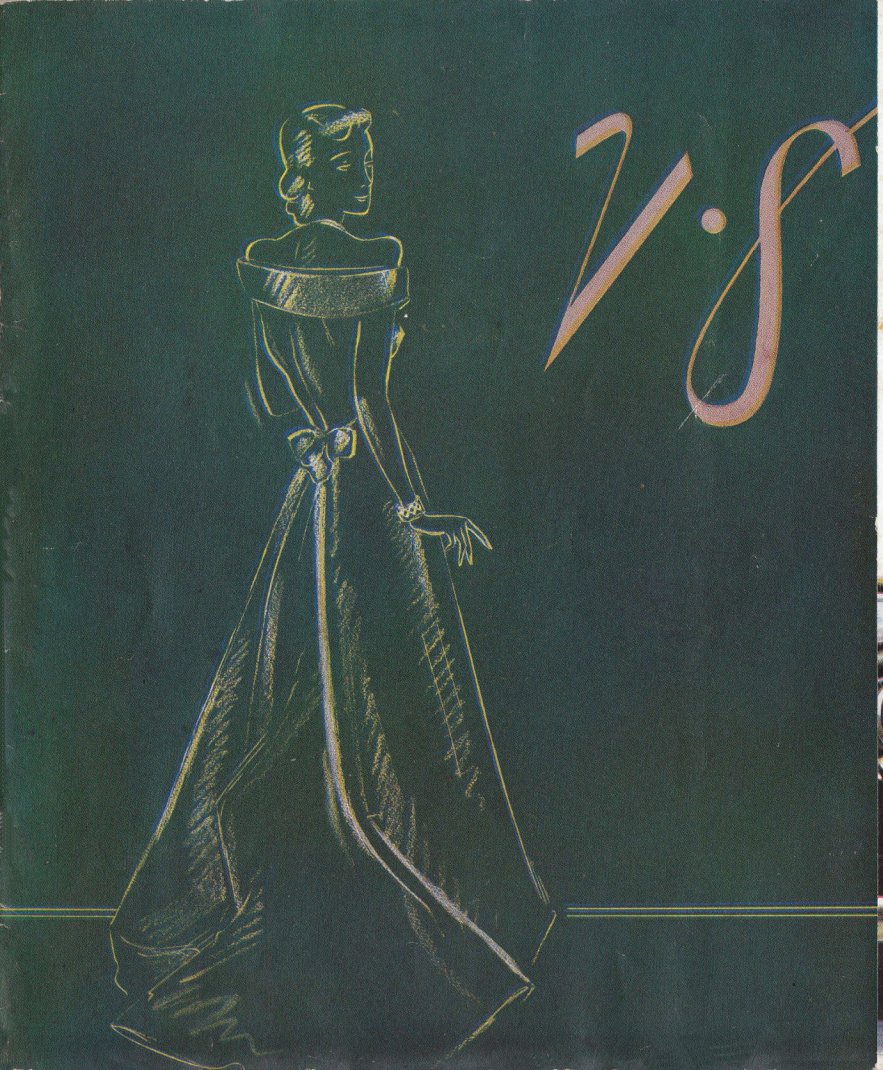
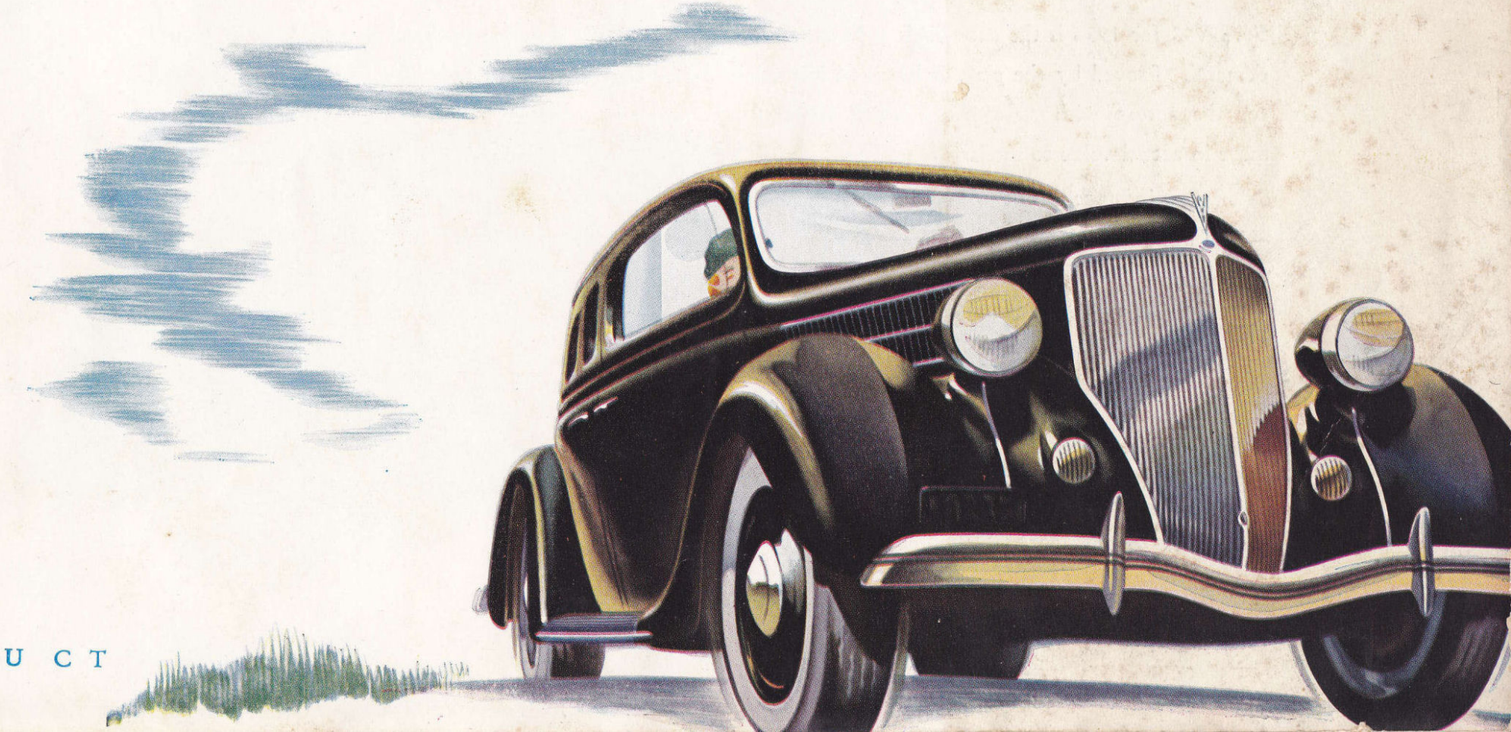


V-8

FOR 1936

A BRITISH EMPIRE PRODUCT

Ford V-8 FOR 1936



FORD V-8 FOR 1936

Ford V-8 for 1936 is the car which 1936 conditions demand. Proved by the past, it has been improved for the future with refinements which contribute more in actual value to modern motoring.

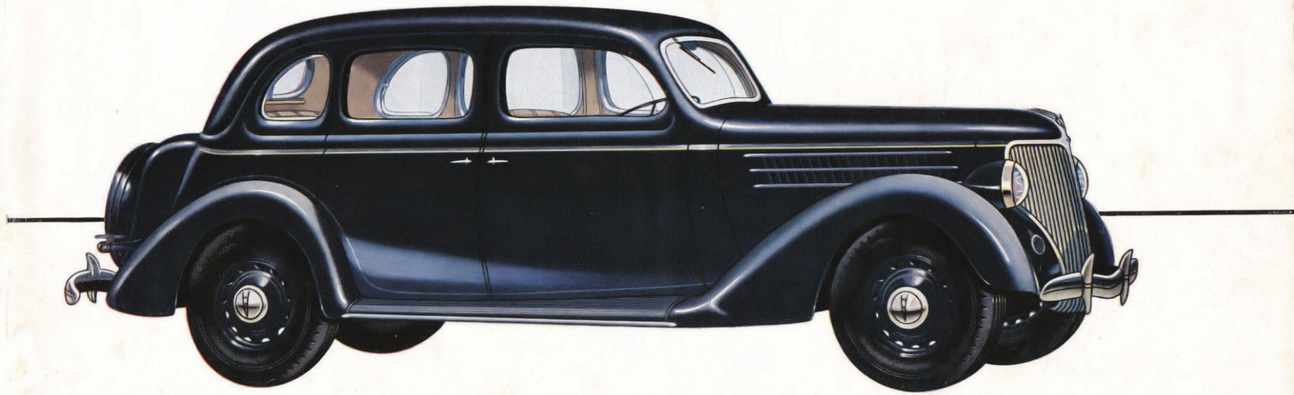
Safety, for instance, is not just an unsupported claim—it is built into the design of Ford V-8 for 1936. The greatest list of safety features ever assembled in one car: Safety Glass all round. . . . Welded All-Steel closed bodies. . . . Super safety mechanical brakes. . . . Easier control of steering and gear changing.

Not only is the V-8 for 1936 the safest of all modern cars, it is also outstanding in appearance, comfort and economy. It is distinguished by new lines of beauty—lines that accentuate length, and give the car added grace in motion. Headlamps are streamlined; horns concealed. Newly designed mudguards and wheels enhance its imposing appearance. Improved centre-poise riding provides unequalled comfort for rear seat as well as front seat passengers. Sedan quarter windows of pivoting type further improve the clear vision ventilation system.

Ford V-8 for 1936 brings you the assurance of exceptional value. It is truly a great car—the finest, safest, most dependable ever built by Ford.

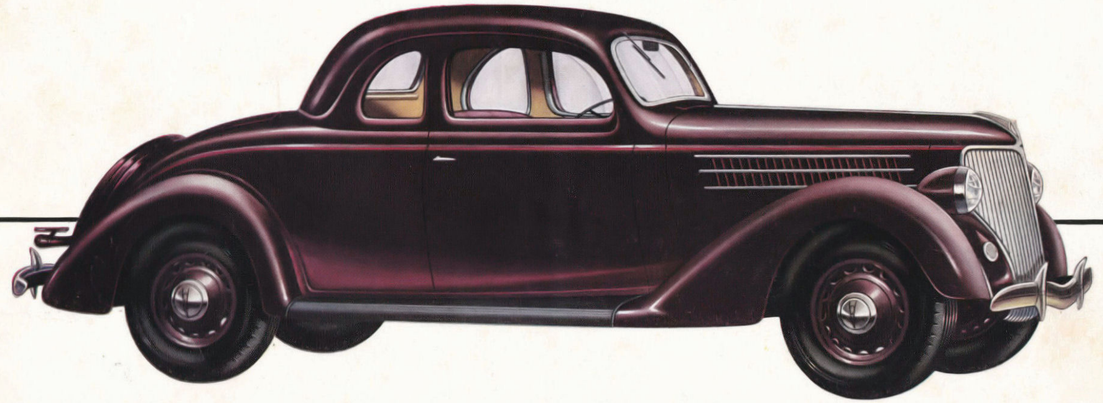
THE FORD V-8 TOURING SEDAN

A luxurious car, modern in style and performance. Safety Glass all round. All-Steel body. Large, built-in luggage trunk leaves roomy interior entirely free for passengers. Robe rail, dome light and two swivel type sun visors. The new rear quarter windows swing open. Upholstery and interior trim are of new luxurious style and finish.



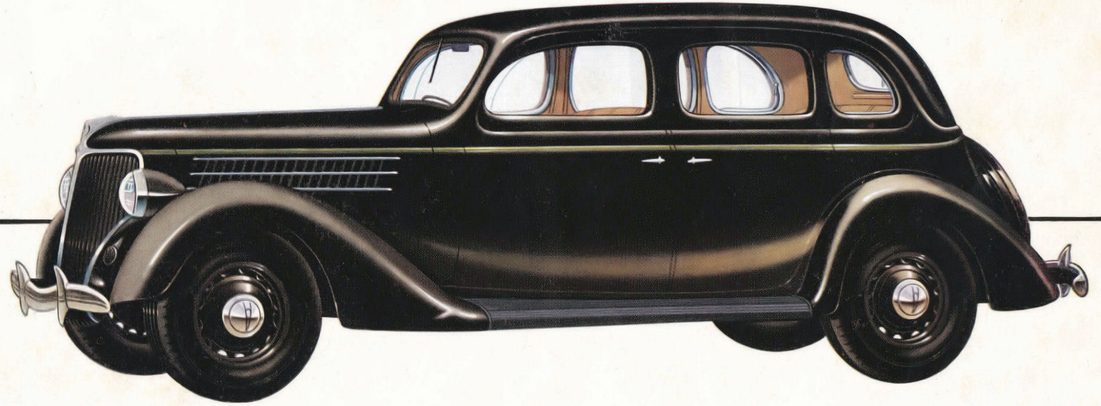
THE FORD V-8 DE LUXE COUPE

A beautiful coupe with unusual grace of line and contour. Safety Glass all round. All-Steel body. Three can ride comfortably in the wide, adjustable seat. Spacious parcel shelf at back of seat. Rear window opens. Dome light and two swivel type sun visors. Wide, comfortable, dickey seat. A Business Coupe is also available.



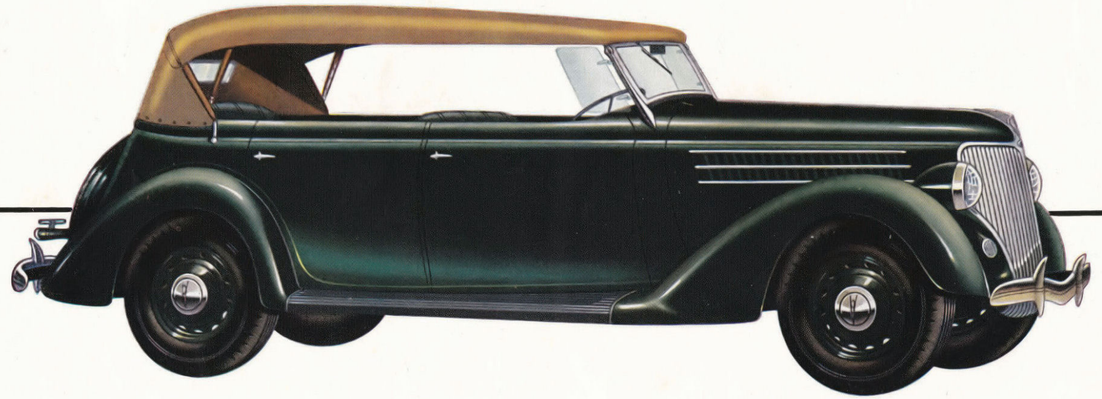
THE FORD V-8 BUSINESS SEDAN

A big, roomy, comfortable sedan, ideally suited to business use. Safety Glass all round. All-Steel body. Specially geared rear axle and governor-controlled engine keeps engine revolutions within a desired range, giving exceptional economy and reducing wear on tyres and all moving parts. Large luggage compartment behind rear seat.



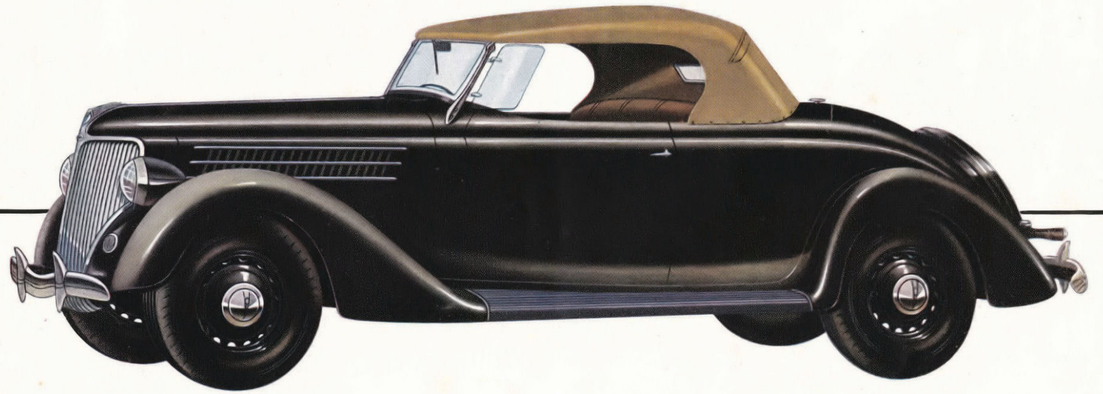
THE FORD V-8 DE LUXE PHAETON

A beautifully designed touring car—trim and modern of line. Seats six adults comfortably. Safety Glass windscreen, windscreen wings and hood rear window. Large luggage compartment behind rear seat. Handsome tan hood is easily raised or lowered. Genuine leather upholstery in colours to match body colour, and de luxe equipment throughout.



THE FORD V-8 DE LUXE ROADSTER

A roadster that expresses the modern spirit. Alert, thrilling performance. Safety Glass windscreen, windscreen wings and hood rear window. Attractive tan hood folds neatly into recess, and is concealed. Genuine leather upholstery in colours to match body colour. Wide, comfortable dickey seat upholstered in imitation leather to match. A Business Roadster is also available.



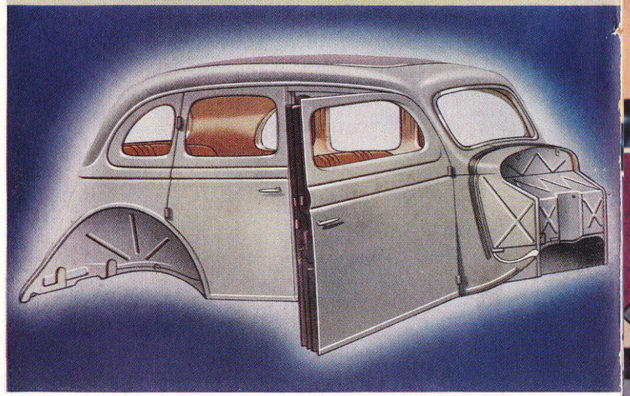
SAFETY COMES FIRST

Ford Motor Company has an obligation to the public to make the safest cars it is possible to build. Cost is not counted—it's a matter of finding what is right and best, and building it into the car. Safety is definitely the first consideration.

In the Ford V-8 for 1936 this policy is given practical expression with the greatest list of safety features ever assembled in one car. Safety is spelt with Steel and Safety Glass—Welded All-Steel closed bodies and Safety Glass in windscreen and all windows. Exclusive features that bring a new sense of protection and security to modern motoring.

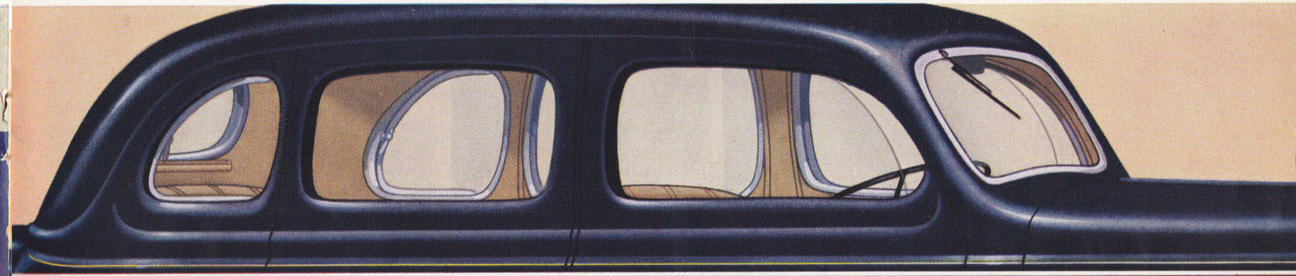
Super safety mechanical brakes and easier control of steering and gear changing are other refinements which contribute further to the safety of this magnificent Ford V-8 for 1936.

FORD V-8 CLOSED BODIES ARE OF GENUINE ONE-PIECE WELDED ALL-STEEL CONSTRUCTION—THE WORLD'S FINEST TYPE OF MOTOR CAR BODY.



ALL-STEEL CLOSED BODIES.- Ford V-8 closed bodies are of genuine welded All-Steel construction—the safest, strongest, quietest, most durable body it is possible to build. No wood is used for any structural part—body panels are welded into a complete steel shell which in turn is welded to the steel girder-type body framework, making a unit of enormous strength.

IN THE FORD V-8 . . .

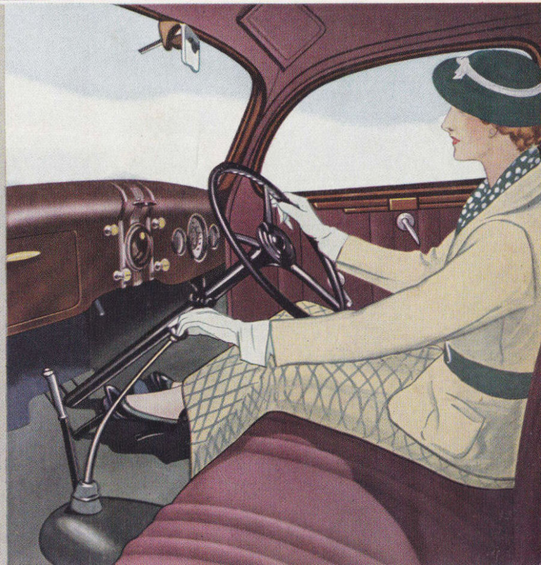


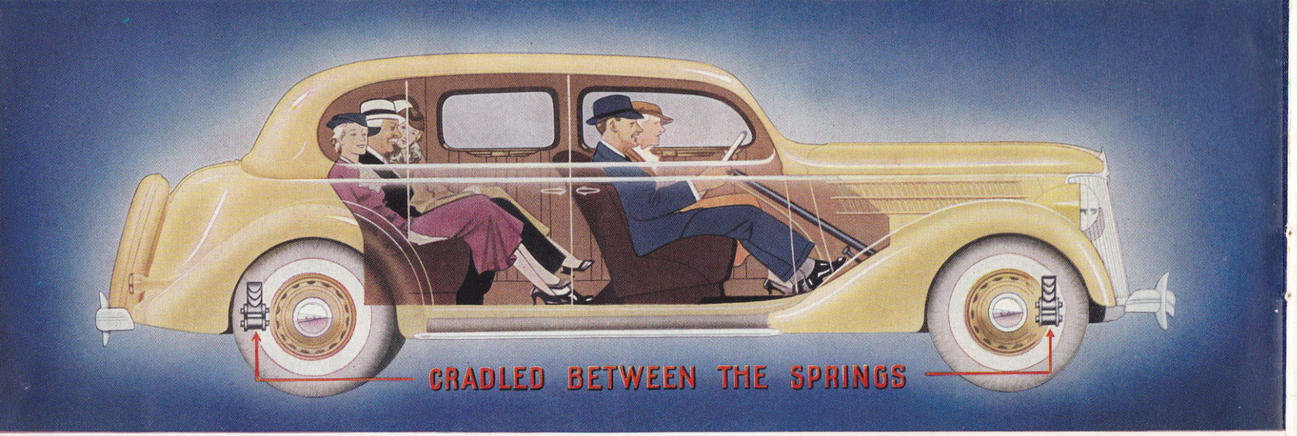
SAFETY GLASS ALL ROUND.—Ford V-8 for 1936 has safety glass in windscreen and all windows.

SUPER SAFETY MECHANICAL BRAKES —An outstanding feature of Ford V-8 for 1936. Safe and reliable under all driving conditions. More braking area per pound of car weight than almost any other car. The same type of mechanical brakes that are used on the world's finest cars.

NEW SOFTER STEERING.—Steering gear ratio increased to 17 to 1 giving still greater driving ease. Longer steering arm on axle provides increased leverage. Drag link is adjustable. Steering gear sector now mounted on needle roller bearings.

EASY GEAR CHANGING.—Silent helical gears in all speeds, including reverse, ensuring quiet running. Synchronised second and high speed gears provide silent changing with easier, smoother and quicker action.



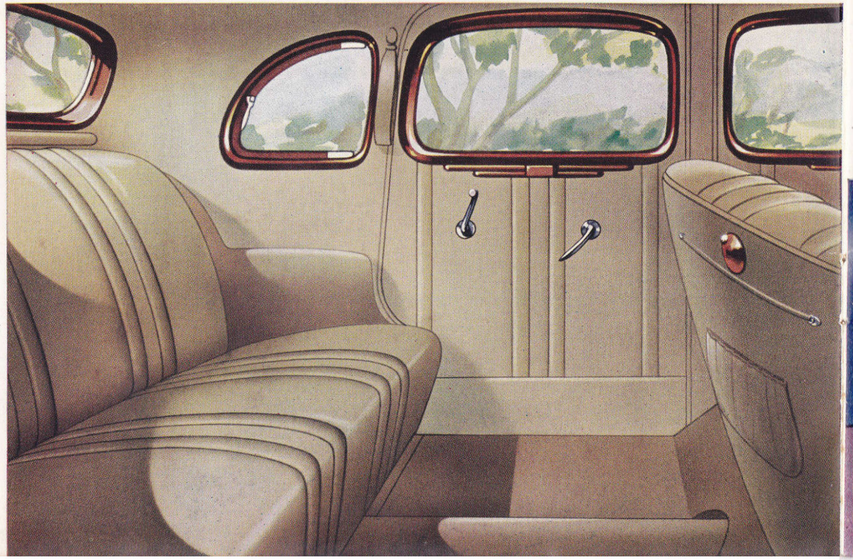


CENTRE-POISE RIDING

This is one of the greatest improvements in motor car comfort in recent years—especially in the back seat. The weight of the car is evenly distributed, and all passengers ride near the centre, cradled between the springs. Ford V-8 springs are soft and flexible with an unusually long spring-base — factors which add measurably to riding comfort. Larger front shock absorbers.

UNUSUAL BODY ROOM

Short, compact Ford V-8 engine takes up less space under the bonnet and permits more of the car's length to be used for passengers. This is an imporant reason why the Ford V-8 has more body room than many cars selling at a higher price. It gives you fine-car comfort and roominess to match fine-car performance and appearance.



Wide, roomy rear seat of Sedan. Note foot rest and new type arm rests.

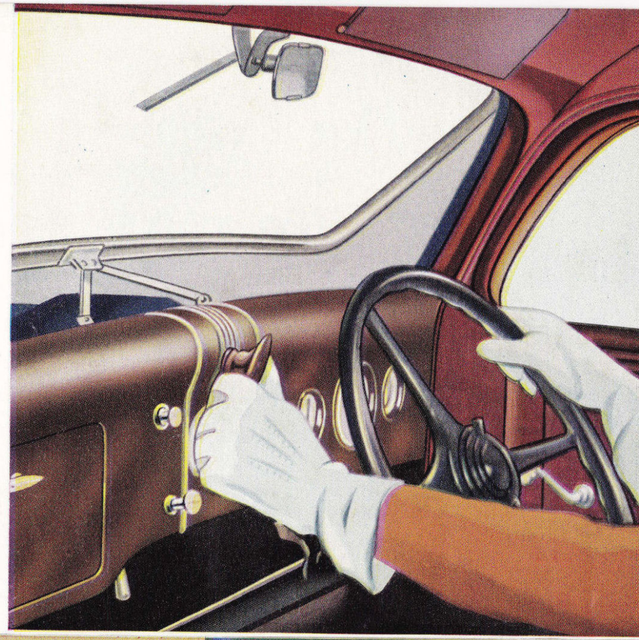
FEATURES OF QUALITY AND CONVENIENCE

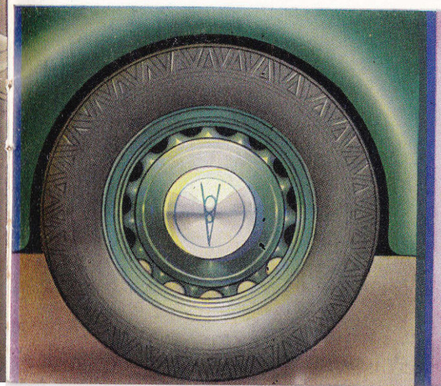
CLEAR-VISION VENTILATION.—Front windows wind back, effective in all weather. Windshield opens. Cowl ventilator, with screen.

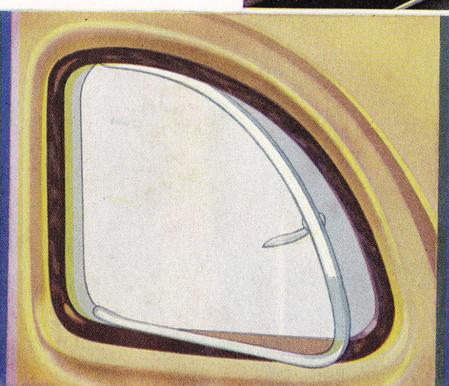
NEW DESIGN STEEL WHEELS.—A 1936 feature. Modern beauty is combined with unusual strength. New large hub caps with Rustless Steel centres.

REAR QUARTER WINDOWS.—New ventilator type windows swing open in Touring and Business Sedans. Handsome chromium-plated frames.

BUILT-IN LUGGAGE TRUNK.—The stylish lines of the built-in trunk on the Touring Sedan enhance the distinctive streamline design of this outstanding model.







V-8 ENGINE

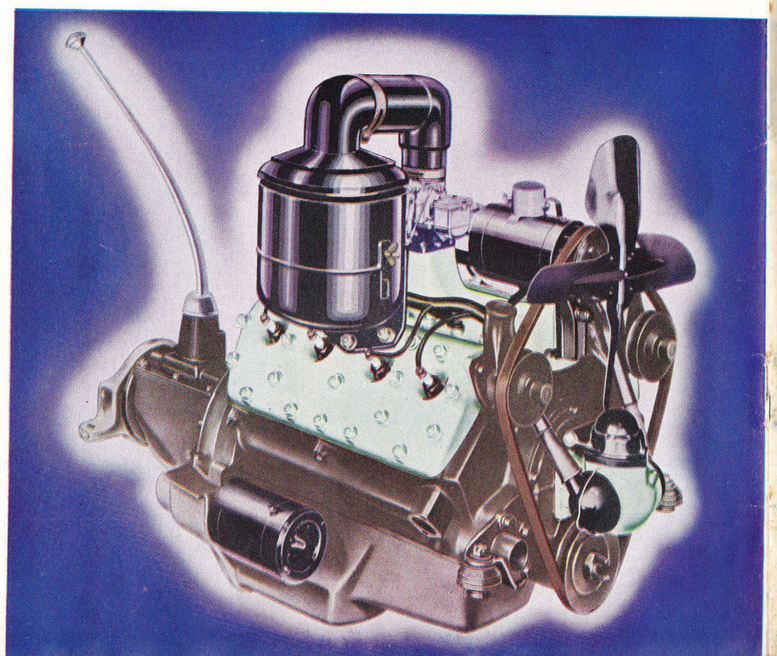
PUTS FORD IN A CLASS BY ITSELF

Ford gives you the finest type of eight-cylinder engine—the V-8. No other car below the £1000 price class has it. Everyone who drives a car has observed the outstanding power, speed and acceleration of the Ford V-8.

Ford gives you this V-8 engine, with a background of proved performance. There is nothing of an experiment about it—you know exactly what it will do. It has been tried and proved in actual service by over two million motorists—more than one million V-8 purchasers in the past year. They know, as you will know, that there is something about a V-8 that you just can't get in any other type of engine.

What Ford has done is to combine fine-car performance with economical operating cost. Owners' records show that the Ford V-8 is the most economical Ford ever built.

Ford simplicity of design, high quality materials and precision manufacture mean long life, freedom from repairs and a saving of many pounds yearly. No car at any price is built to finer precision limits than the Ford V-8.



SPECIFICATIONS

ENGINE

V-8 90 deg. with Aluminium Heads. Piston displacement 221 cubic inches. Bore 3 1/16 in. Stroke 3¾ in. Compression Ratio 6.3 to 1. H.P. Rating R.A.C. 30.00. B.H.P. 90 at 3800 R.P.M. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts. Mounted on rubber at 3 points. One piece casting of crankcase and cylinder banks. Valves chrome-nickel alloy steel. Tungsten exhaust valve seat inserts. Light cast alloy pistons. Cylinder walls of mirror finish.

CRANKSHAFT.—Special Ford cast alloy steel. 3 main bearings. Statically and dynamically balanced.

CARBURETTOR.—Dual down draught carburettor, with oil bath type air cleaner.

FUEL SYSTEM.—Engine-driven fuel pump. Terne plate steel fuel tank mounted at rear; capacity 11 gallons.

COOLING.—Tube and fin type radiator. 444 sq. ins. cooling surface. Capacity 4½ gallons. 4-Blade, 15½ in. fan. Centrifugal water pumps, 1 in each cylinder head. Shaft material, stainless steel.

IGNITION.—Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control. Coincidental, combination ignition and steering lock.

GENERATOR.—6-volt, air-cooled, with third brush regulation. Normal charging rate 12 amperes.

PASSENGER CAR CHASSIS

CLUTCH.—Single plate dry disc. Material, moulded asbestos composition. Three weights forged integrally with throw-out levers, apply increased pressure as engine speed increases. Low pedal pressure when idling or at low speeds. Dia. 9 in. Surface 75 sq. ins.

TRANSMISSION.—Three-speed, selective gear transmission. All gears, including reverse silent helical type. Synchronised second and high gears. Roller and ball bearings carry gear train in all forward speeds.

BRAKES.—Four-wheel, mechanically-operated, internal expanding, 2 shoe type. Adjustment by outside stud on each brake plate. Drums of malleable iron alloy. Total braking area, 186 sq. in.

DRIVE.—Full torque tube with radius rods. Completely enclosed universal joint and drive shaft.

DRIVE SHAFT.—Swaged tapered steel tube, with forged spline ends welded to tube.

SPRINGS.—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by larger adjustable double-acting, hydraulic shock absorbers.

FRAME.—Special Ford design. Pressed carbon steel. Double drop, with X member channels extending to ends of frame. Main side members, depth 5½ ins., width 2 ins.

STEERING GEAR.—Worm and sector. Ratio 17 to 1. Worm mounting—Two tapered roller bearings. Sector Shaft mounting. Two needle roller bearings—Wheel diameter 17 ins.

FRONT AXLE.—Special Ford carbon manganese steel. "I" beam reverse Elliott. Adjustable tapered roller wheel bearings. Radius rods keep axle in constant alignment.

REAR AXLE.—¾ floating type. Spiral bevel gear, with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearing throughout. Ratio: De Luxe Series, 4.11 to 1. Business Series, 3.54 to 1. Shafts 1⅛ in. diameter.

BATTERY.—17 plate 96 amp. hours.

ROAD CLEARANCE.—8.5 ins.

STARTING MOTOR.—Bendix.

TYRES.—6.00 x 16. Pressure 30 lbs.

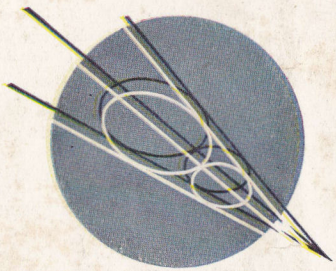
TURNING CIRCLE.—40 ft., right or left.

WHEELS.—16 in. diameter x 4 in. wide. Cold pressed steel.

WHEELBASE.—112 in., Springbase 123.13 in.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right 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)



Designed and Printed in Australia.

D.M. 597/35 M/V.