



# FORD V-8

PASSENGER CARS

# FORD V-8

Handsome new designs and important new features make these Ford V-8 cars the most outstanding *values* in all Ford history. The Ford V-8 and De Luxe Ford V-8 differ in appearance, but the brilliant streamlined beauty of *both* is inspired by the Lincoln-Zephyr—the acknowledged style leader among modern motor cars. Both are big, roomy cars, engineered for new quiet and comfort, equipped with big hydraulic brakes, and powered with the famous V-8 engine which more than five million owners are now enjoying on the road. Here in this catalogue are illustrated and described the new Ford V-8 models and the many features and improvements which make Ford V-8, more than ever before, the "car that gives you *most* for your money."

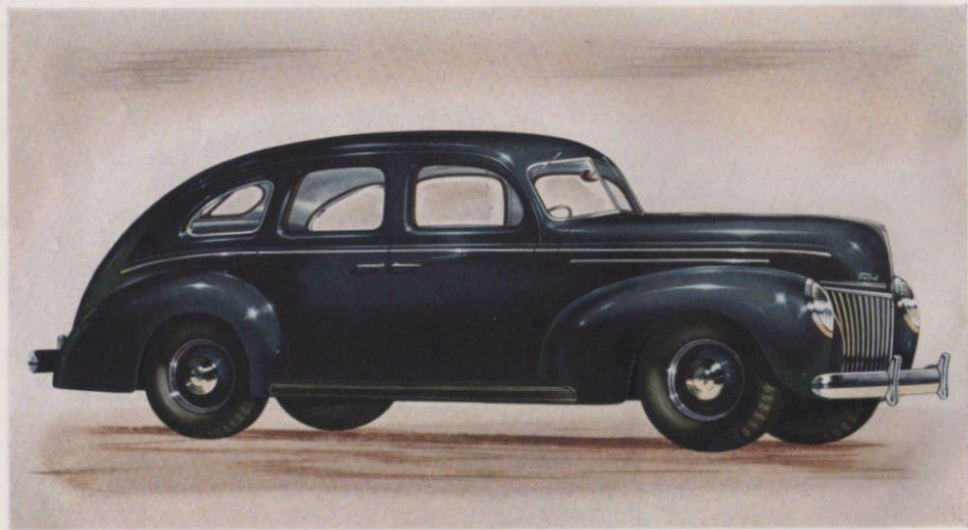
INTRODUCING THE TWO FINEST V-8 CARS FORD HAS EVER PRODUCED

THE DE LUXE

*Sedan*

Big, roomy, silent and superbly comfortable. Seats six adults with generous leg and head room. Doors are wide, floor is low, and equipment includes adjustable front seat, clear vision ventilation, arm rests, centre arm rest in rear seat optional at slight extra cost, large luggage compartment, "quick-stop" hydraulic brakes and unusually complete choice of new baked enamel body colours and interior colour ensembles.

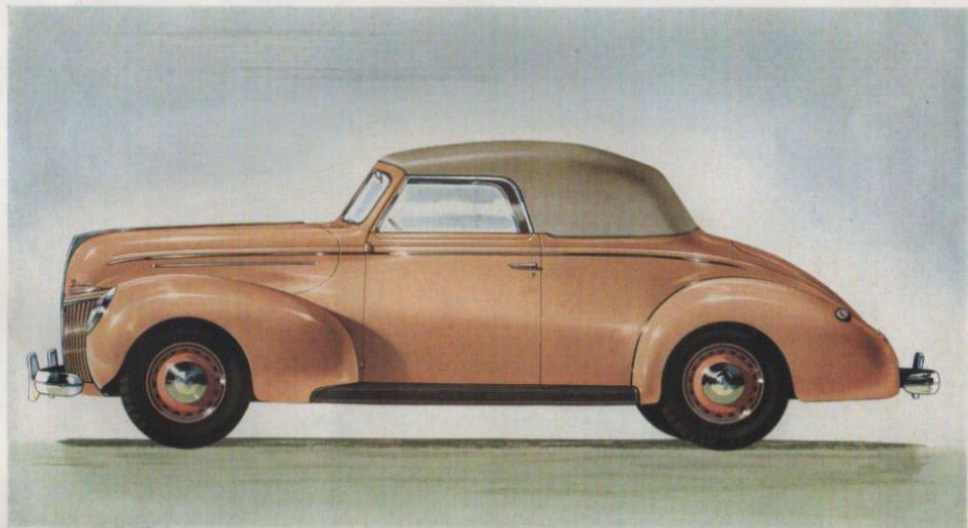
FORD  
V8



THE DE LUXE *Convertible Coupe*

A new body style by Ford. Accommodates five or even six. Tailored hood is quickly raised or lowered, and when down fits into compartment flush with body. Windows lower into doors. Large luggage compartment, accessible through door in rear deck. Smart leather upholstery available in choice of three colours to tone with wide range of body colours.

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**T**HE new Ford V-8 models set entirely new standards of silence and comfort. New smart upholstery, plus soft, flexible transverse springing, plus large hydraulic shock absorbers give genuine "triple-cushioned" comfort—Ford V-8 is a revelation in restful riding. The De Luxe Sedan interior illustrated here includes such appointments as arm rest at each side of seat with centre arm rest, optional at slight extra cost; ash trays, assist cords, robe rail, foot rest, fully adjustable front seat, choice of harmonising interior colour ensembles. Safety glass is, of course, standard in windscreen and all windows.

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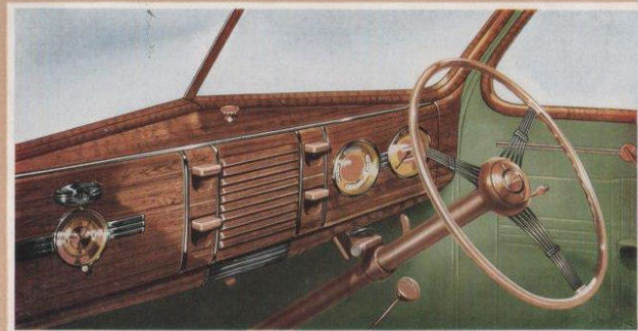
## "TRIPLE-CUSHIONED" COMFORT FOR A NEW EASIER RIDE

**C**lose attention to the details that make motoring a pleasure, is a characteristic of the new Ford V-8 cars. Illustrated below is the instrument panel of the new De Luxe closed models. Note the clock inset in door of lockup glove compartment, the conveniently placed controls and the efficiently grouped instruments placed in front of the driver. Steering wheel is of the flexible steel spoke type. Steering ratio is 18.2 to 1, giving an unusual deft-

ness of control at all speeds and adding to the ease of parking even in confined spaces. All De Luxe models have dual screen wipers and two sun visors. The opening windscreen on Sedans and Coupe-Sedans is operated by a knob above centre of instrument panel. Clear vision ventilation is a further comfort feature. The hand-brake lever, situated under the right side of the instrument panel operates mechanically on the rear wheels.

**A** special feature of the Ford V-8 is the unusual silence of the new models. Scientific research in the laboratory and on the road has traced sources of noise and provided highly efficient sound-deadening materials. At any speed Ford V-8 is a quiet car.

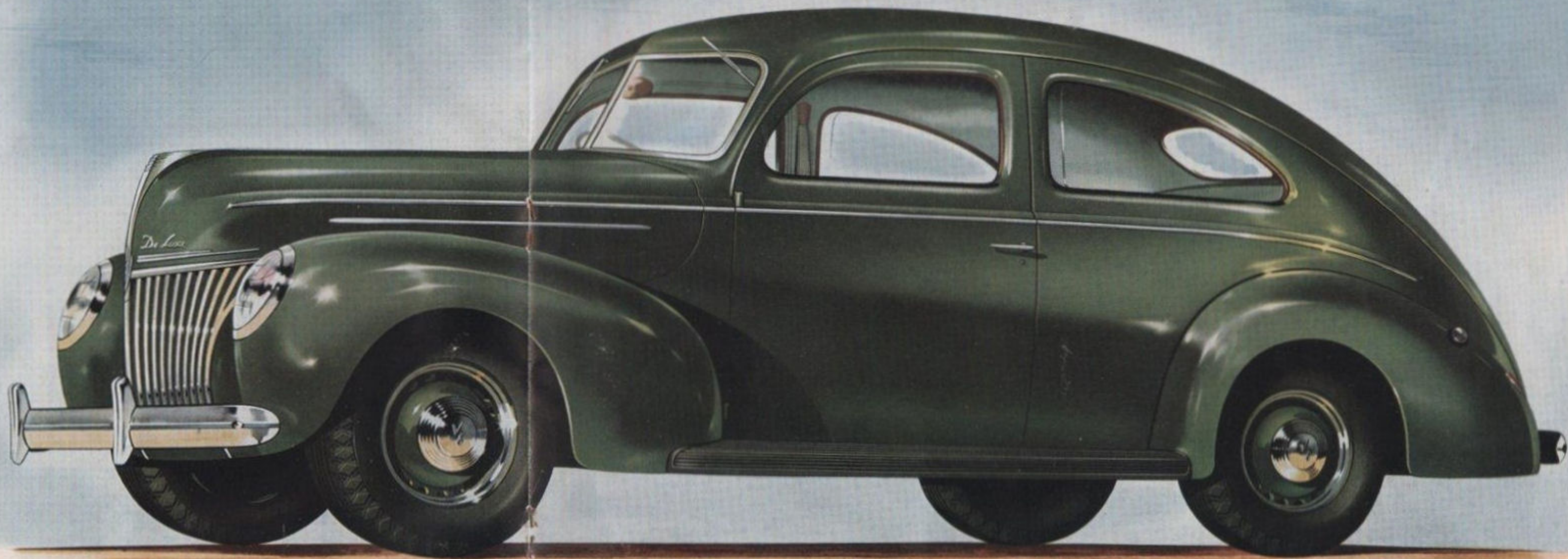
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A completely new body style. Strikingly beautiful with "tear-drop" streamlining. Special feature of this model is that the rear seat and seat back roll forward and fold flat providing a flat-floor luggage compartment extending from back of front seat to rear deck door. Diagram below illustrates the huge carrying capacity this new seating arrangement adds. As with all De Luxe models equipment and appointments are unusually complete and a full range of body colours and interior ensembles is available.



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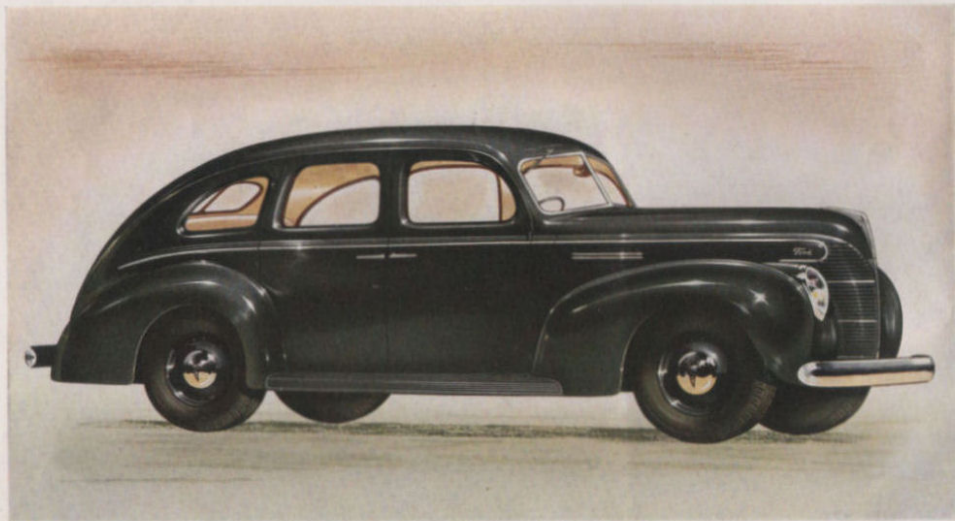


THE DE LUXE *Coupe-Sedan*

THE V-8 *Sedan*

Always a popular family car, the V-8 Sedan has exceptional roominess and every appointment for comfortable motoring. Features include: adjustable front seat, centre-poise riding, new "quick stop" hydraulic brakes and unusually large low-floor luggage compartment. The newly designed V-8 Sedan offers unparalleled value in its price class.

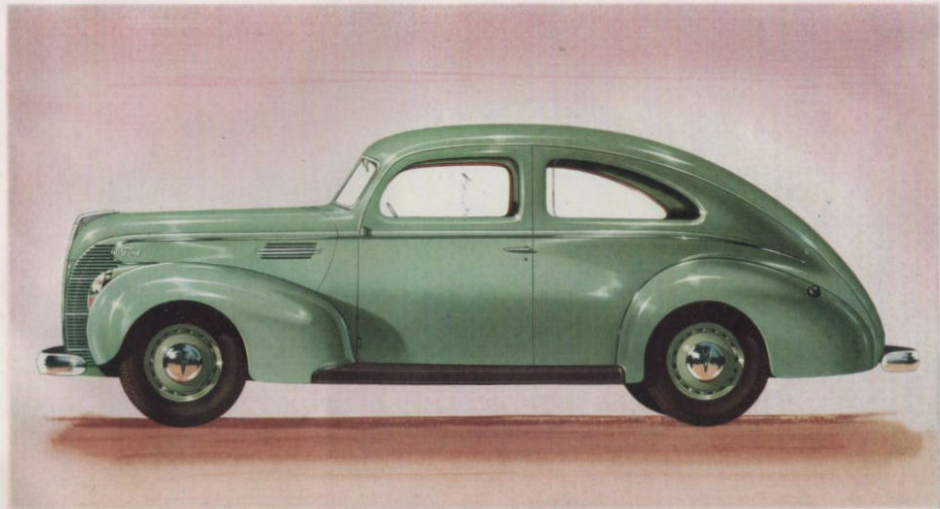
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THE V-8 *Coupe-Sedan*

A striking new model of Sedan appearance with accommodation for six. The rear seat and seat back fold forward to form a long, broad flat-floor luggage compartment extending from back of front seat to door in smooth-sloping rear deck. An especially useful model for travellers, salesmen and all who require an economical car specially equipped to carry large quantities of luggage or merchandise.

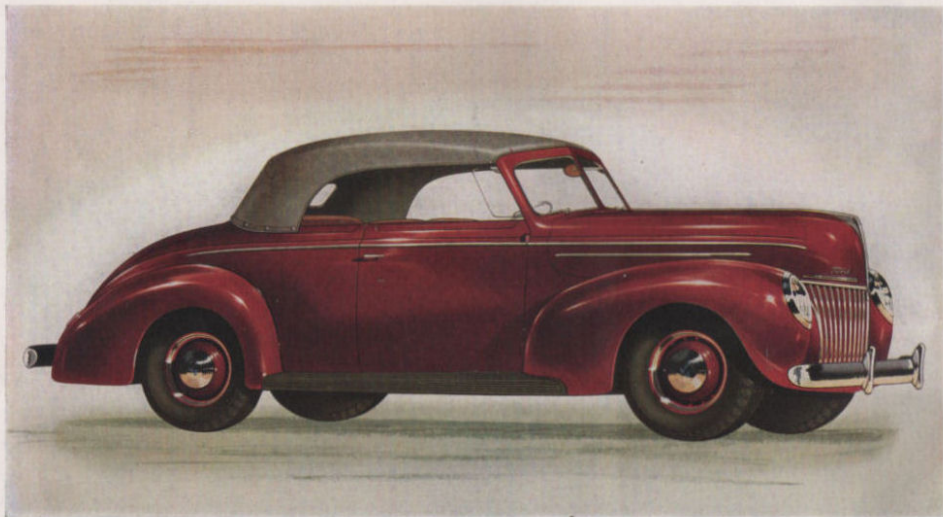
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## THE DE LUXE *Roadster*

The car for the open-air man or woman—the popular roadster type body in dashing new styling. Seats six adults. Front seat back is divided for easy access to rear seat through wide doors. Exceptional V-8 performance, low centre of gravity and superb riding comfort make the new roadster an ideal sportsman's car. Unusually complete equipment includes such refinements as windscreen wings, and smartly tailored hood which when folded sets flush with body.

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## HIGHLIGHTS OF FORD V-8

TWO NEW CARS. First—the New Ford V-8. Second—the New De Luxe Ford V-8.

NEW TRIPLE-CUSHIONED COMFORT with improved seat cushions and squabs.

NEW LEADERSHIP IN STYLING. Setting the keynote of 1939 automobile body design.

NEW COUPE-SEDAN with smoothly contoured rear end, and increased passenger accommodation.

NEW CONVERTIBLE COUPE—equally comfortable on sunny days or in winter rains.

NEW INTERIORS—New trim designs. New color schemes . . . Restful . . . Comfortable.

NEW BODY COLORS in Ford Baked Enamel of lasting lustre. . .

NEW HYDRAULIC BRAKES of proved Ford efficiency and safety for quick stops with the lightest pedal pressure.

IMPROVED V-8 ENGINE with heavier crankshaft, larger main bearings, improved carburettor.

NEW PISTON RINGS—especially coated for longer life.

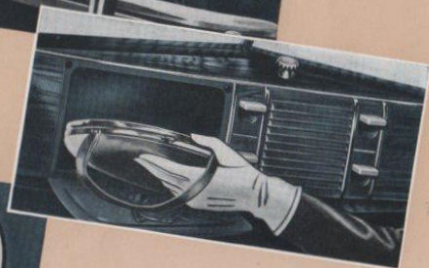
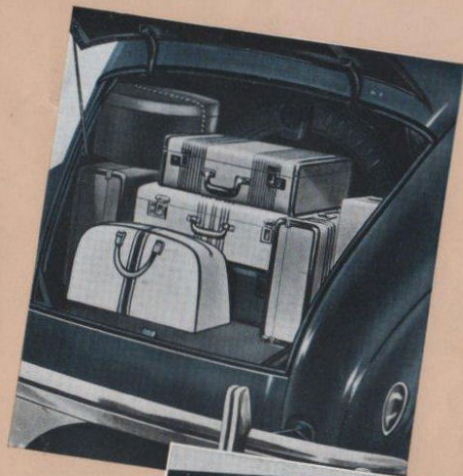
NEW VALVE SEAT INSERTS for both inlet and exhaust valves.

NEWLY-DESIGNED CONNECTING RODS for greater rigidity, smoother operation, longer life.

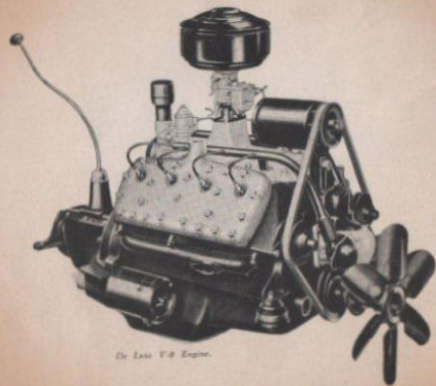
IMPROVED CARBURETTOR for greater petrol economy.

INCREASED LUGGAGE SPACE.

CAR RADIO especially designed for Ford V-8—optional at extra cost.



BIG HYDRAULIC BRAKES—Precision-built to Ford standards of safety and quality. Light pedal pressure. Big brake drums and large brake lining areas—for fast stops and long life. Parking brakes on rear wheels, cable-controlled from hand-brake lever.



De Luxe V-8 Engine.

## POWER . . . ECONOMY . . . ACCESSIBILITY

V-type engines are exclusive to Ford in the low and medium price field. The V-8 combines the smoothness of an eight with the compactness of a four and the minimum of weight for a given engine capacity. Compactness provides more body space for a given wheelbase.

Greater accessibility, increased efficiency and silence of operation result from the new design cooling system of the De Luxe Ford V-8. Designed to combine with the low set radiator grille of rustless steel, the fan is mounted directly to the crankshaft by a shock absorbent coupling.

The ignition distributor mounted on the front of the cylinder block and direct driven by means of a tongue and groove coupling from the camshaft is most accessible. The fan is of the six blade type with alternate blades of slightly different length, which increases efficiency and reduces fan noise to an absolute minimum. The low set of radiator and fan enables the air stream to be taken round the motor and out under the car through tunnels located at the rear of the front fenders.

## Specifications

### ENGINE

V-8 90" I. Head. Piston displacement 221 cubic inches. Bore 3.842 in. Stroke 3.71 in. H.P. Rating R.A.C. 38.00. Lubrication—forced feed in all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts. Cylinder head material—De Luxe V-8 Series, Aluminium. V-8 Series, Cast Iron.

CRANKSHAFT—Special Ford cast alloy steel. Weight, 65.3 lbs.; 5 main bearings; total main bearing surface, 38.81 sq. inches. Statically and dynamically balanced.

CARBURETTOR—Dual down-draught carburettor with oil bath type air cleaner and silencer.

FUEL SYSTEM—Engine driven fuel pump. Terns plate steel fuel tank mounted at rear, capacity, 12.5 gallons.

COOLING—Tube and fin type radiator. Cooling surface, V-8 Series, 361 sq. in.; De Luxe V-8 Series, 378 sq. in. Centrifugal water pumps, at front of each cylinder block. Two thermostats.

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

### CHASSIS

CLUTCH AND TRANSMISSION—Dry Single Plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface, 75.2 sq. in. 3 Speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

BRAKES—Four wheel hydraulically operated, normally energised internal expanding 2-shoe type. Drum diameter 12 in. Hand lever location—right side of steering wheel under instrument panel. Hand brake operates mechanically on rear wheels.

SPRINGS—Ford transverse cast-iron front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers. Spring leaves grooved to take pressure gun lubrication through lubrication nipple on tie bolt.

FRAME—Special Ford design. Pressed carbon steel. Double drop with X member. X member channels extending to ends of frame. Main side members, depth, 11 in.; width, 2 in.

STEERING GEAR—Worm and Roller. Ratio, 18.2 to 1. Worm mounting—Two tapered roller bearings. Wheel diameter, 17 in.

FRONT AXLE—Special Ford Carbon manganese steel, "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE—J floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Gear ratio, 3.78 to 1. Shafts 1 1/2 in. diameter.

ROAD CLEARANCE—4.2 in. TYRES, 6.00 x 16. Pressure, 30 lb.

TURNING CIRCLE—34.2 ft. right or left.

WHEELBASE—112 in. Springbase, 123.15 in.

*Ford Motor Company of Australia Pty. Ltd. (Inc. in Victoria), 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.*

"There are some things we refuse to do to sell a car. We like sales, but fair dealing and the confidence of our customers are desirable, too.

"We refuse to keep dinning in your ears that the Ford is the best, most economical, lowest-priced car. That is claimed for several cars. Obviously, it cannot be true of all. There comes a point where claims and adjectives and all advertising hysteria disappear in their own fog. Personally, I prefer facts.

"We say the new Fords are the best cars we have made. We say that we have always been known as the makers of good cars and that the many good, well balanced qualities of our present cars place them at the head of our line to date.

"Anyone wishing to do business with us on these principles will find our word and the quality of our product to be A-1. What we say about economy, operation and durability will stand good anywhere."

*Henry Ford*



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA: REGD. OFFICE, GEELONG)