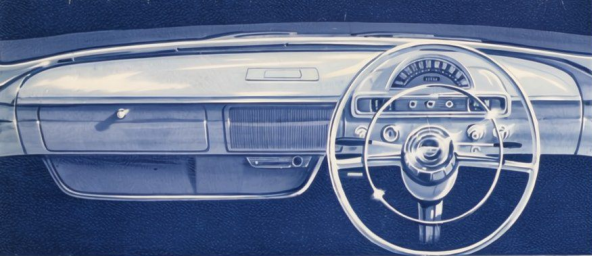


# Zephyr-Six

The car for moderns on the move







## Styled and sized for modern living . . .



**The Zephyr-Six interior** is a combination of modern, graceful styling and spaciousness. With more leg room, more shoulder room, more hip room and more head room there is ample space for six big people.

This comfort-planned interior blends perfectly with Zephyr's sleek, sweeping exterior lines. A luxury note is the centre armrest in the front seat, and the rich vinyl-type upholstery which not only lasts longer but is easier to keep clean.

There's extra safety, too, built into Zephyr . . . the fascia panel is covered with fabric to guard against sun-glare, and the steering wheel is slightly 'dished' to give added protection against impact.

All instruments and controls are grouped around the steering column for easier reading and handling . . . and the ratchet-type hand brake is placed to the left of the steering column, within easy reach of the driver.

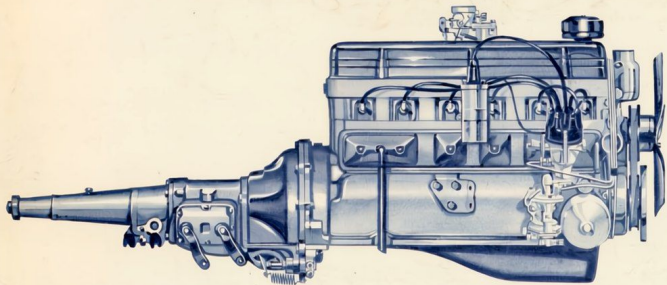
A new type of ventilation system has a re-located intake to ensure that only fresh, clean air enters the car. As well as the glove box, there's a convenient roomy parcel tray beneath the fascia panel on the passenger seat side, and a parcel shelf stretching full width behind the rear seat. Summed up, Zephyr's interior gives you luxury and 'bigness' greater than in many far higher priced cars.

*Zephyr's luggage compartment is a 'giant' in its class—you have all the room you need to load large suitcases or sets of golf clubs . . . the boot being of no less than 20 cu. ft. capacity.*

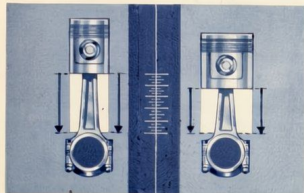




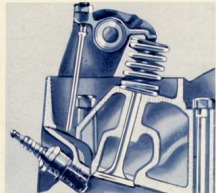
# Power with modern meaning



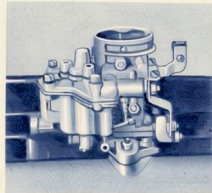
This O.H.V. oversquare engine gives Zephyr the greatest power of any car in its class. With an R.A.C. rating of 25.4 h.p., it develops a maximum 80 B.H.P. You'll enjoy smoother cruising speeds, more instant responsiveness and greater fuel economy. The modern "oversquare" principle of its design lessens internal friction, adds to smoothness, increases life.



**Zephyr's oversquare type engine** wherein the length of the piston stroke is less than the diameter of the cylinder bore results in higher cruising speeds without pistons racing — and consequently less friction and wear. more efficient performance and far longer life.



**The Overhead valves** permit a more efficient combustion head shape which spreads the explosion evenly, giving more responsive power, smoother running and more efficient and economical use of fuel.



**The double Venturi carburettor** features a unique new metering system for greater fuel economy than ever before, provides the most efficient fuel-air mixtures for the greatest power charges and economy.

**For longer engine life . . .**

To lengthen engine life provision is made for a direct injection of oil into the cylinder walls when the engine is started from cold, and larger main and connecting rod bearings are used.

Engine lubrication is by pressure feed by a submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings.

The added power of 12-volt ignition system that ensures more positive and quicker cold weather starting.

# Travel with modern ease

Zephyr's smoothness of ride and complete driver control result from the very latest suspension system. Rough surfaces are taken with a gentleness, free from pitch or sway, and Zephyr's wide track, low centre of gravity provide unmatched stability of ride safer, easier cornering, and more relaxing driving-ease. And stops are arrow straight when you call on Zephyr's swift-acting brakes . . . they have a total lining area of 147 sq. ins., for smoother, surer braking.



**Shorter turning circle.** Easier to park, easier to manoeuvre in traffic, simpler to handle in narrow places, Zephyr's driver enjoys the handling ease of a short turning circle of only 36 feet.



**You enjoy a smoother ride** with centre-slung seating. All seats are suspended 'hammock-wise' between front and rear axles to reduce upward and downward movement of the ride.



**The hooded headlamps** don't just look smarter, they're *safer* — the projection providing a hood which eliminates upward glare. The parking lights are flasher type for telling oncoming traffic you are turning.



**Latest design tail-light assembly** is large, clearly defined. As well as your 'stop' light, amber turn signal lights are incorporated in the unit — another safety feature. An inbuilt reflector completes a smart three-purpose assembly.



**Yet another extra feature** is the key-turn ignition for one-hand operation. Turning the ignition key to the right switches on the ignition, and, in the one action, a further turn of the key to the right starts the motor.



**Centre-fill fuelling.** The petrol tank filler cap is centrally located for 'filling up' from either side. It is concealed behind the rear number plate which is hinged and spring-loaded. This position eliminates any risk of the bodywork being scratched by the petrol pump hose.





More than ever before, Zephyr sets the fashion with styling designed to stay modern for years ahead.

Longer and wider than any other car in its class, Zephyr is a full six seater with beautiful, graceful sweeping lines.

The crisp, long-low look . . . with a refreshing absence of clutter . . . demands attention from any angle. Coming toward you the low-set chrome grille emphasises that low, wide appearance, and when showing you fleet 'heels' there's an impression of dash from the flowing, distinctive rear design.

Yes, here is the car that for 'looks' alone sets heads turning . . . but there's much much more than looks that you'll admire. There's also more that's *new* than ever before in comfort, luxury and performance . . . in short, Zephyr is a skilful blend of all that's new and best in modern motoring and is by far the finest value in its class.

# **Zephyr-Six**

**- a new concept of styling with a big, wide look of action**



## SPECIFICATIONS ZEPHYR-SIX SEDAN

### ENGINE

Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 155.8 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression ratio 6.9:1. B.H.P. 80 at 4,200 R.P.M. Torque 128 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 auto-thermic 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 at rear, capacity 10.5 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 synchro-mesh 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 gearbox 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, gives excellent riding and steering.

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## FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria) Registered Office: Geelong, Victoria

### REAR SUSPENSION

Longitudinal semi-elliptic 6 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, handbrake 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. Rustless steel hub-caps. Tyres 6.40 x 13.

### 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, ammeter, oil pressure warning light, direction indicator warning lights, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by tumbler switch on fascia panel.

### CONTROLS

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

### BODY

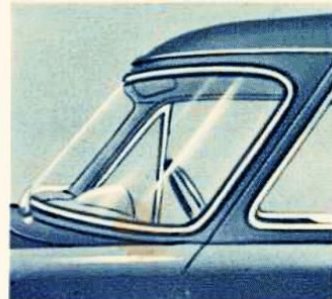
All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and wrap-around rear window. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable full-width tubular construction bench-type front seat. Washable vinyl headlining. Separate luggage compartment accessible from outside of car. Spare wheel housed in luggage compartment on right-hand side.

### GENERAL EQUIPMENT

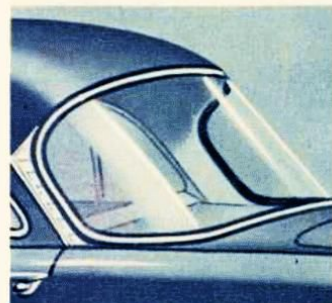
Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Front doors lockable on both sides. Flasher type direction indicators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

### GENERAL DIMENSIONS

Overall length: 14 ft. 10.5 ins. Overall width: 5 ft. 9 ins. Overall height: 5 ft. 2 ins. Wheelbase: 107 ins. Track (Front) 53 ins.; (Rear) 52 ins. Kerb Weight: 2,691 lbs.



**More Vision!** Zephyr's full view wrap-around windscreen provides a greater area of unobstructed vision and highlights modern styling.



**The look from the rear!** Gracefully curved to blend with body lines, the new full wrap-around rear window provides wider vision and a safer view of traffic for the driver. All four corners of Zephyr are clearly seen from the driver's seat.



**The seats are larger!** Wider, deeper, and with a special zig-zag spring construction to keep their shape and comfort longer, the seats provide correct body support and a softer feel. A luxury feature is the centre arm-rest in the front seat.