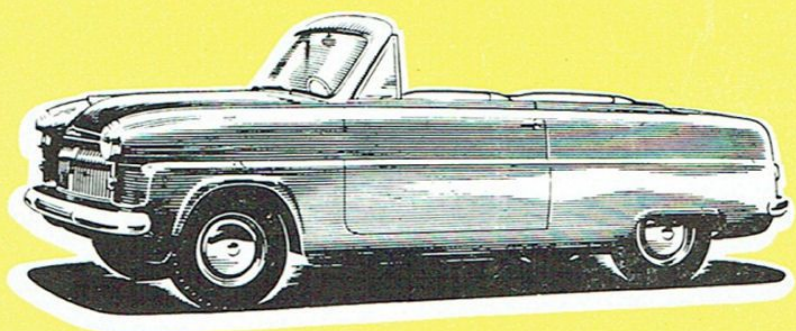
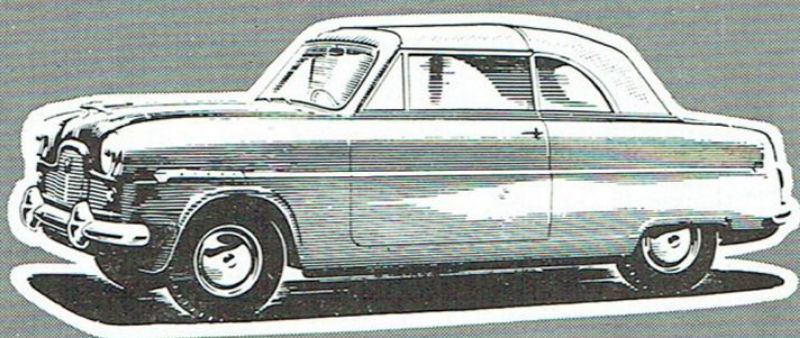
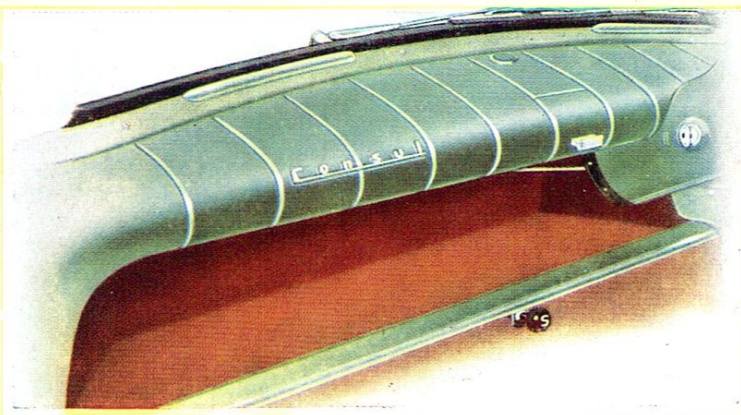




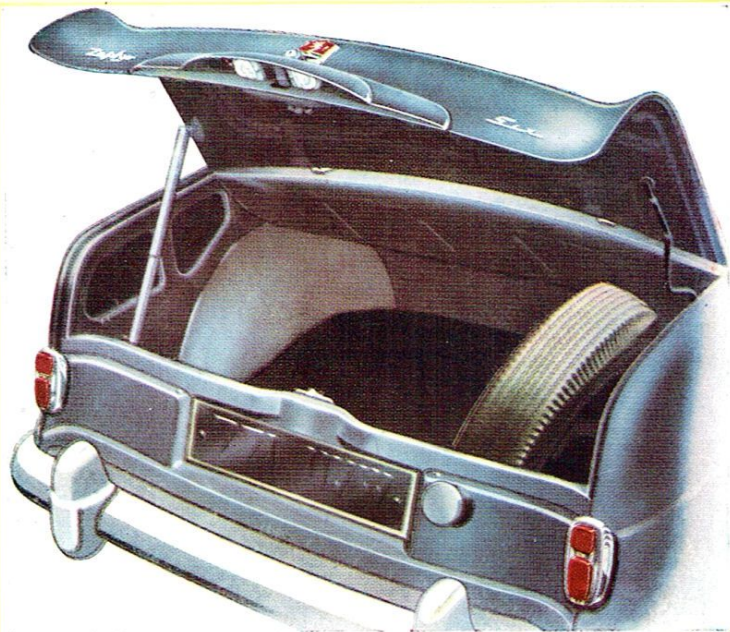
CONVERTIBLES



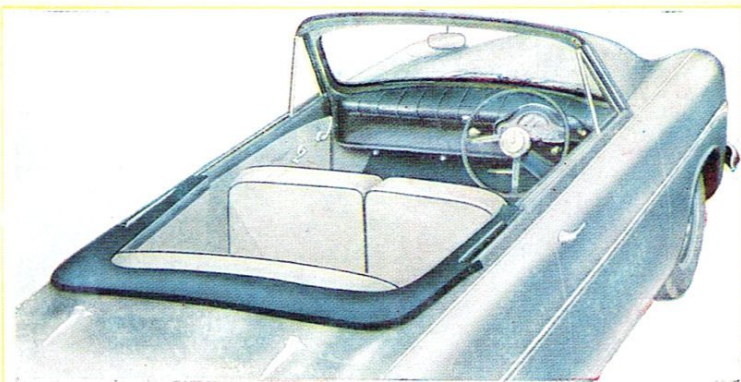
FEATURES of the CONSUL & ZEPHYR SIX CONVERTIBLES



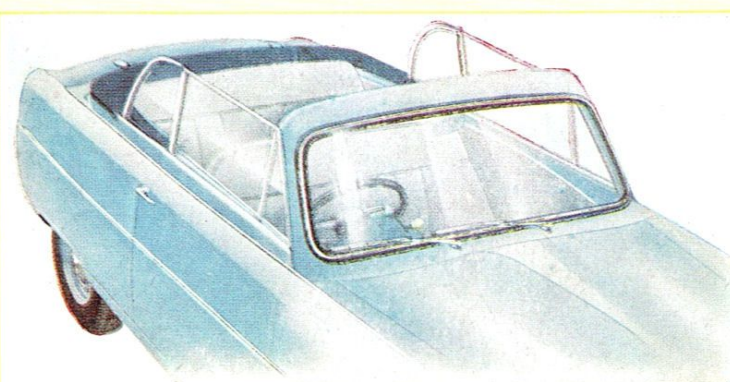
Both models have a wide, deep parcel tray beneath the dash which will hold large parcels and personal articles.



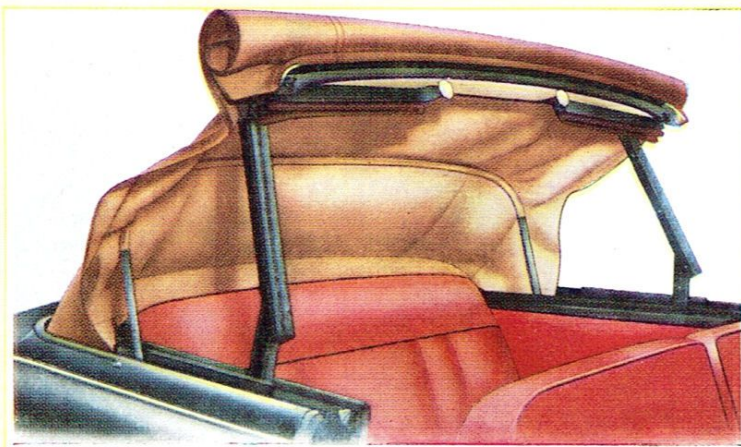
The wide, deep luggage compartment provides 12½ cu. ft. of load space and is sealed from rain and dust.



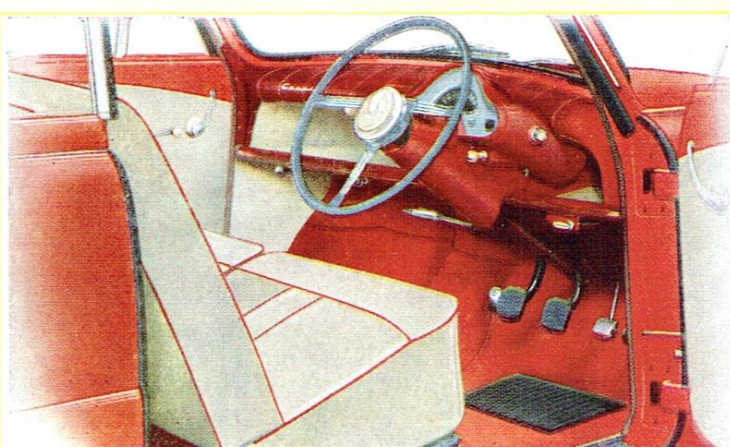
For a completely "open air" drive, hood and side windows can be lowered into the body. Note the spacious comfort of these cars.



If required, side windows can be retained in position with the top lowered out of sight.

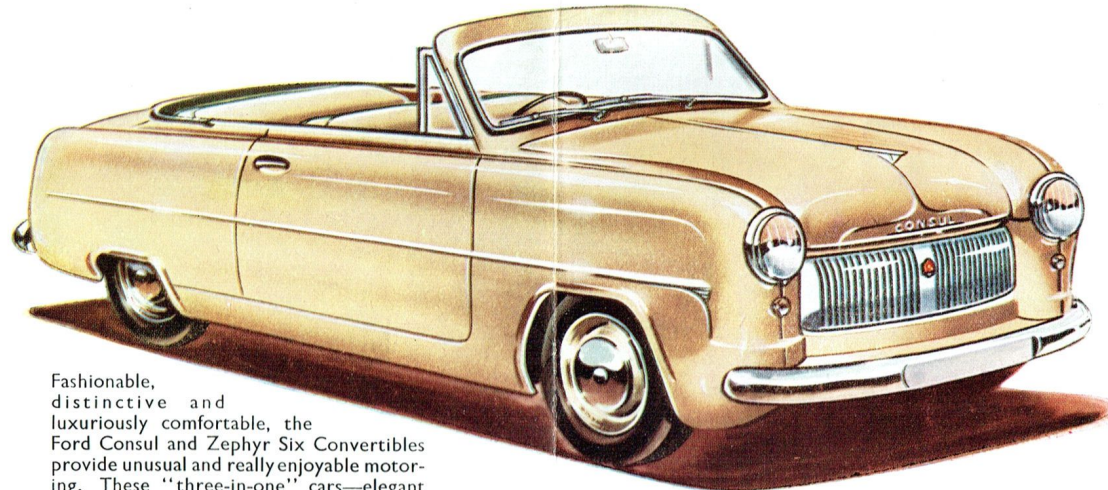


Complete protection is afforded by the washable plastic top. On the Consul Convertible it can be folded back easily and quickly by hand. The Zephyr Convertible has a power-operated top. * Power-operated top optional on Consul.



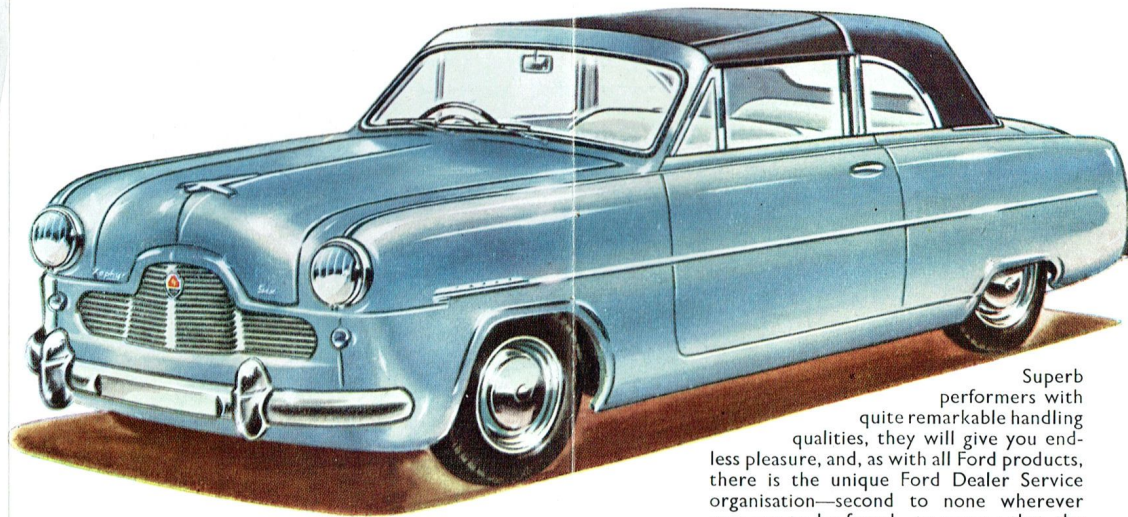
Every effort has been made to eliminate driving fatigue. Pendant-type foot controls have a light and positive action and instruments are grouped on the steering column for quick and easy reading.

The four-cylinder, over-square, overhead-valve engine of the Consul Convertible is a wonderful piece of precision engineering. Powerful and reliable, as proved by the success of the Consul Saloon in International Motor Rallies, this remarkable unit has been built to last.



CONSUL

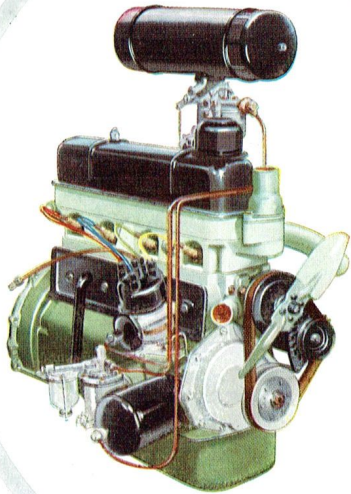
Fashionable, distinctive and luxuriously comfortable, the Ford Consul and Zephyr Six Convertibles provide unusual and really enjoyable motoring. These "three-in-one" cars—elegant saloon, Coupé de Ville, or sleek, speedy open tourer—are ideal for every occasion, formal or informal, come rain or shine.



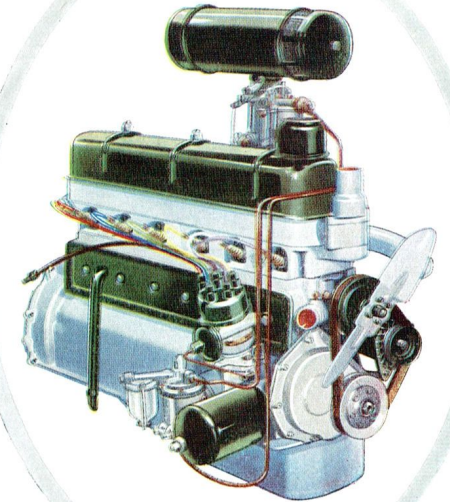
ZEPHYR SIX

Superb performers with quite remarkable handling qualities, they will give you endless pleasure, and, as with all Ford products, there is the unique Ford Dealer Service organisation—second to none wherever cars are to be found—to ensure that the cost of your motoring enjoyment is kept at the most economical level.

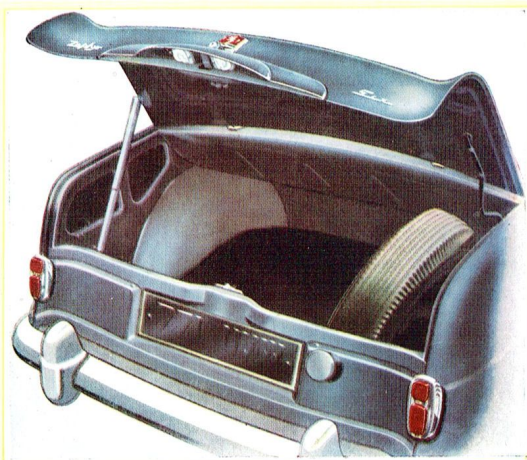
The Zephyr Six Convertible is powered by a six-cylinder, over-square, overhead-valve engine which produces 68 b.h.p. at 4,200 r.p.m. Quiet and smooth in operation, it has plenty of power for top-gear acceleration.



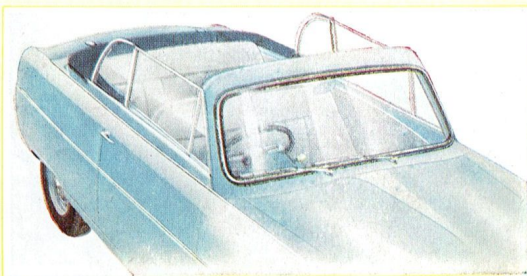
The engine develops 47 b.h.p. at 4,400 r.p.m. By permitting a high car cruising speed with low piston speed, its life and efficiency are increased.



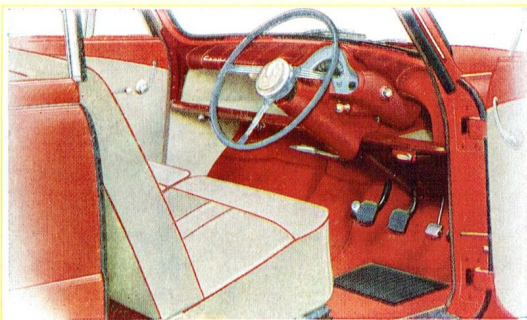
The successes of this engine, as fitted in the Zephyr Six Saloon in International Motor Rallies, are legion. Most notable was the victory in the 1953 Monte Carlo Rally where its rugged construction withstood the gruelling strain which proved too much for many of its rivals.



The wide, deep luggage compartment provides 12½ cu. ft. of load space and is sealed from rain and dust.



If required, side windows can be retained in position with the top lowered out of sight.



Every effort has been made to eliminate driving fatigue. Pendant-type foot controls have a light and positive action and instruments are grouped on the steering column for quick and easy reading.

SPECIFICATIONS

CONSUL CONVERTIBLE

ENGINE.—Four cylinder cast integrally with upper half of crank-case. Bore 3-1/25 ins. (79-37 mm.). Stroke 3-0 ins. (76-20 mm.). Capacity 92 cu. ins. (1,508 cc.). Overhead valves.

COOLING SYSTEM.—Belt-driven fan and water pump with thermostatic heat control.

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, over-all ratios 4-556 to 1, 7-48 and 12-939. Reverse 17-586. Oil capacity of gearbox 2-5 pints (1-42 litres).

REAR AXLE.—¾ floating, hypoid final drive. Heavy duty roller and ball bearings.

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.

REAR SUSPENSION.—Longitudinal semi-elliptic springs with hydraulic, double-acting shock absorbers.

BRAKES.—Hydraulic internal, expanding 9 ins. x 1½ ins. Front two leading shoe, rear non servo. Total lining area 121 sq. ins. (780-45 sq. cms.). Foot brake on all four wheels, hand brake on rear wheels only.

STEERING.—High efficiency worm and peg type. Ratio 13-6 to 1. Steering wheel diameter 17 ins. (43-18 cms.), three-spoke spring type.

WHEELS AND TYRES.—Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 5-90-13.

ELECTRICAL EQUIPMENT.—Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Electrical high-frequency horn operated by central button on steering column. Battery: Ford type 12-volt, 45 amp. hr. at 20 hr. rate.

INSTRUMENTS.—Conveniently grouped cluster immediately in front of driver, includes speedometer, ammeter, fuel gauge, oil-pressure warning light, ignition warning light, headlamp main beam warning light. Instrument lighting.

CONTROLS.—Choke, starter, ignition, lighting, instrument lighting, windshield wiper and flashing indicator controls. Foot-operated headlamp dimmer switch.

BODY.—Body shell. All steel welded integral construction.

ZEPHYR CONVERTIBLE

ENGINE.—Six cylinder cast integrally with upper half of crank-case. Bore 3-1/25 ins. (79-37 mm.). Stroke 3-0 ins. (76-20 mm.). Capacity 138 cu. ins. (2,262 cc.). Overhead valves.

COOLING SYSTEM.—Belt-driven fan and water pump thermostatic heat control.

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, over-all ratios 4-444: 1, 7-297, and 12-62:1 Reverse 17-153. Oil capacity of gearbox 2-5 pints (1-42 litres).

REAR AXLE.—¾ floating, hypoid final drive. Heavy duty roller and ball bearings.

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.

REAR SUSPENSION.—Longitudinal semi-elliptic springs with hydraulic, double-acting shock absorbers.

BRAKES.—Hydraulic internal, expanding 9 ins. x 1½ ins. Front two leading shoe, rear non servo. Total lining area 121 sq. ins. (780-44 sq. cms.). Foot brake on all four wheels, hand brake on rear wheels only.

STEERING.—High efficiency worm and peg type. Ratio 13-6:1. Steering wheel diameter 17 ins. (43-18 cms.), three-spoke spring type.

WHEELS AND TYRES.—Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 6-40-13.

ELECTRICAL EQUIPMENT.—Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Electrical dual "Windtone" horns operated by hornring on steering column. Battery: Ford type 12 volt, 45 amp. hr. at 20 hr. rate.

INSTRUMENTS.—Conveniently grouped cluster immediately in front of driver includes speedometer, ammeter, fuel gauge, oil-pressure warning light, ignition warning light, headlamp main beam warning light. Instrument lighting.

CONTROLS.—Ignition, starter, choke, lighting, instrument lighting, windshield wiper and flashing indicator controls. Foot-operated headlamp dimmer switch.

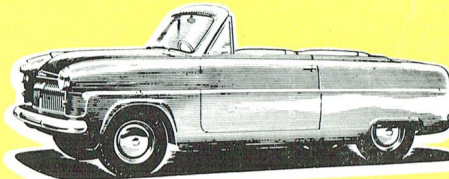
BODY.—Body shell. All steel welded integral construction.

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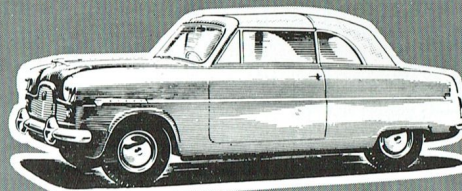


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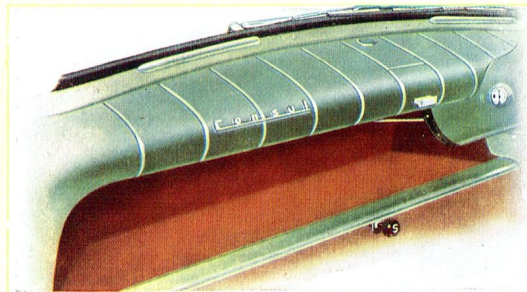
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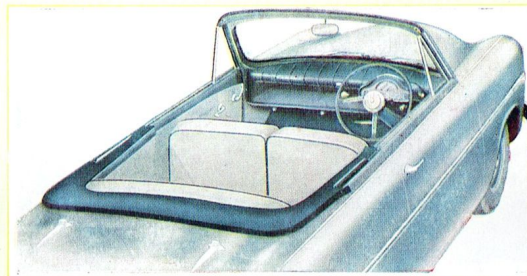
CONVERTIBLES



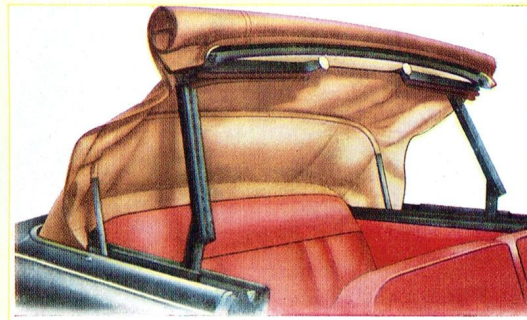
FEATURES of the CONSUL & ZEPHYR SIX CONVERTIBLES



Both models have a wide, deep parcel tray beneath the dash which will hold large parcels and personal articles.



For a completely "open air" drive, hood and side windows can be lowered into the body. Note the spacious comfort of these cars.



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SPECIFICATIONS

CONSUL CONVERTIBLE

ENGINE.—Four cylinder cast integrally with upper half of crank-case. Bore 3.125 ins. (79.37 mm.). Stroke 3.0 ins. (76.20 mm.). Capacity 92 cu. ins. (1,508 cc.). Overhead valves.

COOLING SYSTEM.—Belt-driven fan and water pump with thermostatic heat control.

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, over-all ratios 4.556 to 1, 7.48 and 12.939. Reverse 17.586. Oil capacity of gearbox 2.5 pints (1.42 litres).

REAR AXLE.— $\frac{3}{4}$ floating, hypoid final drive. Heavy duty roller and ball bearings.

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.

REAR SUSPENSION.—Longitudinal semi-elliptic springs with hydraulic, double-acting shock absorbers.

BRAKES.—Hydraulic internal, expanding 9 ins. $\times$ 1 $\frac{3}{4}$ ins. Front two leading shoe, rear non servo. Total lining area 121 sq. ins. (780.45 sq. cms.). Foot brake on all four wheels, hand brake on rear wheels only.

STEERING.—High efficiency worm and peg type. Ratio 13.6 to 1. Steering wheel diameter 17 ins. (43.18 cms.), three-spoke spring type.

WHEELS AND TYRES.—Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 5.90-13.

ELECTRICAL EQUIPMENT.—Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Electrical high-frequency horn operated by central button on steering column. Battery: Ford type 12-volt, 45 amp. hr. at 20 hr. rate.

INSTRUMENTS.—Conveniently grouped cluster immediately in front of driver, includes speedometer, ammeter, fuel gauge, oil-pressure warning light, ignition warning light, headlamp main beam warning light. Instrument lighting.

CONTROLS.—Choke, starter, ignition, lighting, instrument lighting, windshield wiper and flashing indicator controls. Foot-operated headlamp dimmer switch.

BODY.—Body shell. All steel welded integral construction.

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