

THE 1939 FORD V-8 UTILITIES

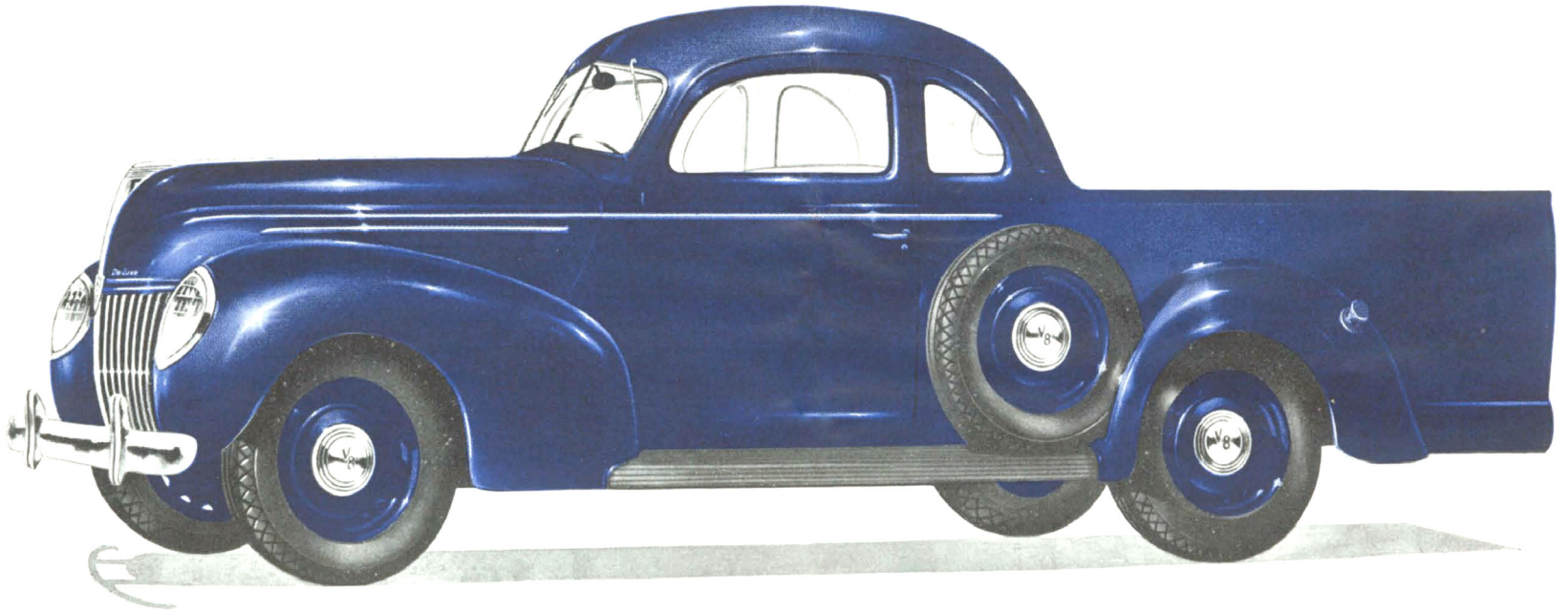
THE NEW, BEAUTIFUL FORD V-8 UTILITIES

This year brings a wider range of Ford V-8 Utilities than ever before. There are V-8 and De Luxe V-8 models of Coupe Utilities and Panel Vans and every unit is handsome in appearance, completely equipped and gives genuine, low-cost operation. For transport in the utility field, with payloads of 10-12 cwt., Ford V-8 offers by far the greatest value in everything that counts in a modern utility.

APPEARANCE—Modern, air-flow streamlining is achieved with no sacrifice of either passenger or load space. Bodies are of steel—for long life, safety and all-round economy. Panel Vans are dustproof and the broad side panels give adequate display for advertising signwriting.

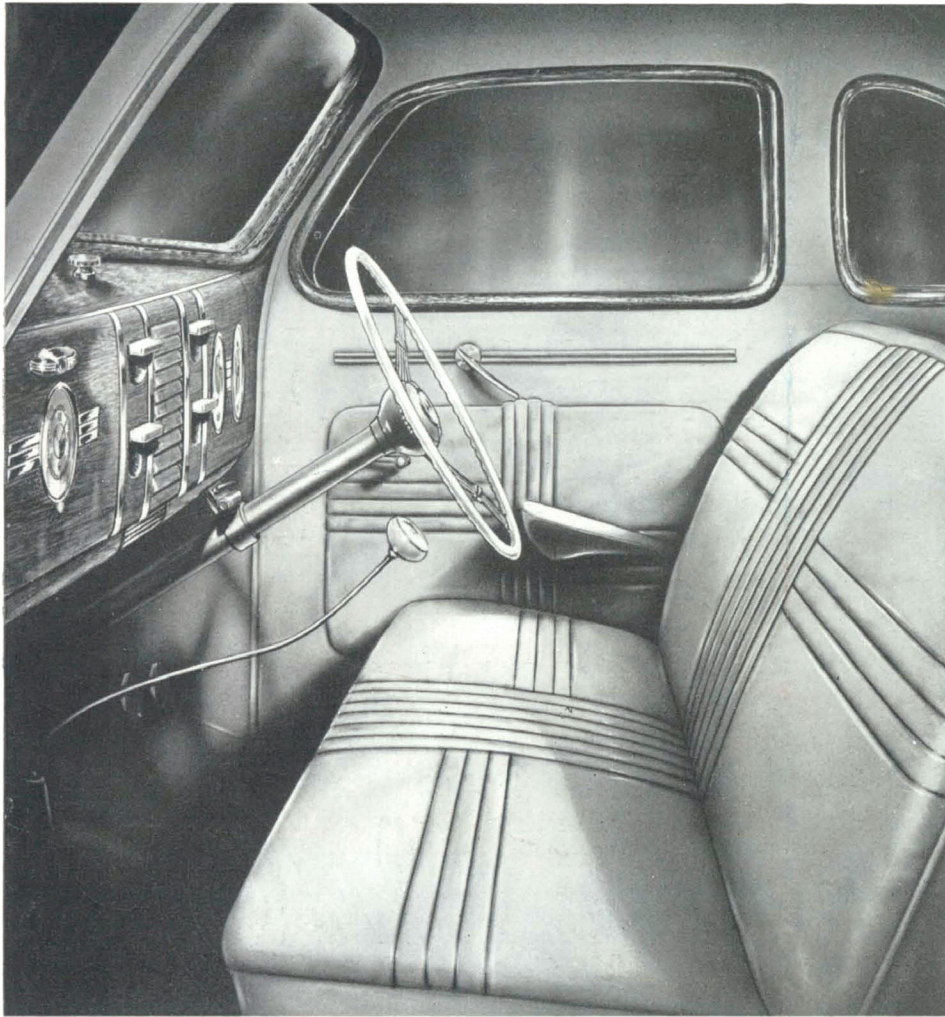
PERFORMANCE AND COMFORT—The economy V-8 engine gives unsurpassed performance, smooth starts and quick get-away for 'stop-and-go' delivery work plus ample power for heavy loads and year-in, year-out economy.

ECONOMY—Low first cost and low operating cost add up to overall operating economy with the new Ford V-8 Utilities. Quality design, quality materials and manufacture mean long, trouble-free life, minimum maintenance costs, dependable service.



FORD V-8 DE LUXE COUPE UTILITY

A utility to be proud of in any company. Of all-steel construction, this striking new model has driving compartment equipped similarly to that of the Ford V-8 De Luxe Coupe itself. Appointments include: Chrome leather trim. Adjustable windscreen of safety glass. Adjustable seat. Package tray at rear of seat. Four adjustable double-acting shock absorbers. Black tonneau cover. Enclosed despatch box, clock, etc., in dash. Loading dimensions are: Length at floor 75 in. Width inside 56 in. Width inside wheel housings 47 in. Height from floor to top of sides 21½ in. Tail gate opening 48 in. in width. (Also available with Welltype body.)



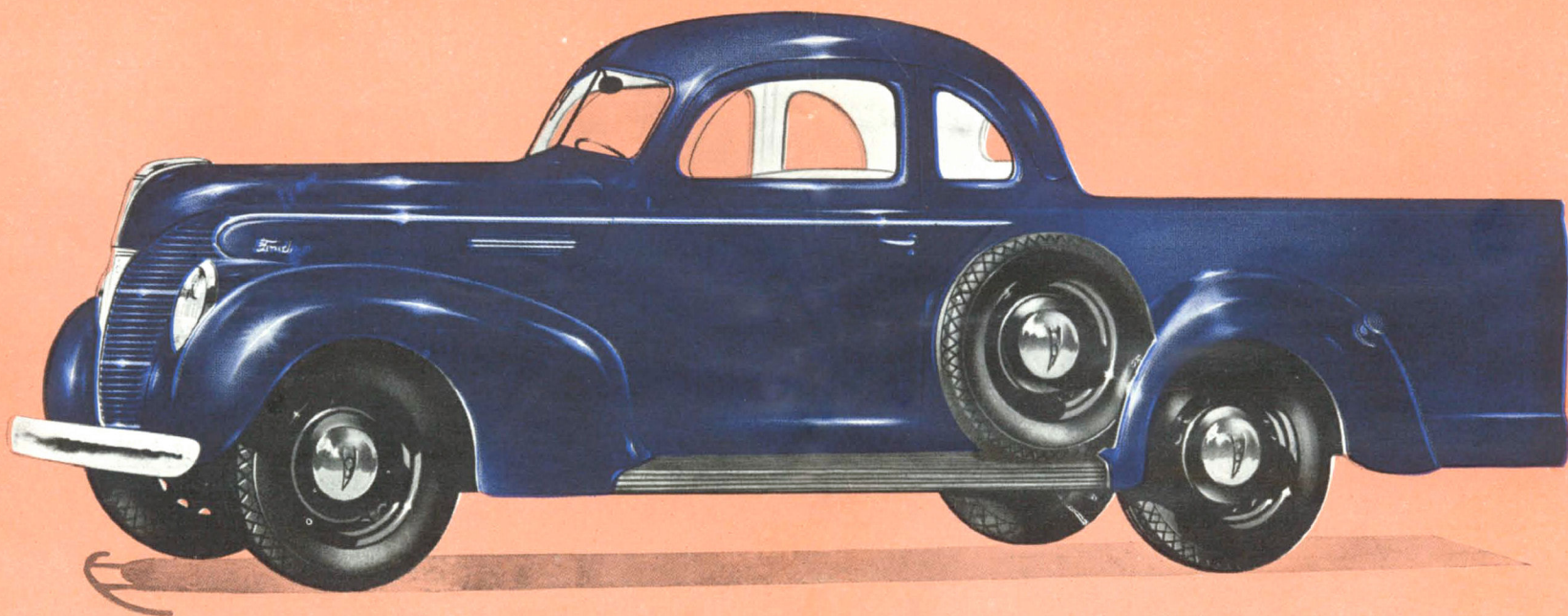
INTERIOR OF DE LUXE COUPE UTILITY.

Genuine leather upholstery is standard equipment on Ford V-8 utilities. The seat is adjustable and the unusually complete appointments include: All-steel bodies with safety glass in windscreen and all windows. Speedometer, ammeter, oil and petrol gauges. Clock in dash in De Luxe Models. Large enclosed glove compartment and parcel shelf behind seat are additional refinements. De Luxe Models have in addition dual screen wipers. All models are equipped with the clear vision ventilation feature and dual sun visors (V-8 Panel Van has one visor only).

Radio is available for any model at slight extra cost.

Real passenger car comfort and smart appearance results from these refinements in design and equipment. Yet Ford V-8 utilities are remarkably low in price.

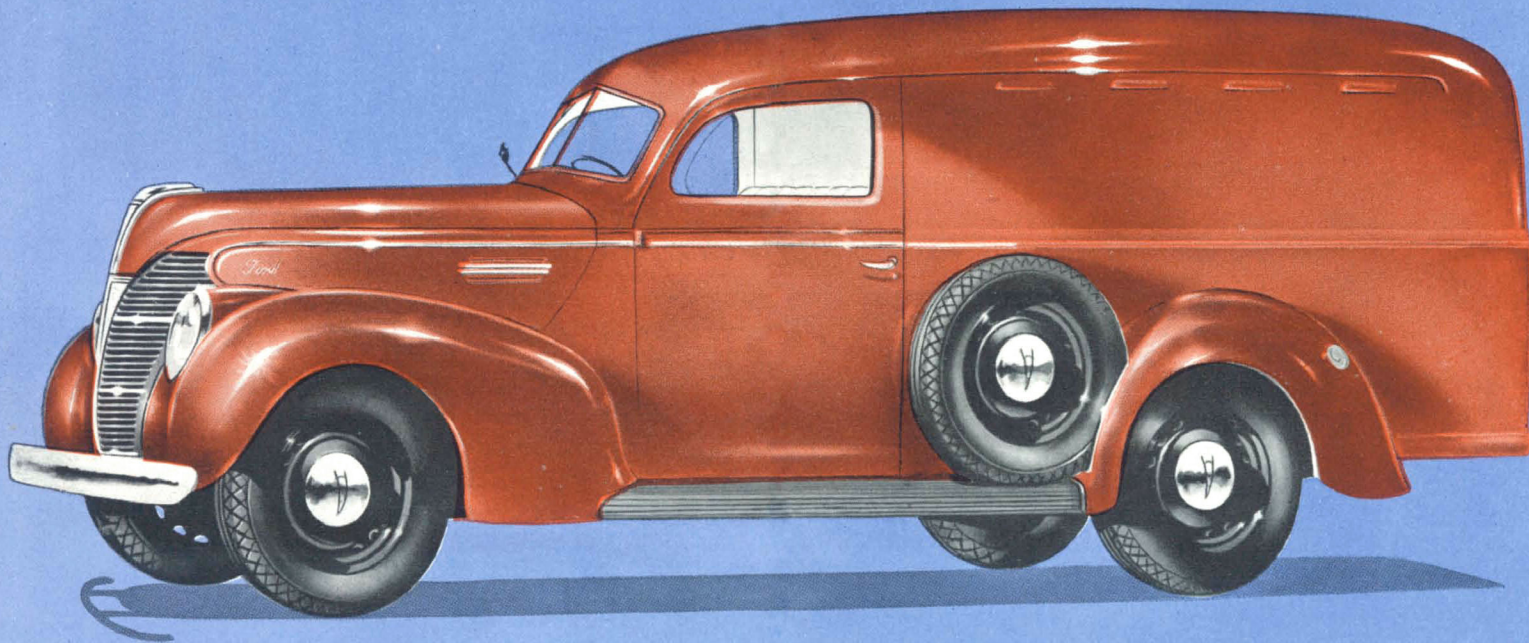
FORD V-8 COUPE UTILITIES AND PANEL



FORD V-8 COUPE UTILITY

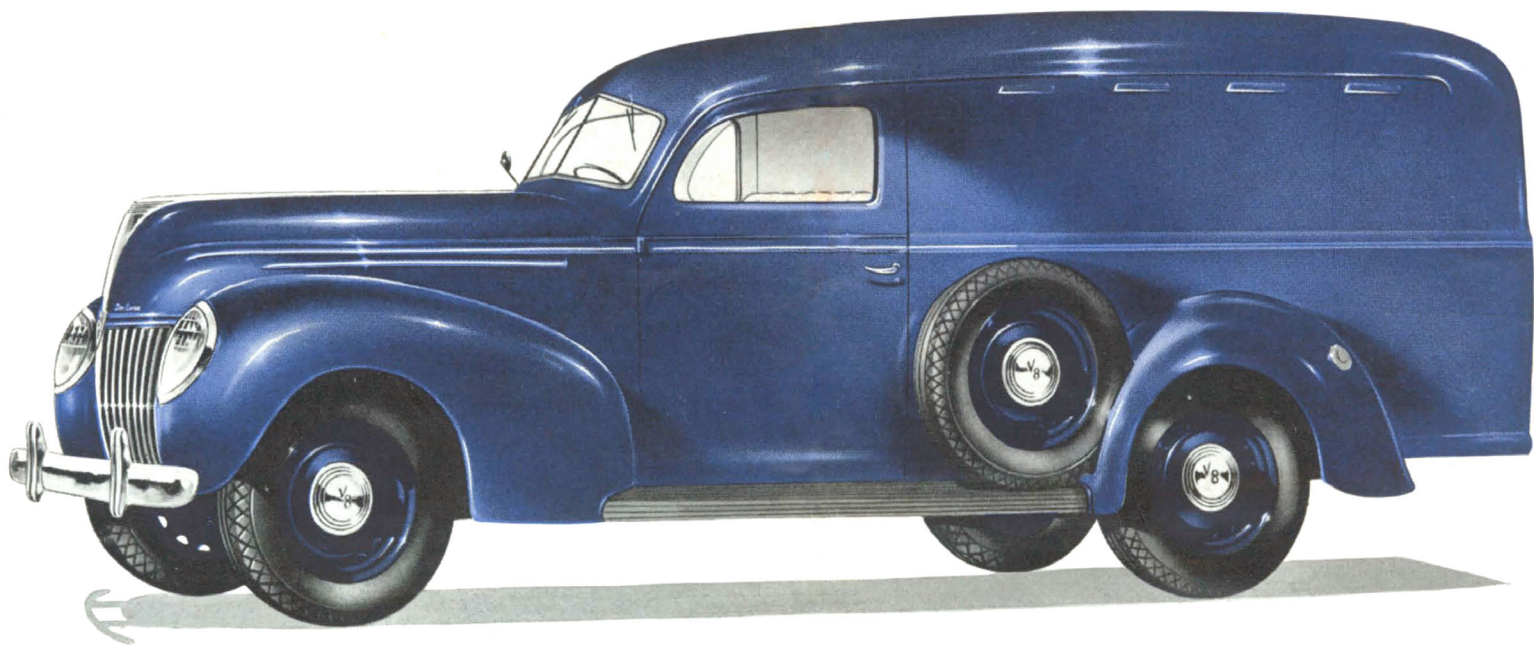
Combining the comfort of the Ford V-8 passenger car with a steel loading compartment, the V-8 Coupe Utility represents unusual value. Equipment includes: 4 hydraulic double-acting shock absorbers. Oil bath air cleaner. Adjustable seat. Enclosed despatch box in instrument panel. Safety glass in windscreen and all windows. Loading dimensions are: Length at floor 75 in. Width inside 56 in. Width inside wheel housings 47 in. Height from floor to top of sides $21\frac{1}{2}$ in. Tail gate opening 48 in. in width. (Also available with Welltype body.)

VANS — LEADERS IN STYLE AND VALUE



THE V-8 PANEL VAN

Owners report exceptional operating economy with this unit. The broad side panels lend themselves to effective advertising display and the steel structure of the body gives not only long life but thorough dustproofing for laundries and users handling food and other perishable goods. Standard tyre equipment at list price is 5 16 x 6.00 6-ply tyres. Other equipment includes: sun visor, dome light, enclosed despatch box and 4.11 rear axle ratio. Full width front seat trimmed in Pontine is standard. Loading dimensions: Floor 75 in. x 56 in. Floor to roof 47½ in. Width between wheel housings 47 in. Rear door opening 48 in. x 41 in.



THE DE LUXE PANEL VAN

An unusually smart unit whose appearance alone is an asset to any business. The steel loading compartment is dustproof and has exceptionally generous interior space. Standard equipment at list price includes: 5 16 x 6.00 6-ply tyres, dual sun visors, dual screen wipers, dome light, lockup despatch box with electric clock inset in door, etc. Loading dimensions: Floor, 75 in. x 56 in. Width between wheel housings 47 in. Height, floor to roof, 47½ in. Rear door opening 48 in. x 41 in.

SPECIFICATIONS

ENGINE—V-8 90° I Head. Piston displacement, 221 cubic inches. Bore, $3\frac{1}{16}$ in. Stroke, $3\frac{3}{4}$ in. H.P. Rating R.A.C., 30.00. B.H.P., 95. Torque developed, 170 ft. lbs. Compression ratio, 6.50 to 1. Forced feed lubrication to all main, connecting-rod and camshaft bearings. Crankcase capacity, 4 quarts. Cylinder head material: Aluminium.

CRANKSHAFT—Special Ford cast alloy steel. Weight 65 lb. 5 oz.; three main bearings; total main bearing surface, 36.81 sq. inches. 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, $12\frac{1}{2}$ gallons.

COOLING—Tube and fin type radiator; 362 sq. in. cooling surface. Capacity, $4\frac{1}{2}$ gallons. 4-blade, $15\frac{3}{4}$ in. fan. Centrifugal water pumps at front of each cylinder block.

CLUTCH AND TRANSMISSION—Dry. Single-plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface, 75 sq. in. 3-speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

BRAKES—Perfected Ford hydraulic on all wheels. Total braking area, 162 sq. in. Handbrake lever on right side of steering wheel under instrument panel.

SPRINGS—Ford transverse cantilever of chrome alloy steel front and rear. Controlled by adjustable double acting hydraulic shock absorbers. Spring leaves grooved to take pressure-gun lubrication, fitting on tie bolt, oil-less type shackles.

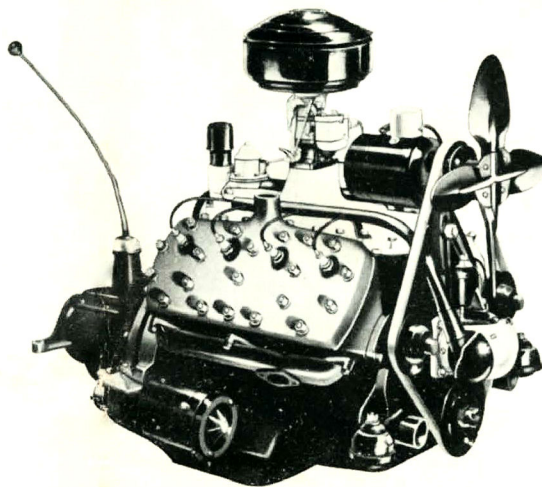
FRAME—Special Ford design. Pressed carbon steel. Double drop, with X members. X-member channels extend to ends of frame. Main side members, depth, $5\frac{1}{2}$ in.

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

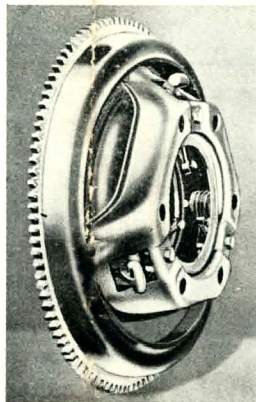
TURNING CIRCLE—33 ft. 2 in. right or left.

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.



Seven years of world-wide service in the hands of six million owners have proved the basic efficiency and superior performance of the Ford V-8 engine. Because it has no excess car weight to pull, because its cylinders are small—the Ford V-8 engine gives better petrol mileage. Because it's built to the world's highest precision standards—the Ford V-8 engine is completely dependable and has long, trouble-free life.



DEPENDABLE CLUTCH

Centrifugal force increases clamping action on the disc and reduces wear on the clutch facings. Release bearing is a pre-lubricated ball bearing. These features enable this dependable clutch to stay dependable under severe operating conditions.

ROLLER-TYPE STEERING GEAR

Easy steering results from this roller-type steering gear. The worm is mounted on tapered roller bearings, the roller on needle roller bearings reducing friction to a minimum. Steering ratio is 18.2 to 1.

STRADDLE-MOUNTED PINION

Pinion shaft is mounted on two large tapered roller bearings set in opposed positions to take thrust in either direction. Another roller bearing directly back of the pinion gives extra support and prevents pinion from springing away from ring gear under excessive drive strain. Rugged axle-housing takes all weight.

