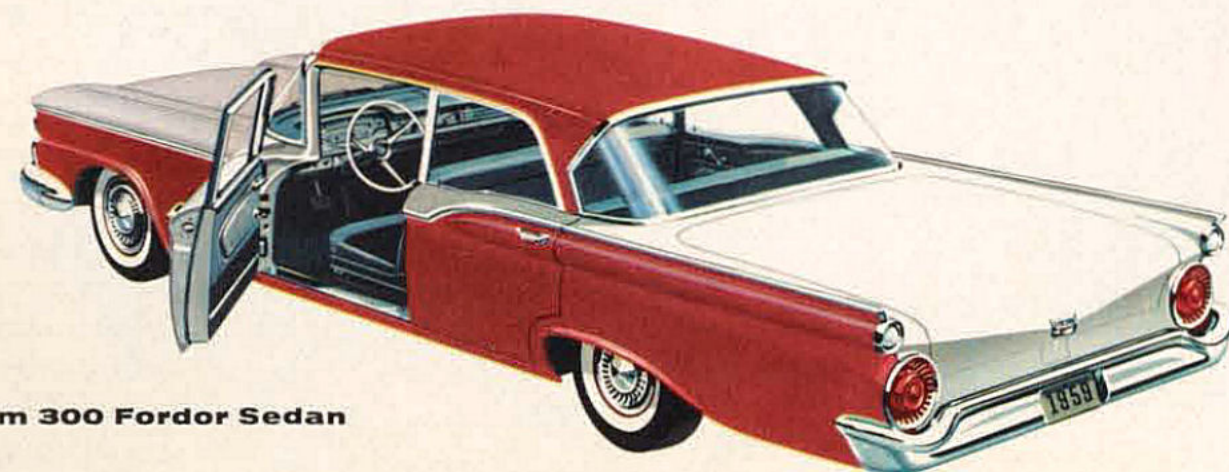


The 1959 Instrument Panel



Custom 300 Tudor Sedan

With their handsome, tasteful styling, the new Custom 300's frankly look expensive. Yet the Tudor Sedan with a Six engine is one of the most economical cars in Ford's class to buy and run.

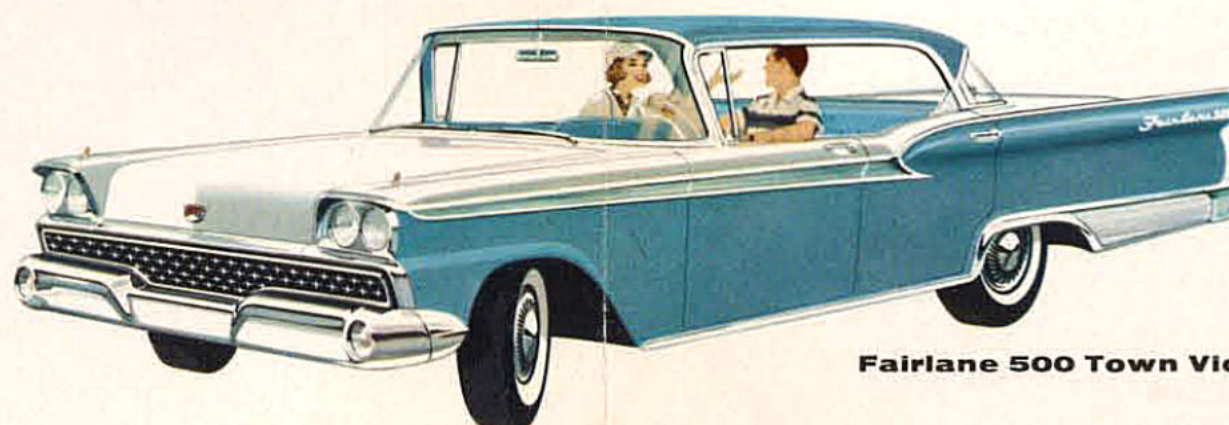


Custom 300 Fordor Sedan

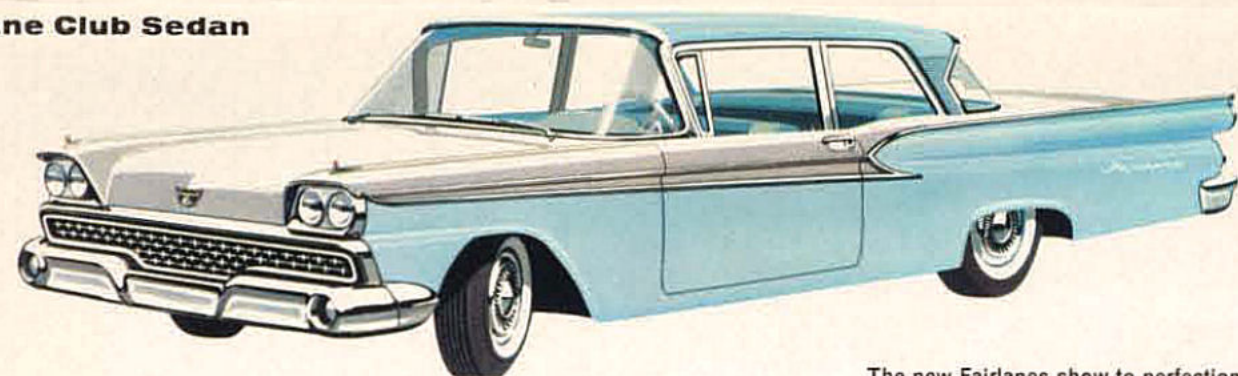


Fairlane 500 Club Victoria

Looking at these new beauties it's easy to see that real built-in quality is a standard feature in every Ford. Pay more? What for? Ford gives you everything you would find in a higher-priced car.

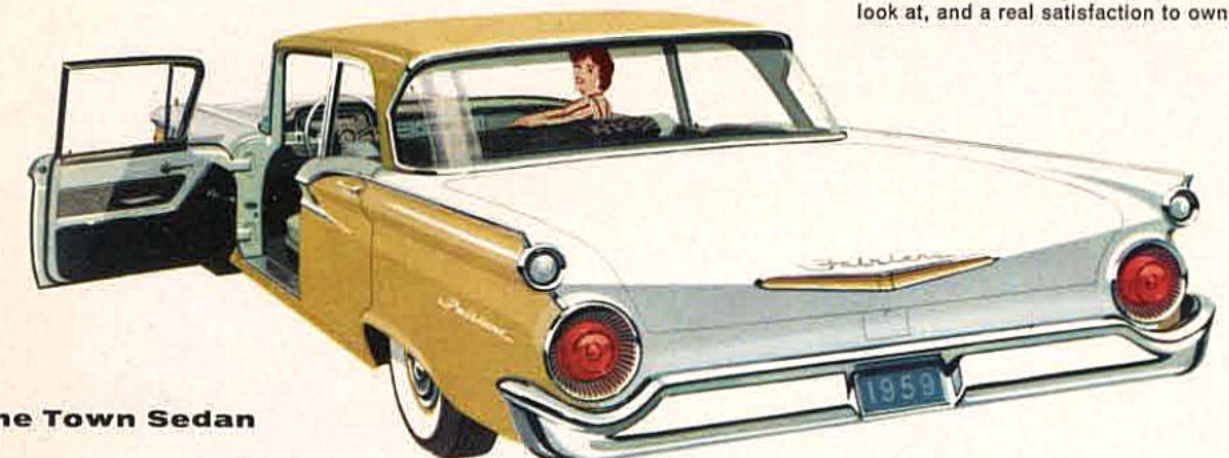


Fairlane 500 Town Victoria

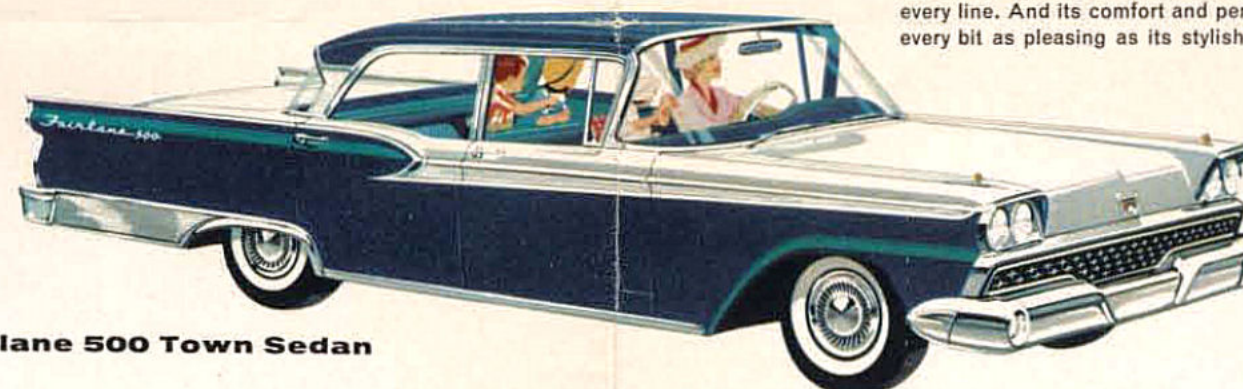


Fairlane Club Sedan

The new Fairlanes show to perfection the clean, simple beauty which is the trademark of the '59 Ford line. They're a pleasure to look at, and a real satisfaction to own.

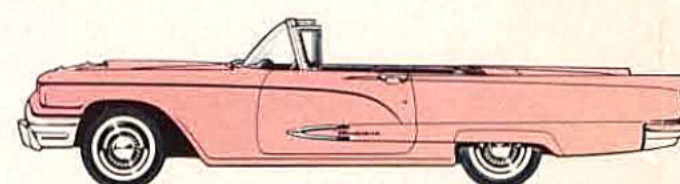


Fairlane Town Sedan



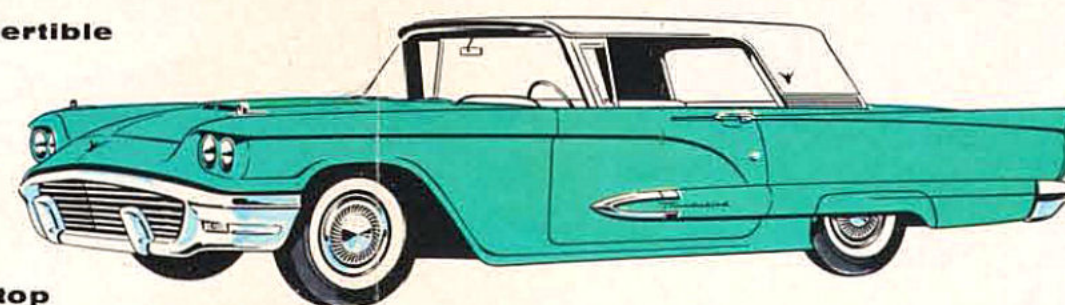
Fairlane 500 Town Sedan

This 4-door, family sedan just breathes style in every line. And its comfort and performance are every bit as pleasing as its stylish new design.

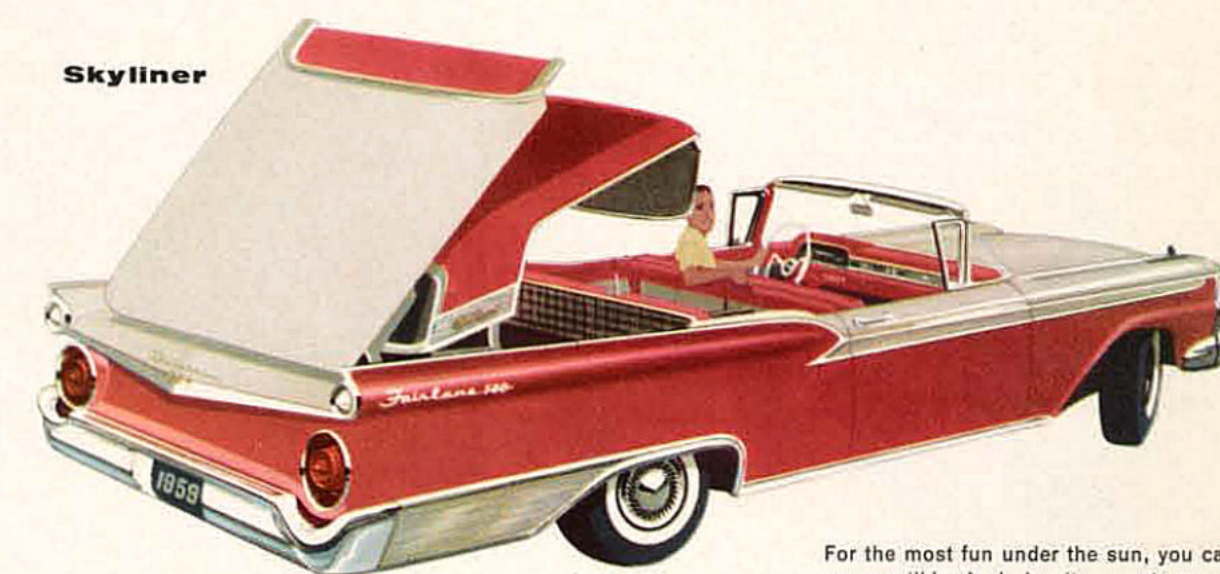


Thunderbird Convertible

No doubt about it—the 4-passenger Thunderbirds are the finest pleasure cars ever offered at the price. No wonder they're the most wanted luxury cars in Canada today—and the fastest selling, too!



Thunderbird Hardtop



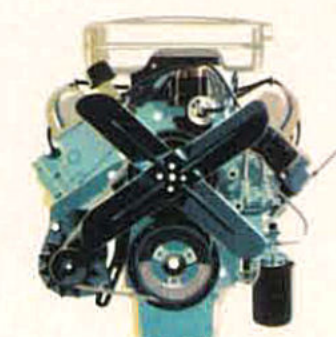
Skyliner

For the most fun under the sun, you can't beat a convertible. And when it comes to convertibles, you can't beat Ford. The Skyliner is the world's only retractable steel hardtop. The Sunliner is the most popular cloth-top convertible in the world.



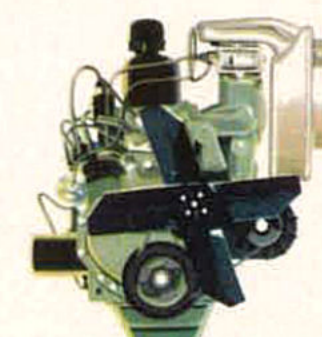
Sunliner

Engines



V-8

For '59 Ford gives you a choice of two Thunderbird V-8's rated at 225 and 303 horsepower. They are the sweetest-running, most efficient and dependable Ford V-8's ever. They're gas-saving engines, too.



Six

Ford's Mileage Maker Six with Short-Stroke piston design is Canada's most powerful modern Six. It gives you a real increase in economy and plenty of Ford pep, too—develops 145 horsepower.

Transmissions



CRUISE-O-MATIC DRIVE gives you choice of two driving ranges. "D1" range always starts in low gear, shifts smoothly through intermediate to high for solid acceleration. "D2" range always starts in intermediate gear for better traction. Cruise-O-Matic comes with a low, gas-saving rear axle ratio.



NEW 2-SPEED FORDOMATIC DRIVE—with the highest torque capacity of any Ford automatic transmission—is lighter, has 1/3 fewer parts and costs less. Intermediate gear has been eliminated and low gear operates over a wider range. A 3-speed conventional drive is standard equipment with all models.



RANCH WAGON



COUNTRY SEDAN (9 passenger)



FORDOR COUNTRY SEDAN



FORDOR RANCH WAGON



COUNTRY SEDAN



COUNTRY SQUIRE (9 passenger)

Ford Station Wagons

For loads of people, loads of fun—or plain hard work—nothing can touch these Ford Station Wagons. Take your pick of 2-door and 4-door models with room for up to 9 passengers. And this year you can get 40 square feet of uncluttered loadspace!

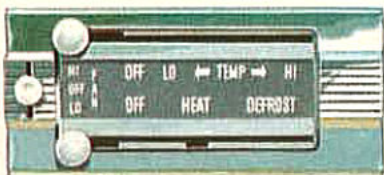
FACTORY-INSTALLED OPTIONS



Console Range radio has five tubes plus one transistor for clear reception in both city and country driving. It has 5 push-button controls and is illuminated for easy reading.



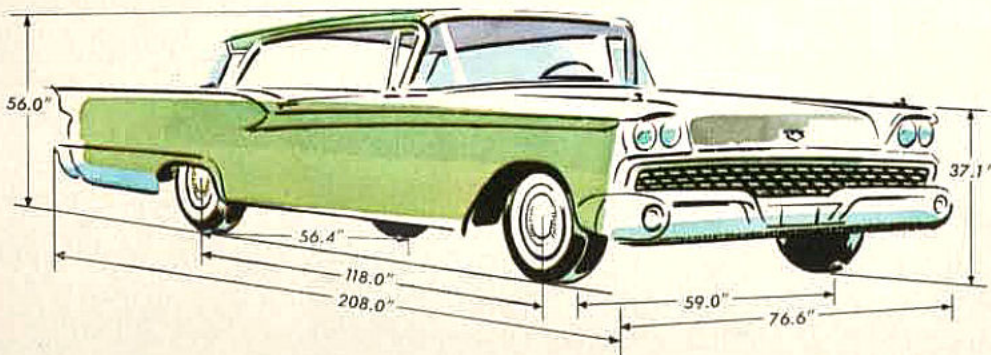
Self regulating electric clock regulates itself automatically to compensate for running fast or slow when you reset it to the correct time. It's standard in all Fairlane 500 models.



New Blendaire Heater

Blendaire heater, brand-new for 59, gives far more precise heating control. Hot air and cool air are blended to the exact degree of warmth you want before being circulated into the passenger area. Temperature now remains uniformly pleasant. The system can also be used to circulate fresh, unheated air through car.

Dimensions



SPECIFICATIONS

EXTERIOR: Gleaming, durable, baked-on body enamels come in 18 exciting new colours. A choice of single colour, Two Tone or Style Tone combinations is available.

The basic colours are: Raven Black, Colonial White, Torch Red, Talisman Red, Velvet Maroon, Geranium, Satellite Blue, Blue Ice Metallic, Blue Velvet Metallic, Frosted Lime, Jade-glint Green Metallic, Moonrise Grey, Platinum Grey Metallic, Tan, Tahitian Bronze, Twilight Turquoise, Moonmist Yellow, Gold Metallic.

ENGINES: 145-hp Mileage Maker Six—223-cu. in. displacement; 3.62" bore x 3.60" stroke; 8.4 to 1 compression ratio; regular gas; manual choke. (For all models except Skyliner.)

225-hp Thunderbird V-8—332-cu. in. displacement; 4.00" bore x 3.30" stroke; 8.9 to 1 compression ratio; regular gas. 2-venturi carburetor, automatic choke, Y-branch single, exhaust.

303-hp Thunderbird Special V-8—361-cu. in. displacement; 4.05" bore x 3.50 stroke; 9.8 to 1 compression ratio; premium gas. 4-venturi carburetor, automatic choke, dual exhausts.

TRANSMISSIONS: New 2-speed Fordomatic Drive—Two forward gears (low and high), one reverse. 60 lbs. lighter, 1/3 fewer parts. Highest torque capacity of any Ford Automatic Transmission.

Cruise-O-Matic Drive—Choice of two driving ranges. "D-1" range starts in low gear, shifts to intermediate and then to high for solid acceleration. "D-2" range starts only in intermediate gear and shifts to high for sure-footed traction in slippery going. Cruise-O-Matic is installed with a low rear axle ratio (2.69 to 1) for extra gas economy and is available with V-8 engines only.

Conventional 3-speed Drive is standard on all models and with all engines.

SUSPENSION: Independent front suspension has coil springs angled forward and lower control arms swept back so that front wheels can move up and back to absorb the

shock of bumps better. Different coil springs are installed to match weight of lighter Sixes and heavier V-8's. Link-mounted ride stabilizer controls roll on turns.

Rear suspension is by 4-leaf, (6-leaf in wagons) semi-elliptic springs with friction inserts between the leaves. Tension shackles automatically increase spring stiffness under heavier loads. Viscous-Control shock absorbers front and rear. Heavier springs available for Station Wagons.

AXLE RATIOS (to 1)—Standard Models (except Station Wagons): Conventional Drive with Six or V-8's—3.56. Fordomatic Drive with Six—3.56; with 225-hp V-8—2.91. Cruise-O-Matic Drive (with V-8's only)—2.69.

Station Wagons: Conventional Drive with Six—3.89; with V-8's—3.70. Fordomatic Drive with Six—3.56; with 225-hp V-8—3.10. Cruise-O-Matic (with V-8's only)—2.69.

New Ford designed locking differential delivers equal turning force to both rear wheels for better traction in slippery going. It's available on all models at extra cost.

STEERING: Magic-Circle recirculating ball steering gear cuts friction for easier steering. 27 to 1 over-all steering ratio. 17 1/2", 3-spoke, Lifeguard steering wheel. Approximately 41-ft. turning diameter.

BRAKES: Double-Sealed self-energizing hydraulic brakes have suspended pedal, dash-mounted master cylinder. Drum diameter is 11". Lining area is 180 sq. in. (191 sq. in. on Skyliner and wagons). Optional Swift Sure Power Brakes have special low position pedal and power reservoir tank.

TIRES: 4-ply black tubeless on safety-type rims standard on all models. Skyliner—8.00 x 14 x 5 1/2" rims. Sunliner with V-8 and automatic transmission—8.00 x 14 on 5" rims. All others—7.50 x 14 on 5" rims.

DIMENSIONS: Wheelbase 118"; front tread 59.0"; rear tread 56.4"; overall length, 208"; overall width, 76.6"; overall height, 56.0"; trunk capacity (with tire) 33.9 cu. ft.

The specifications contained herein were in effect at the time this folder was approved for printing. Ford Motor Company of Canada, Limited reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation. Some of the items illustrated or referred to are optional at extra cost.

FORD MOTOR COMPANY OF CANADA, LIMITED