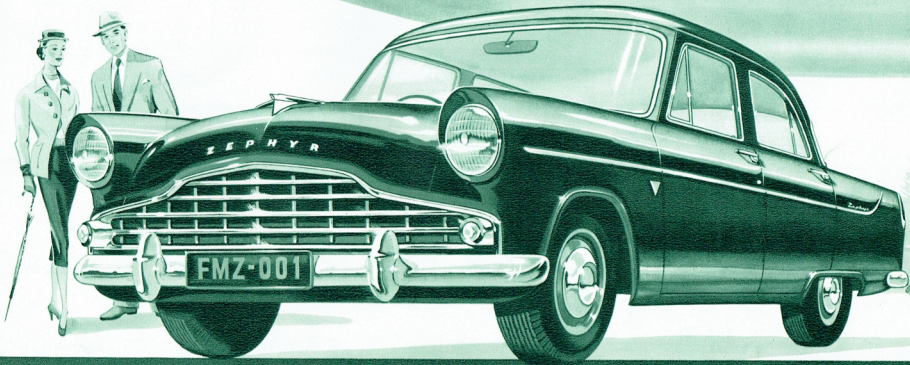


The car for moderns on the move



The NEW Zephyr

SPECIFICATIONS ZEPHYR-SIX SEDAN

ENGINE

Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 155.8 cu. ins. Overhead valves, push rod operated from harmonic cams in Cylinder block. Compression ratio 6.9:1. B.H.P. 80 at 4200 R.P.M. Torque 128 lbs/ft at 2000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special austenitic alloy pistons. Three point suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION

Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filter. Sump capacity with oil filter 8.5 pints.

IGNITION

12 volt battery and coil (battery accessibly located under hood)—distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 5, 3, 6, 2, 4.

FUEL SYSTEM

Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 11 gallons.

COOLING SYSTEM

Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints.

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. Heavily cut constant mesh gears. Three forward speeds. Overall ratio — 3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.06 to 1. Oil capacity of gearbox 2.5 pints approximately.

REAR AXLE

$\frac{1}{2}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—3.90 to 1. Oil capacity 2 pints approximately.

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. 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 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.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

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REAR SUSPENSION

Longitudinal semi-elliptic 6 leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES

Hydraulic internal—front 9 ins. x 2 $\frac{1}{2}$ ins. Rear 9 ins. x 1 $\frac{1}{2}$ ins. Front two leading shoes, rear floating expander. Total lining area 147 sq. ins. Foot brake all four wheels, handbrake on rear wheels only.

STEERING

High efficiency worm and peg type. Ratio 16.8 to 1. Steering wheel diameter 17 ins. Two spoke safety type.

WHEELS AND TYRES

Pressed steel with wide base rims. Rustless steel hub-caps. Tyres 6.40 x 13

ELECTRICAL EQUIPMENT

Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor, Dual "Windtone" horns operated by horn ring on steering column. Battery 12 volt 57 amp. hr. at 20 hr. rate.

INSTRUMENTS

Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, ammeter, oil pressure warning light, direction indicator warning lights, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by tumbler switch on fascia panel.

CONTROLS

Choke, combined ignition starter switch, lighting switch, instrument light and windshield wiper. Plastic control knobs. Foot operated head-lamp dimmer switch.

BODY

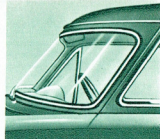
All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and wrap-around rear window. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable full-width tubular construction bench type front seat. Washable vinyl headlining. Separate luggage compartment accessible from outside of car. Spare wheel housed in luggage compartment on right-hand side.

GENERAL EQUIPMENT

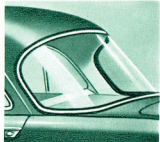
Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Front doors lockable on both sides. Flasher type direction indicators operated by self-cancelling arm on steering column. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters, and radio. Centre rear armrest.

GENERAL DIMENSIONS

Overall length: 14 ft. 10.5 ins. Overall width: 5 ft. 9 ins. Overall height: 5 ft. 2 ins. Wheelbase: 107 ins. Track (Front) 53 ins.; (Rear) 52 ins. Kerb Weight: 2691 lbs.



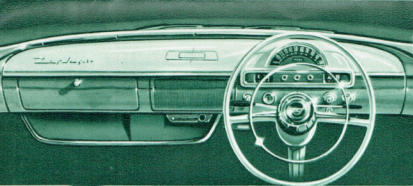
More Vision! Zephyr's full view wrap-around windscreen provides a greater area of unobstructed vision —highlights too, Zephyr's ultra-modern styling.



The look from the rear! Gracefully curved to blend with body lines, the new full wrap-around rear window provides wider vision and a safer view of traffic for the driver. All four corners of Zephyr are clearly seen from the driver's seat.



The seats are larger! Wider, deeper, and with a special zig-zag spring construction to keep their shape and comfort longer, the seats provide correct body support and a softer feel. A luxury feature is the centre arm-rest provided in the rear seat.



Styled and sized for modern living . . .

**More beautiful, more practical,
and roomier than ever before.**

Zephyr's all-new interior is a combination of modern, graceful styling and spaciousness. With more leg room, more shoulder room, more hip room and more head room there is ample space for *six* big people.

And the comfort-planned interior blends perfectly with Zephyr's sleek, sweeping exterior lines.

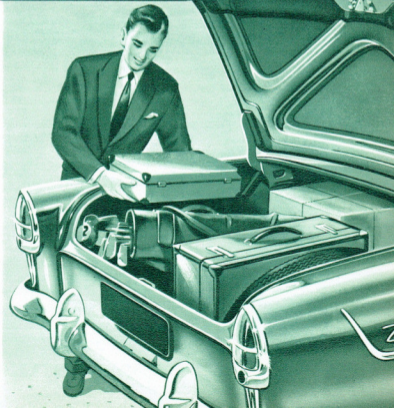
A luxury note is the centre armrest in the rear seat, and the rich vinyl-type upholstery which not only lasts longer but is easier to keep clean.

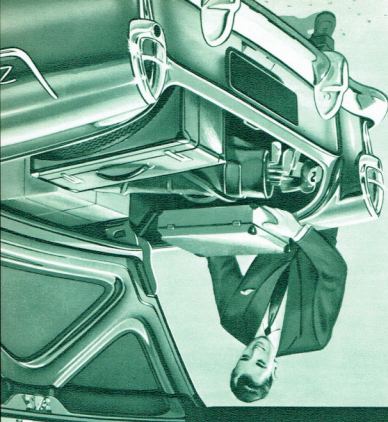
There's extra safety too built into Zephyr . . . the fascia panel is covered with fabric to guard against sun-glare, and the steering wheel is slightly 'dished' to give added protection against impact.

All instruments and controls are grouped around the steering column for easier reading and handling . . . and the ratchet-type hand brake is placed to the left of the steering column, within easy reach of the driver.

A new type of ventilation system has a re-located intake to ensure that only fresh, clean air enters the car. As well as the glove box, there's a convenient roomy parcel tray beneath the fascia panel on the passenger seat side, and a parcel shelf stretching full width behind the rear seat. Summed up, Zephyr's interior gives you luxury, and 'bigness' superior to that provided by many other cars in the higher price field.

Zephyr's luggage compartment is a 'giant' in its class—you have all the room you need to load large suitcases or sets of golf clubs . . . the boot being of no less than 20 cu. ft. capacity.





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ENGINE
 The cylinder cast integrally with upper half of crankcase; bore 3.25 in.; stroke 3.13 in. Capacity 155 cu. in. Overhead valves, push rod operated from horizontal cam in cylinder block. Compression ratio 6.9:1. Bore & 80 to 1000 R.P.M. Torque 128 lb-ft at 2000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating valve control connecting chambers for economy and smooth running. Special maintenance-free alloy pistons. Precise adjustment of engine and cam belts remarkably smooth power flow.

ENGINE LUBRICATION
 Pressure feed by submerged gear pump to camshaft, main bearings, big-end bearing and overhead battery, via drilling in cylinder block and cast-iron full flow-type oil filter fitted direct to cylinder block. Accessible dip stick and oil filler. Sump capacity with oil filler 8.5 pints.

IGNITION
 12-volt battery and coil (battery accessible located under hood)—distributor has automatic advance and reset and additional vacuum control. Full-time electrical power gauge. Petrol tank at rear, capacity 11 gallons.

FUEL SYSTEM
 Charge-type fuel pump mechanically operated. Down draught carburettor has separate choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 11 gallons.

COOLING SYSTEM
 Belt-driven fan and water pump with thermostat fan control. Tube and fan type radiator. Capacity of system 32 pints.

TRANSMISSION
 Clutch-type single plate spring cushioned. Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light section synchromesh on top and second gears. Helical cut constant mesh gears. Three forward speeds. Overall ratio—3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.9 to 1. Oil capacity of gearbox 2.5 pints approximately.

REAR AXLE
 4-bearing, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—3.90 to 1. Oil capacity 1.5 pints approximately.

FRONT SUSPENSION
 Independent front-wheel suspension offers the productivity coil spring mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel knuckle assembly. The upper end of the shock absorber is an anti-friction bearing suspended in rubber and telescoped on the body high level wing rollers. The base of the wheel knuckle is connected to the ball joints. Transverse track control arm is a tubular cross-member bolted to underside of the control body. An anti-dive bar is fitted which, being triangulated, holds the track control arm in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

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REAR SUSPENSION
 Long-travel semi-elliptic 6 leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

STEERING
 High-walk-in-motion and self-aligning. Ratio 16.8 to 1. Steering wheel diameter 17 in. Two spoke alloy type.

WHEELS AND TYRES
 Present steel wire wheel rims. Rastell steel hub-hub-Tyres 4.40 x 13

ELECTRICAL EQUIPMENT
 Two-brush ventilated generator, compressed voltage control. Drive—“V” belt easily adjustable. Starter motor. Dual “On-Resistance” horns operated by horn ring on steering column. Battery 12 volt 57 amp. hr. at 20 hr. rate.

INSTRUMENTS
 Concentric grouped cluster immediately in front of driver includes speedometer, fuel gauge, ammeter, oil pressure warning light, direction indicator warning lights, ignition warning light, head-lamp beam beam warning light, instrument lighting controlled by tumbler switch on face panel.

CONTROLS
 Choke, combined ignition-starter switch, lighting switch, instrument light and windshield wiper. Plastic control knobs. Foot operated hand-lamp dimmer switch.

BODY
 All-welded integral construction. Seating with wheelbase. Safety glass all round. Curved type face windscreen and wrap-around rear window. Hinged side-ventilator embossed in front doors. Safety delay push-button door handles. Adjustable full-width tubular construction bench type front seats. Washable vinyl headlining. Separate luggage compartment accessible from outside of car. Spare wheel housed in luggage compartment on right-hand side.

GENERAL EQUIPMENT
 Dual windscreen wipers operated from vacuum pump fitted on engine. Measure-gram® flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Front doors lockable on both sides. Fisher type direction indicator operated by self-adjusting arm on steering column. Rear view mirror. Roll-over trash air ventilation system. Provision for fitting air conditioning system, demisters, and radio. Centre rear armrest.

GENERAL DIMENSIONS
 Overall length 14 ft. 10.5 in. Overall width 5 ft. 9 in. Overall height, 5 ft. 2 in. Wheelbase 107 in. Track (Front) 53 in. (Rear) 52 in. Kerb Weight 2691 lbs.



More Vision! Zephyr's full view wrap-around windscreen provides a greater area of unobstructed vision—highlights too, Zephyr's ultra-modern styling.

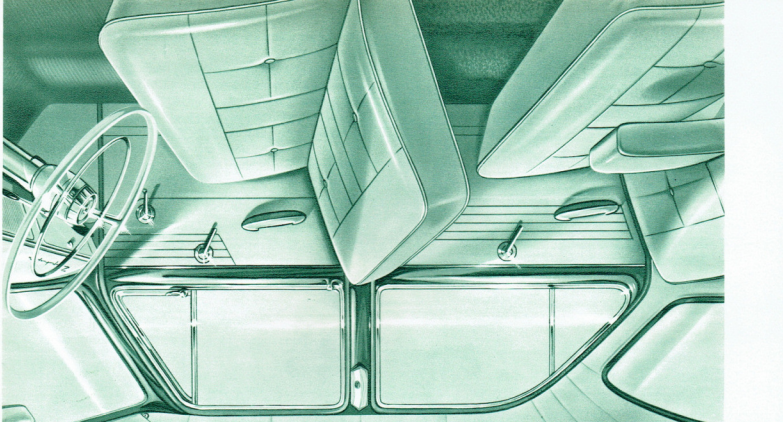


The look from the rear! Gracefully curved to blend with body lines, the new full wrap-around rear window provides wider vision and a safer view of traffic for the driver. All four corners of Zephyr are clearly seen from the driver's seat.

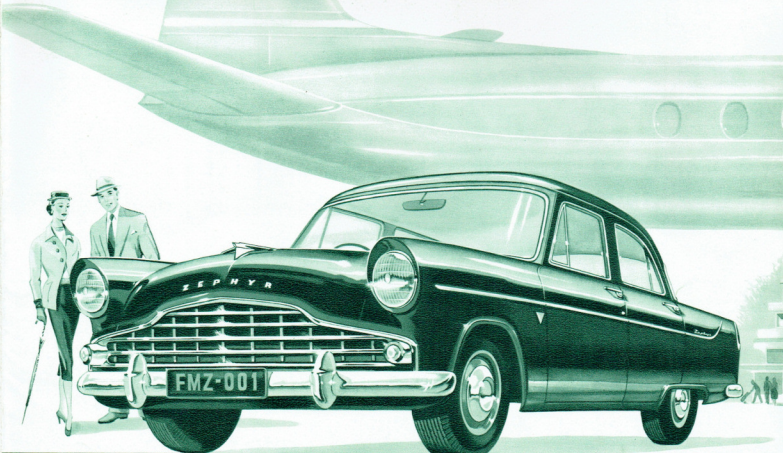


The seats are larger! Wider, deeper, and with a special rigging spring construction to keep their shape and comfort longer, the seats provide correct body support and a softer feel. A luxury feature is the centre arm-rest provided in the rear seat.

More beautiful, more practical, and roomier than ever before. Zephyr's all-new interior is a combination of modern, graceful styling and spaciousness. With more hip room, more shoulder room, more leg room, and more head room, there is ample space for six big people. And the comfort-planned interior blends perfectly with Zephyr's sleek, sweeping exterior lines. A luxury note is the centre armrest in the rear seat, and the rich vinyl-type upholstery which not only lasts longer but is easier to keep clean. There's extra safety too built into Zephyr . . . the face panel is covered with fabric to guard against sun-glare, and the steering wheel is slightly 'dish'd' to give added protection against impact. All instruments and controls are grouped around the steering column for easier reading and handling . . . and the rather-type hand brake is placed to the left of the steering column, within easy reach of the driver. A new type of ventilation system has a re-located intake to ensure that only fresh, clean air enters the car. As well as beneath the face panel on the passenger seat side, and a parcel shelf stretching full width behind the rear seat. Summed up, Zephyr's interior gives you luxury, and 'bigness' superior to that provided by many other cars in the higher field.



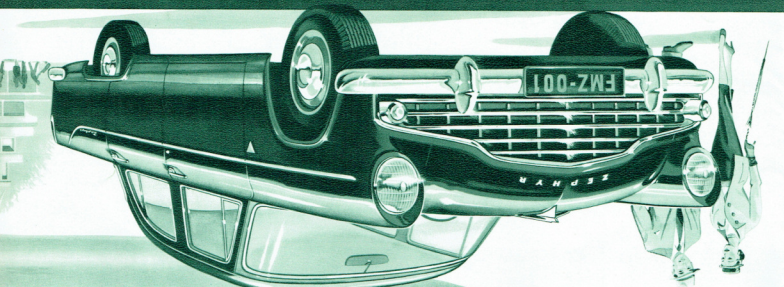
The car for moderns on the move



The NEW Zephyr

Herold Grayson Print

The NEW Zephyr



The new large! Most center armrest provided in the rear seat.

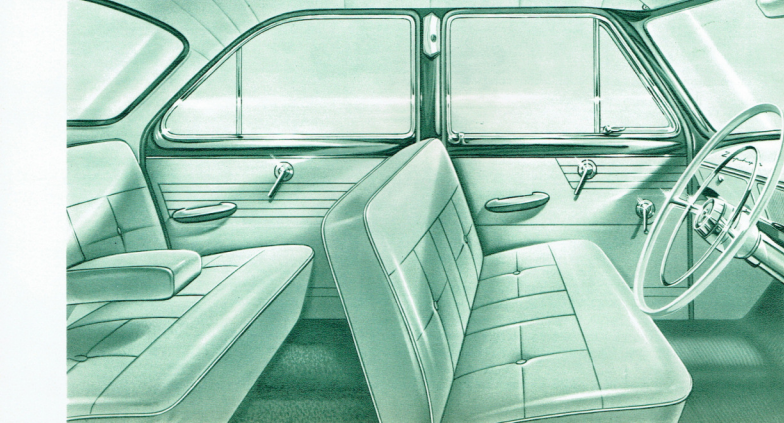
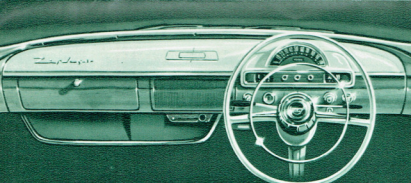


Look from the rear! Clear-cut lines for the driver. All four corners of Zephyr are clear of bumps and ruts. A wide window provides wider vision and a better view of traffic for the driver.

More vision! Zephyr's full-width rear window provides a greater view of unobstructed road ahead than any other sedan—lighting, too, Zephyr's ultra-modern styling.

Sturdy, strong, and safe. Zephyr's ultra-modern styling.

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For more information on Zephyr, or to arrange a demonstration and test drive, contact your nearest Ford Motor Company of Australia Pty., Ltd. office. For more information on Zephyr, or to arrange a demonstration and test drive, contact your nearest Ford Motor Company of Australia Pty., Ltd. office. For more information on Zephyr, or to arrange a demonstration and test drive, contact your nearest Ford Motor Company of Australia Pty., Ltd. office.

FRONT SUSPENSION
1 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer. 1 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer.

WHEELS
Chevrolet 2 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer. 1 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer.

TRANSMISSION
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CONTROLS
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BODY
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TECHNICAL EQUIPMENT
Chevrolet 2 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer. 1 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer.

WHEELS AND TIRES
Chevrolet 2 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer. 1 1/2 ton V8. Chevrolet 2 1/2 ton semi-trailer.

STEERING
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REAR SUSPENSION
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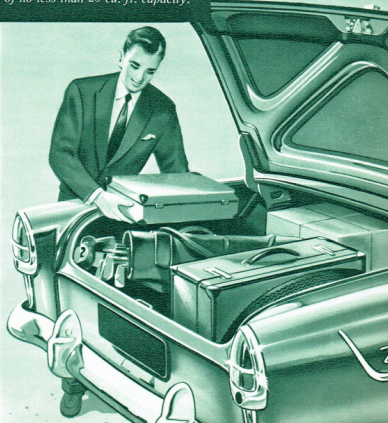
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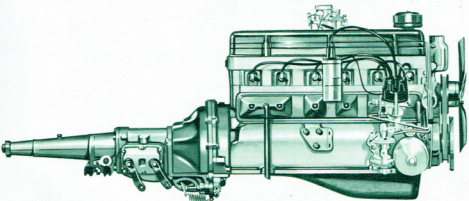
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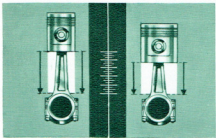


Zephyr's luggage compartment is a 'giant' in its class—you have all the room you need to load large suitcases or sets of golf clubs . . . the boot being of no less than 20 cu. ft. capacity.

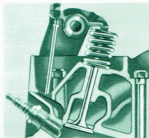
Power with modern meaning



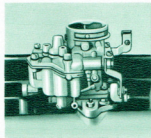
Zephyr's new O.H.V. engine, of the famous over-square type, is now even more advanced. With an R.A.C. rating of 25.4 h.p., it develops a maximum 80 B.H.P. You'll enjoy smoother cruising speeds, more instant responsiveness and greater fuel economy. Zephyr's 6 cylinder, over-square O.H.V. motor is the result of Ford's world-wide engineering experience and vast technical resources.



Zephyr's oversquare type engine wherein the length of the piston stroke is less than the diameter of the cylinder bore results in higher cruising speeds without pistons racing—and consequently less friction and wear, and more efficient performance.



The Overhead valves permit a more efficient combustion head shape which spreads the explosion evenly, giving more responsive power, smoother running and improved fuel economy.



New double Venturi carburettor features a unique new metering system for greater fuel economy than ever before, provides the most efficient fuel-air mixtures under varying driving conditions.

For longer engine life . . .

To lengthen engine life provision is made for a direct injection of oil into the cylinder walls when the engine is started from cold, and larger main and connecting rod bearings are used.

Engine lubrication is by pressure feed by a submergued gear pump to crankshaft main bearings, big-end bearings and camshaft bearings.

The added power of 12-volt ignition system that ensures more positive and quicker cold weather starts.

Travel with modern ease

Zephyr's smoothness of ride and complete driver control result from the very latest suspension system. Rough surfaces are taken with a gentleness, free from pitch or sway, and Zephyr's wide track, low centre of gravity provides unmatched stability of ride safer, easier cornering, and more relaxing driving-ease. And stops are arrow-straight when you call on Zephyr's swift-acting brakes . . . they have a total lining area of 147 sq. ins., for smoother, surer braking.



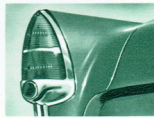
Shorter turning circle. Easier to park, easier to manoeuvre in traffic, simpler to handle in narrow places, Zephyr's turning circle has been greatly reduced to 36 ft.



You enjoy a smoother ride with centre-slung seating. All seats are suspended 'hammock-wise' between the front and rear axles to reduce upward and downward movement.



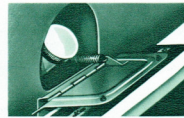
The hooded headlamps don't just look smarter, they're safer—the projection providing a hood which eliminates upward glare. The parking lights are flasher type for telling oncoming traffic you're turning.



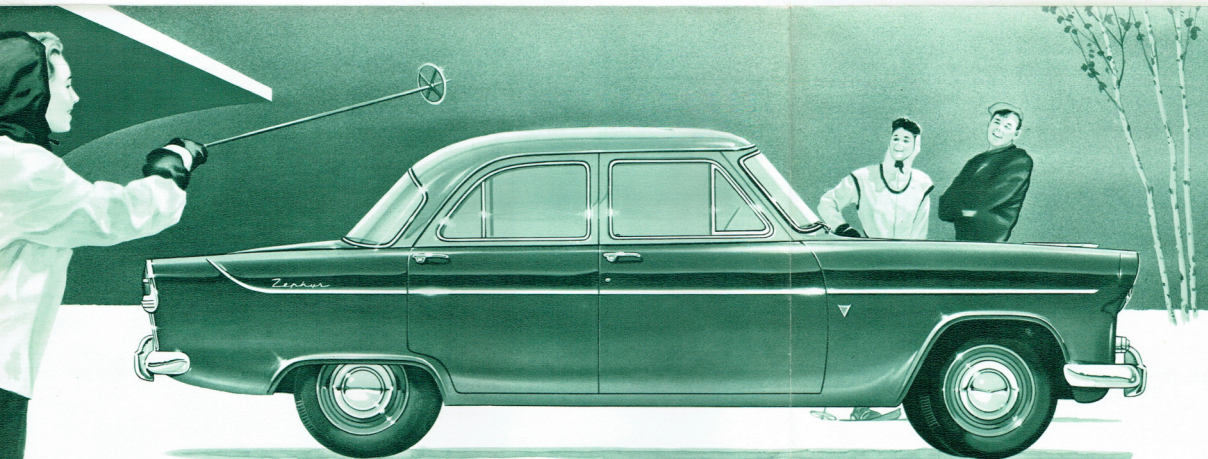
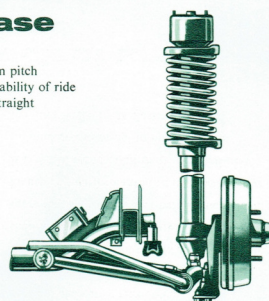
Latest design tail-light assembly is large, clearly defined. As well as your 'Stop' light, amber turn-signal lights are incorporated in the unit—another safety feature. The reflector is below the turning-signal light.



Yet another extra feature is the key-turn ignition for one-hand operation. Turning the ignition key to the right switches on the ignition, and turning the key further to the right starts the motor.



Centre-fill fuelling. The petrol tank filler cap is centrally located for 'filling up' from either side. It is concealed behind the rear number plate which is hinged and spring-loaded. This position eliminates any risk of the bodywork being scratched by the petrol pump hose.



More than ever before, Zephyr sets the fashion with styling designed to stay modern for years ahead.

Seven inches longer, four inches wider, this all-new Zephyr is a full six seater with beautiful, graceful sweeping lines.

The crisp, long-low look . . . with a refreshing absence of clutter . . . demands attention from any angle. Coming toward you the low-set chrome grille emphasises the new low, wide appearance, and when showing you fleet 'heels' there's an impression of dash from the flowing, distinctive rear design.

Yes, here is the car that for 'looks' alone sets heads turning . . . but there's much much more than looks that you'll admire. There's also more than that's new than ever before in comfort, luxury and performance . . . in short, Zephyr is a skillful blend of all that's new and best in 'modern motoring' to make it by far the finest value in its class.

Zephyr-Six

brand new styling with a big wide look of action