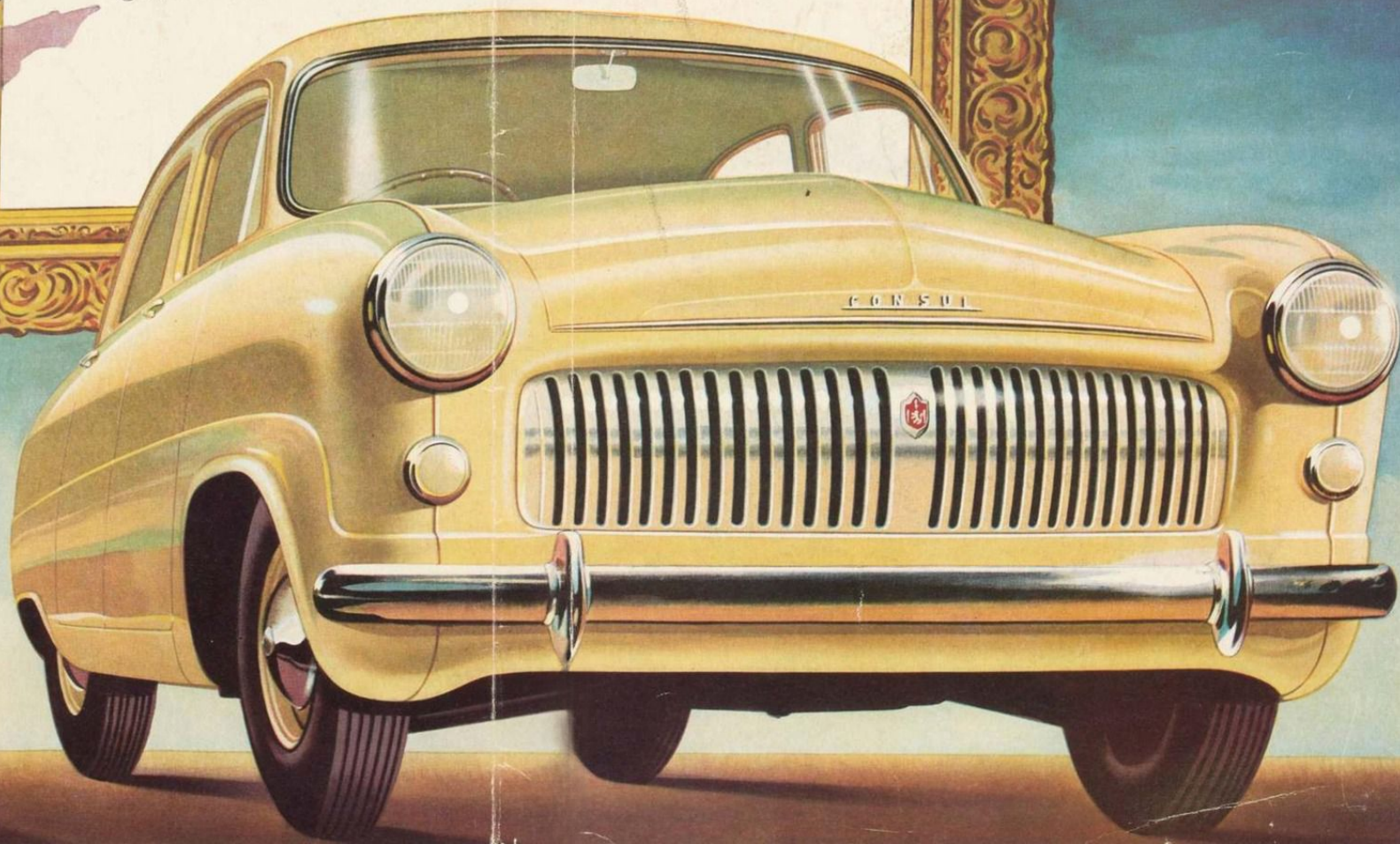
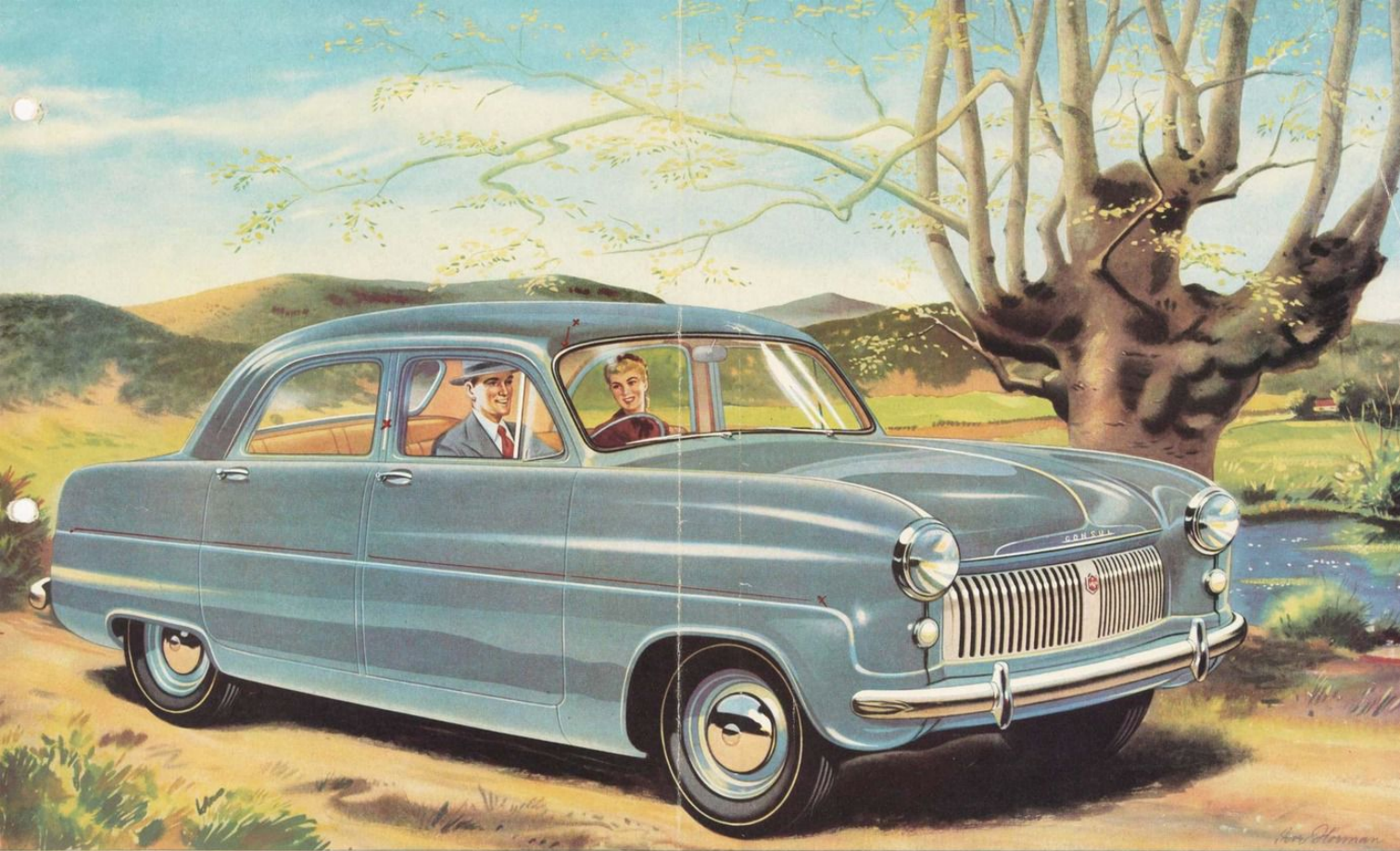


FORD-BUILT
CONSUL

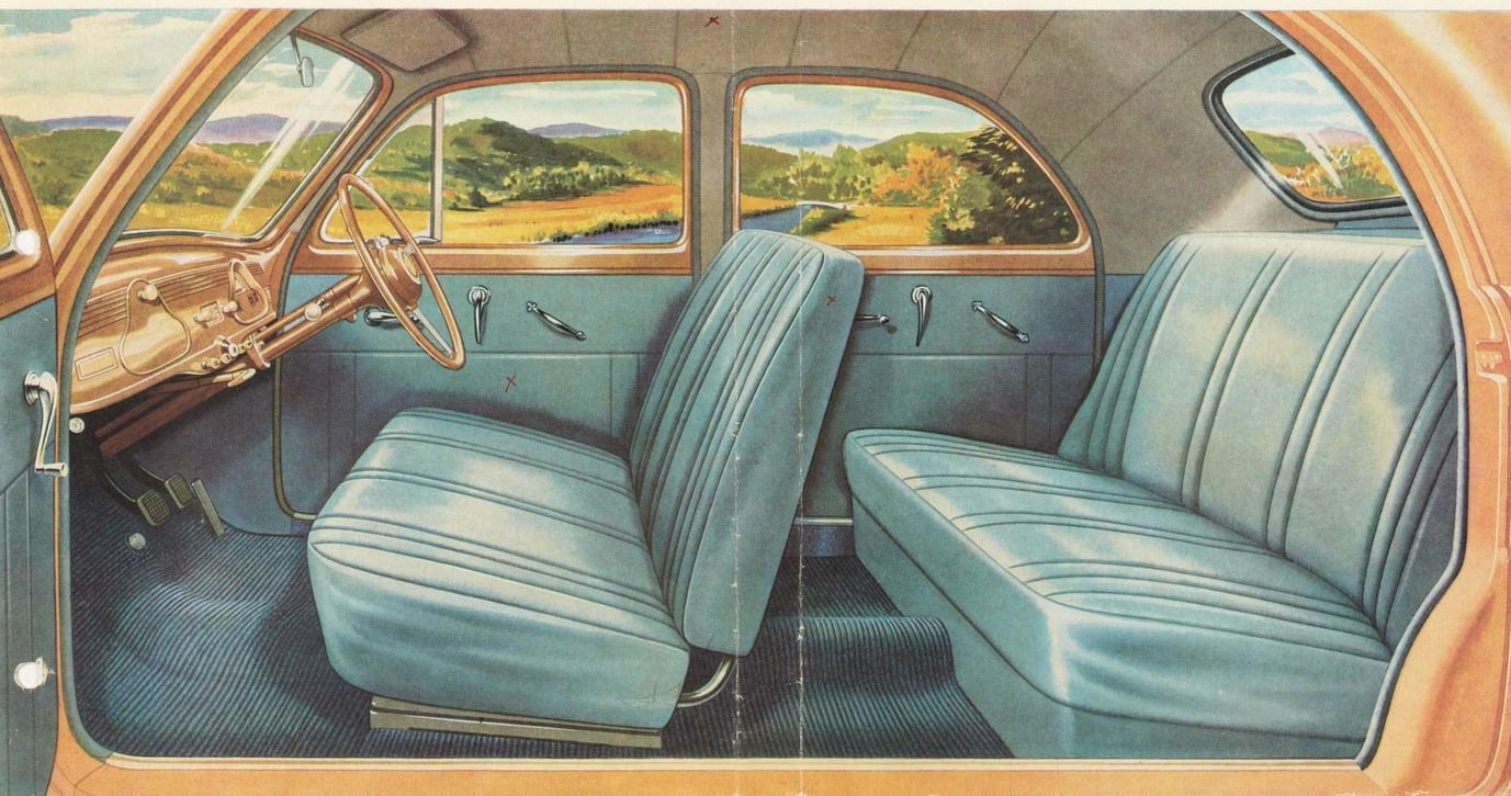
The Masterpiece for the Majority





The Consul is a work of Art!

It is a masterstroke of Ford engineering skill. In design and construction it reveals the result of long and penetrating research and the workmanship of Ford craftsmen. You must meet the Consul and see for yourself what an imposing appearance it has, what fine qualities it exhibits and how outstanding is its personality.



Come for a ride and you'll go for the CONSUL



HUSHED AS A SILENT NIGHT!



EASY AS FALLING OFF A LOG!
STEERING COLUMN GEAR CHANGE; SILENT,
SIMPLE, SYNCHROMESH.



SOFT-AS-DOWN HYDRAULICALLY
OPERATED CLUTCH AND NEW
PENDANT MOUNTED CLUTCH PEDAL.



CENTRE-SLUNG SEATING
FOR CRADLED COMFORT!



FINE QUALITY APPOINTMENTS AND FITTINGS;
ROTARY DOOR LATCHES, PRESS-BUTTON DOOR HANDLES,
SPRING-SPOKE STEERING WHEEL, REAR PARCEL SHELF.



BEAUTIFUL STYLING IN EVERY
GLEAMING INCH!



QUICK OFF THE MARK WHEN THE
GREEN LIGHT SAYS 'GO'



NEW, DIRECT-ACTING
INDEPENDENT FRONT WHEEL SUSPENSION.



HYPOID REAR AXLE, LOW
CENTRE OF GRAVITY.



LOTS OF LUGGAGE SPACE - 15 CUBIC FEET OF IT!



LIKE A CAMEL . . .
GOES A LONG WAY ON A LITTLE!



ALL-STEEL WELDED BODY OF UNIT
CONSTRUCTION, LIGHT, SAFE, STRONG.



POWERFUL 9-INCH HYDRAULIC BRAKES
FOR STEADY, STRAIGHT-LINE STOPS.



CURVED "ANTI-GLARE" WINDSCREEN AND
REAR WINDOW, FOR "ALL-ROUND" VISIBILITY!



100-INCH WHEELBASE . . .
HANDY SIZE MAKES PARKING
A PLEASURE.



DEEP-SEATED COMFORT
FOR 5-6 PASSENGERS.



IT'S A 15 63 H.P. JOB THAT
DEVELOPS 47 B.H.P.
AT 4,400 R.P.M.



TAKES THE HILLS LIKE A BIRD!



WIDE TRACK FOR
STABILITY ON THE ROAD.

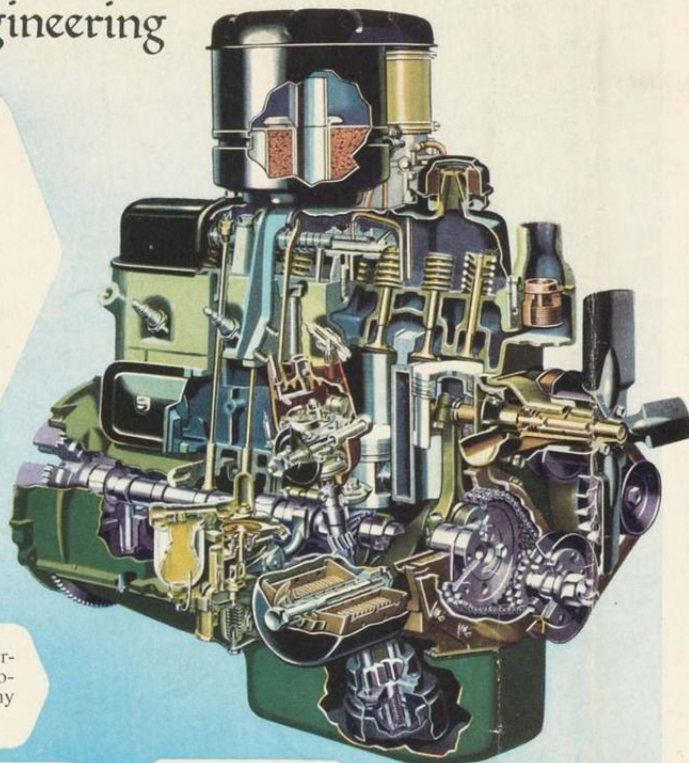


CONSUL'S mechanical excellence is due to brilliant Ford engineering

4 cylinder, overhead valve engine having a greater bore diameter ($3\frac{1}{8}$ ") than the length of the piston stroke (3").

It is a recognised engineering principle that the 'over-square' design offers marked mechanical advantages over other 'in-line' types.

These advantages include reduced piston travel, slower piston speed, the use of a short, rigid crankshaft and connecting rods with large diameter bearings, valves and ports, and more space available for water flow around exhaust valves.



Just a few of the many fine Ford engineering features!

1. Aluminium alloy pistons of autothermic design which controls piston expansion and maintains close fitting throughout the entire engine operating temperature range.

2. Downdraft carburettor with automatic economy device.

4. Pressure cooling of cylinder bores and cylinder head with large capacity water pump. Engine can operate at more efficient temperatures without overheating. Two permanently lubricated bearings assure long life of pump.

3. The distributor incorporates a governor and vacuum control which automatically advances or retards ignition timing according to engine speed or load.

5. Thermostat in cylinder head water outlet for short 'warming-up' period of engine.

6. Diaphragm type, combined vacuum and fuel pump. Vacuum pump supplements normal manifold vacuum to operate windshield wipers, keeps them operating efficiently under all conditions.

7. Full-flow oil filter with replaceable element filter has automatic relief valve.

8. Gear-type oil pump to provide adequate lubrication to all parts—at all times.

9. Combustion chambers scientifically designed for even burning of air-fuel mixture, producing top efficiency in power and economy.

10. Breather with filterscreen for crankcase ventilation.



Consul Specifications

ENGINE:

Type..... Overhead valves.
No. of Cylinders 4. Bore $3\frac{1}{8}$ " Stroke 3".
Compression Ratio..... 6.8 to 1.
Taxable H.P. 15.63 R.A.C. Rating Max. B.H.P. 47 @ 4400 r.p.m.
Cylinder Block..... High grade iron and cast integrally with upper half of crankcase.
Cylinder head..... Cast iron, detachable. Wedge shaped combustion space giving volume-controlled combustion.
Pistons..... Aluminium alloy, 'autothermic' design.
Piston Rings..... 2 compression, 1 oil control.
Crankshaft..... Rigid, alloy casting, fully counter-balanced, 3 main bearings.
Camshaft..... Cast Alloy. Chain drive.
Valves..... Overhead, rocker operated by push rods from camshaft.
Lubrication System..... Gear type oil pump. Pressure feed to main, camshaft and connecting rod bearings via drillings in cylinder block and crankshaft. Controlled feed to rocker gear and timing gears. Full flow oil filter fitted direct to cylinder block.
Ignition..... 12 volt battery and coil. Distributor has automatic governor and vacuum control.
Fuel System..... Diaphragm type combined fuel and vacuum pump. Down-draught carburettor fitted with oil bath air cleaner.
Engine Cooling..... Tube and fin type radiator 4-blade fan. Impeller water pump. Thermostatic heat control.

CLUTCH:

Type..... Dry, single plate, spring cushioned.
Operation..... Pendant type clutch pedal, clutch release hydraulically operated.

GEARBOX:

Type..... 3 speeds forward, 1 reverse.
Gearbox Ratios First, 2.84 to 1. Second, 1.642 to 1. Third, Direct drive 1 to 1. Reverse, 3.86 to 1.
Type of Gears..... All helical, constant mesh, top and second.
How Engaged..... Gear change lever on steering column. First and reverse—sliding gear. Second and third—Blocker type synchroniser.

WHEELS:

Pressed steel wheels with wide base rims.

TYRES:

5-5.90 x 13.

CHASSIS:

Front

Suspension..... Independent front wheel suspension employs low periodic 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 the 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.

Rear

Suspension..... Longitudinal, semi-elliptic leaf springs, hydraulic, double-acting shock absorbers. Hotchkiss drive.

Rear Axle..... Type— $\frac{3}{4}$ floating. Final drive gears (crown wheel and pinion)—Hypoid rear axle ratio—4.625 to 1.

BRAKES:

Footbrake..... 4 wheel hydraulic, internal expanding.

Handbrake..... Mechanical application of rear brakes by lever with pistol-type grip, under instrument panel.

STEERING SYSTEM:

High efficiency worm and peg type. Ratio 13.6 to 1. Three spoke, spring-type steering wheel.

BODY:

All steel, welded integral construction. Seating within wheelbase. Safety glass all around. Curved type fixed windscreen, curved type rear window. Ventilating front quarter windows, built-in, controlled fresh air ventilating system. Push button door handles with rotary latches. Built-in luggage compartment with 15 cubic feet of space for baggage in addition to housing spare tyre.

GENERAL DIMENSIONS:

Over-all length	13 ft. 8.73 ins.
Over-all width	5 ft. 3.98 ins.
Over-all height	5 ft. 0.75 ins.
Wheelbase	8 ft. 4 ins.
Track—front	4 ft. 2 ins.
rear	4 ft. 1 in.

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(Inc. in Victoria). Registered Office: Geelong, Victoria

Your Ford Radio Enjoy soft music in your new Consul with a Ford Radio. You'll be pleasantly surprised by Ford Radio's unique crystal-clear reception and rich high-fidelity musical reproduction. Yes—a Ford Car Radio is the very last thing you need to make your Consul complete.



There is a network of knowledgeable Ford Dealers covering every corner of Australia. They have mechanics who have been thoroughly schooled and trained at the Ford factory. Genuine Ford parts, are everywhere available. So wherever you go, you are assured of first rate service.

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Your Authorised Ford Dealer is a very proud man to be associated with the Consul. He's as eager as a beaver to give you all the news he can about Consul's finer points—and there are plenty of them.

If you're wise you'll get your order in right away. You'll always be glad you bought a Consul. It truly is a masterpiece.

