

Zephyr-Six

and

CONSUL

*Here, Ford Australia presents
two fine cars so advanced in design
that they will still be completely modern years hence.*

*Thus, when you buy a Zephyr or a Consul
you not only gain the immediate enjoyment
of top-flight motoring—you also make
an investment that is well protected.*

Such a delight to drive

The eager, effortless response, docile ease of control and riding comfort of Zephyr and Consul, make the longest journey a happy experience.



We have built into

ZEPHYR AND CONSUL

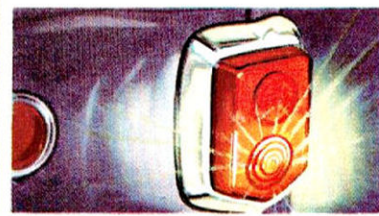
the world's latest trends

in styling, performance and comfort

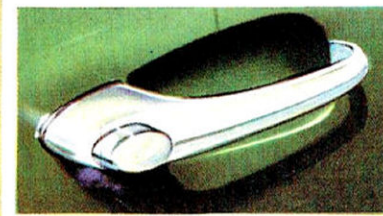
. . . at prices you can readily afford

WHETHER YOU CHOOSE the 23.44 h.p. six-cylinder Zephyr or the 15.63 h.p. four-cylinder Consul your motoring will be modern for years ahead. Not only in styling are these Ford-built cars in line with the world's latest trends. Their engineering includes advances which really step-up all previous ideas of performance, comfort and economy in these horse-power classes.

Their design has achieved a unique combination of advantages. At low purchase price and upkeep costs it provides the everyday or average motorist with new, better riding ease and safety for his family and himself. It also brings to the motoring enthusiast that extra performance and handling zest normally associated only with far more expensive cars.



TRAFFIC INDICATORS in twin tail lamps and front parking lamps flash automatically on the turning side.



PUSH-BUTTON DOOR HANDLES combine with rotor type locks for easier operation, more security, longer life.



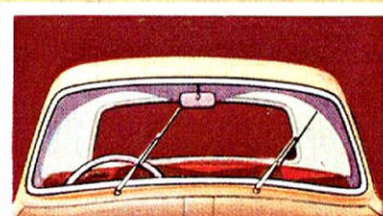
SEAT ADJUSTMENT operates on ball bearings and is instantly controlled by a lever on the right hand of seat.



CURVED, WIDE-ANGLE WINDSCREEN not only gives remarkably clear road vision but also lessens light glare.



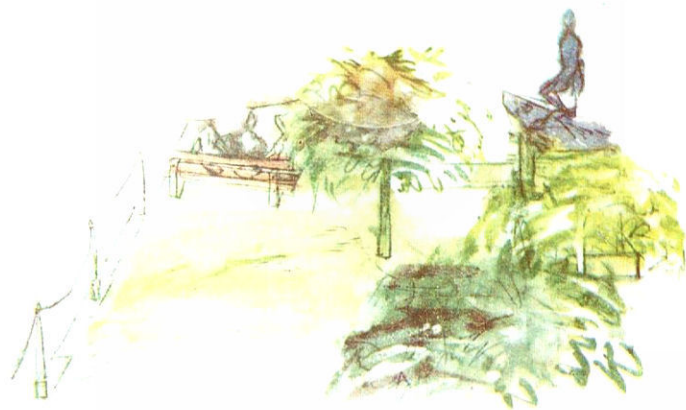
WIDE OPENING DOORS are hinged at the front and are fitted with door stop retainers for safety and easy operation.



WIDE-SWEEP WIPERS operate over an extensive area and ensure extra safety in the rainiest weather.



Zephyr-Six



FIRST CHOICE FOR FEATURES AND VALUE AMONG 20-25 H.P. CARS

IN THE PERFECT BALANCE and harmony of its curved sweeping lines Zephyr's basic body design is completely modern. Its smartness is accentuated by new refinements. A new ornamental chrome rail extends the full length of the car and blends smoothly with new side wing ornaments. Front-end appearance is enhanced, too, by new, distinctive hood ornament and deep-section wrap-round bumpers with re-designed over-riders.

New features also increase interior comfort, appearance and practicability. For greater relaxation the newly designed seats have lower backs and a foam rubber roll is built into seat tops. Vynex headlining is dust-proof and can be washed without danger of marking. Door pads have a new trim pattern with chrome beading. Interior roof light is of new design with chrome base, new chrome handle is on driver's ash tray and rear ash tray has new chrome surround.





CONSUL

ITS FEATURES MAKE IT THE EXTRA VALUE CAR IN THE 15-20 H.P. FIELD



WITH A HEIGHT less than its width, Consul has that same low "modern-look" as has Zephyr. Its distinctive grille design provides front-end individuality now made even smarter by new hood ornament and new wrap-round bumpers and over-riders. The new chrome running strip and side wing ornaments add to eye-pleasing symmetry of the car's side-on appearance.

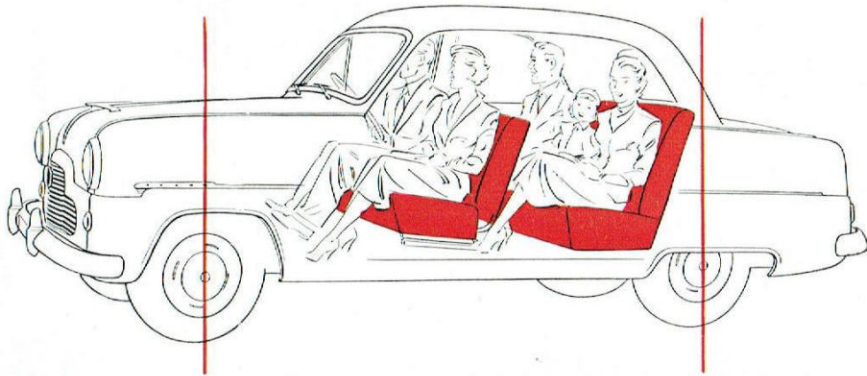
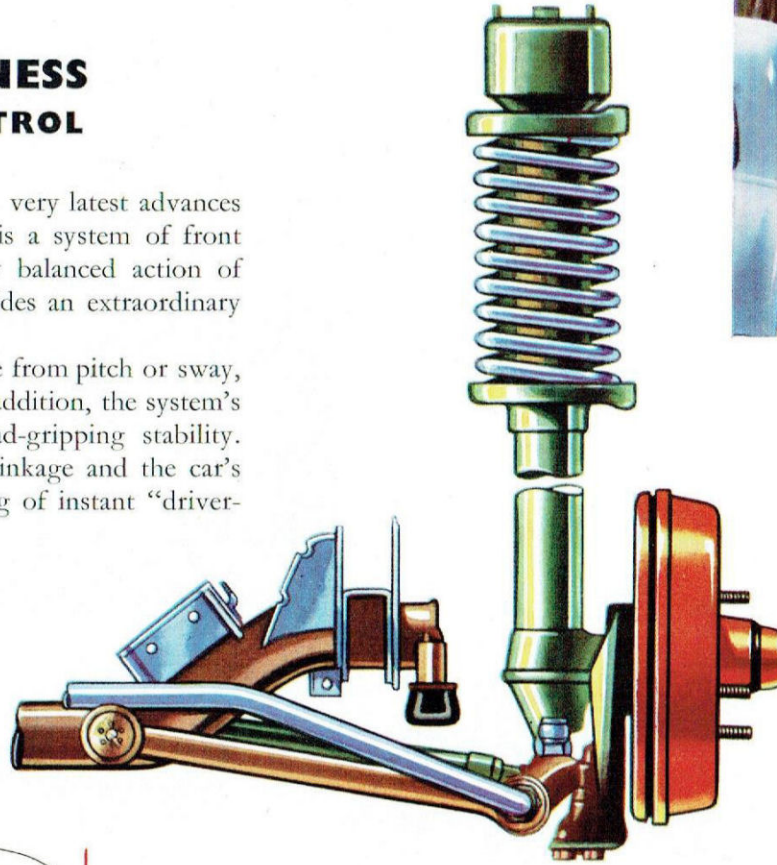
As in Zephyr, the roomy, full-width interior planning provides plenty of headroom and careful craftsmanship is evident in finish and furnishings. New refinements are noticeable, too . . . the extra comfort of seats with lower backs and built-in foam rubber roll tops . . . the dust-proof, washable and handsome Vynex headlining . . . new upholstery tailoring and chrome beaded door trims . . . smart touches of chrome at base of new roof light, on front ash tray handle and around rear ash tray.



GLIDE-RIDE SMOOTHNESS AND COMPLETE DRIVER-CONTROL

ZEPHYR AND CONSUL incorporate the very latest advances in engineering. One of the most important is a system of front suspension which, together with the perfectly balanced action of rear springing and rear shock absorbers, provides an extraordinary improvement in riding ease.

Rough surfaces are taken with a gentleness, free from pitch or sway, that has to be experienced to be believed. In addition, the system's relatively wide spring base means extra, road-gripping stability. This stability, the design of steering and its linkage and the car's low centre of gravity combine to give a feeling of instant "driver-control" on any kind of road.



The cradled comfort of centre-slung seating

All seats are suspended "hammock-wise" between the front and rear axles to reduce upward and downward movement to a minimum.



Amazing cornering ability

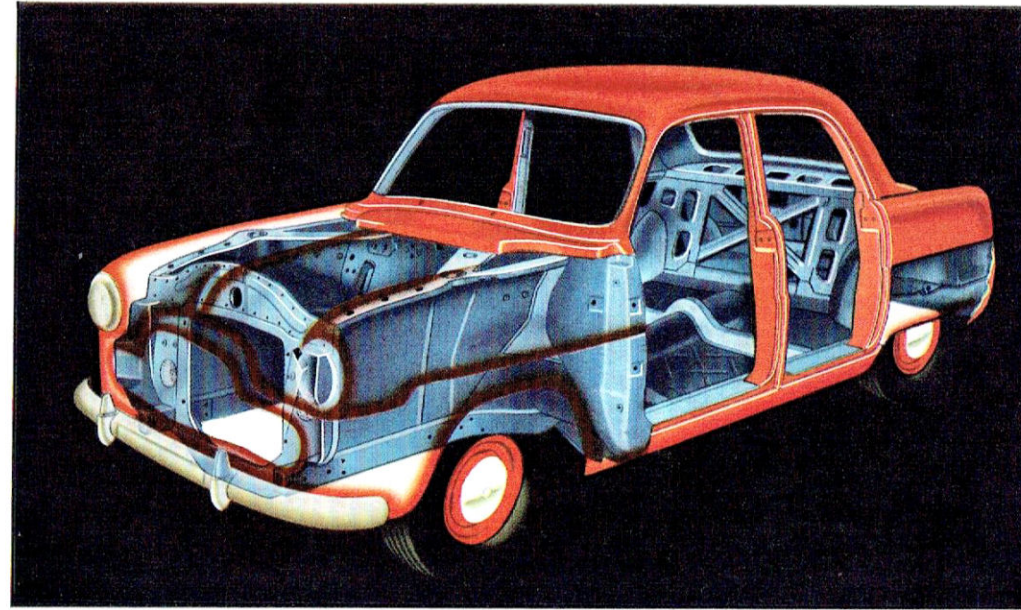
This is another of the advances Zephyr and Consul have brought to motoring. Road gripping is so sure and control is so certain that you feel you can "sew the car right round the tightest corner." Experienced drivers have commented enthusiastically about this and the generally greater and safer manoeuvrability allowed by the modern, low centre of gravity design of these cars.

Straight-line braking

Responding to the lightest touch on the pedal, the Zephyr and Consul internal expanding hydraulic brakes have a braking area of 121 square inches. Compensation of braking effect between front and rear wheels contributes to their smooth yet absolutely positive straight-line stopping power.

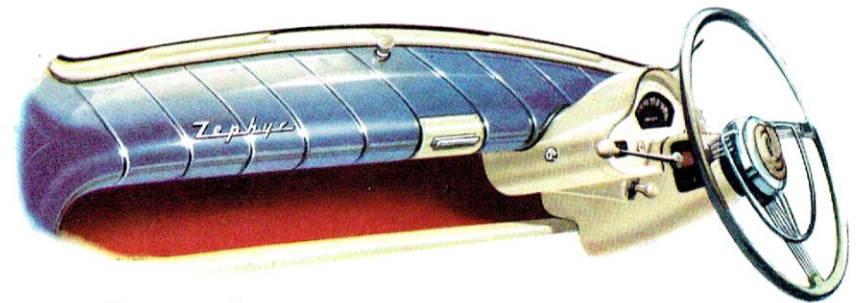
STURDY STEEL-WELDED INTEGRAL BODY CONSTRUCTION

UNDER THE SMOOTH BEAUTY of these cars is rugged strength without impairing of performance through excessive weight. As shown in the illustration at the right, the designers of Zephyr and Consul have used a box-form of integral body and frame construction. This "box-form" applies not only in sections of the body shell that house engine assembly, seating area and luggage compartment. It is also used in corner side members, cross members and door pillars. It means extra strength in all sections and when all are steel-welded together it means an overall "integral" resistance to every stress and strain. The result is more safety, longer life and fewer body noises.



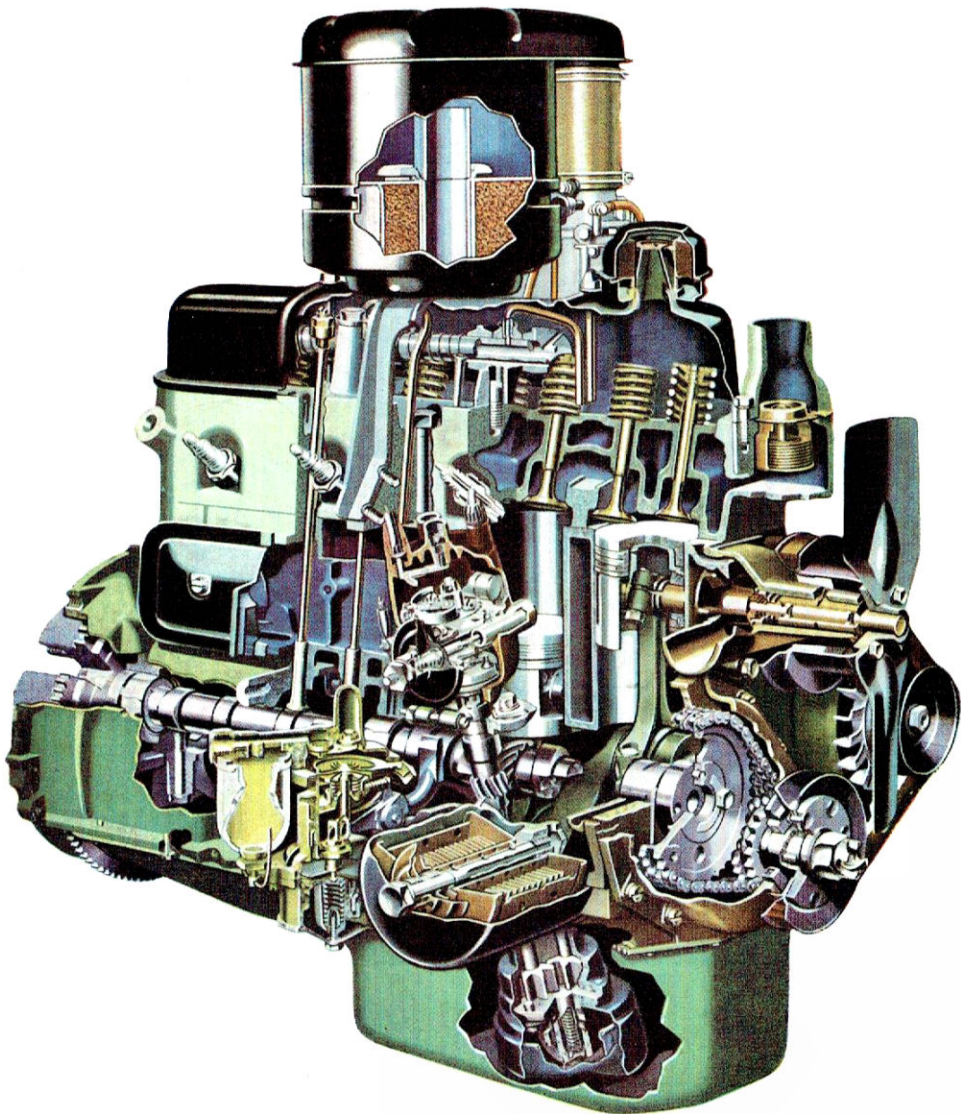
Roomy, accessible boot

The luggage compartment is very roomy, the shape of the lid making it possible to stack quite large suitcases vertically, while width of compartment is great enough to take a golf bag. Spare wheel is housed for immediate access.



Practical in every aspect of design

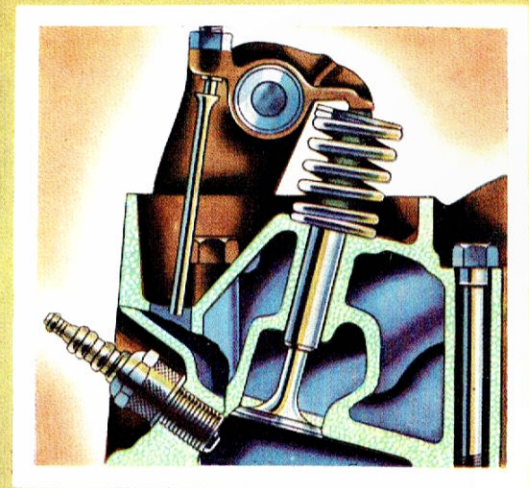
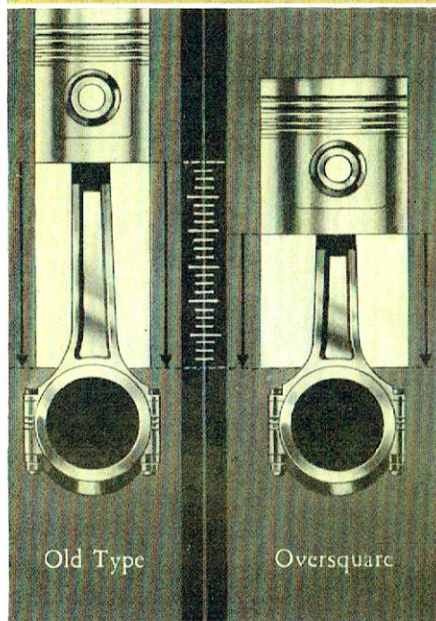
A lined parcels shelf stretches the full width of the driving compartment's smart panel. For quick, easy reading instruments are grouped in a binnacle on the steering column immediately ahead of the driver.



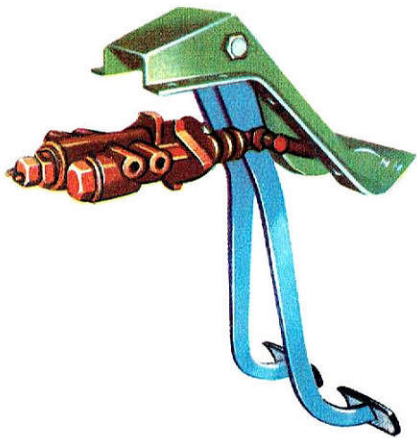
Illustrated is the 4-cylinder Consul engine of 15.63 R.A.C. rated horsepower. The 6-cylinder Zephyr engine is rated at 23.44 horsepower.

OVERSQUARE O.H.V. ENGINES ARE ANOTHER COMPLETELY MODERN FEATURE

THE ZEPHYR AND CONSUL ENGINES are both of the "oversquare" type wherein the length of the piston stroke is less than the diameter of the cylinder bore. This results in three advantages. The engines cruise at high speed without the pistons racing — with consequently less wear and tear and longer engine life. Crankshaft vibration is reduced, meaning smoother operation of the engine. Bore diameter permits use of large diameter valves and valve ports improving power output, cooling and general efficiency. **CONSISTENT ECONOMY** — These Ford-built developments in "oversquare" design mean fuel economy as well as better performance. The results of official tests are . . . Zephyr 29 m.p.g. . . Consul 34 m.p.g.

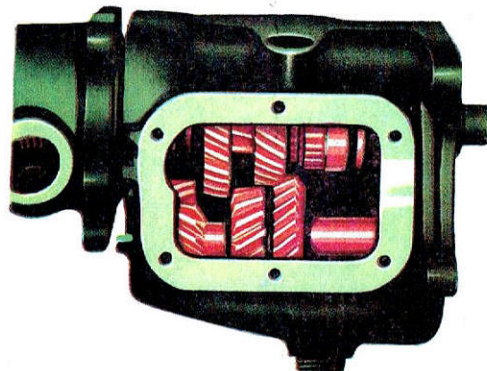


THE OVERHEAD VALVES permit a more efficient combustion head shape which spreads the explosion evenly, giving more power, smoother running and improved fuel consumption.



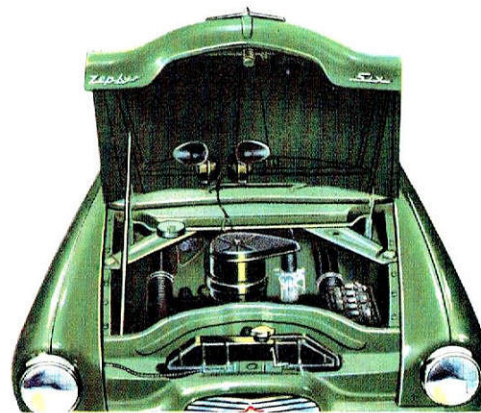
Pendant type foot pedals.

These pendant type controls are easier to operate and eliminate draughty floor holes. Hydraulic action of clutch means smooth, full engagement at all times.



Synchron-mesh gears.

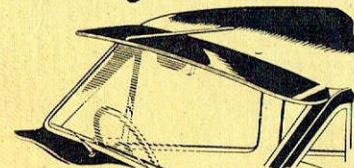
All gears are of helical type ensuring quiet operation. The drive is taken through gearbox extension, reducing tail shaft length, reducing vibration and noise.



Engine accessibility.

The "alligator" type hood permits complete access to engine components. The low overall height of car and resulting placement of guards also facilitates side access.

*Genuine Ford Accessories
to match the quality of
Zephyr and Consul*

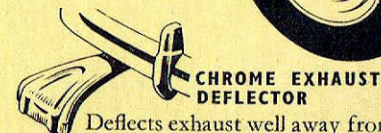
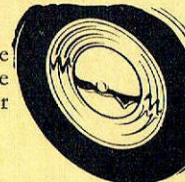


EXTERIOR SUN VISOR

For driving a shade better. Glare goes, eye-strain reduced, front seat cooler. Rattle-proof mounting.

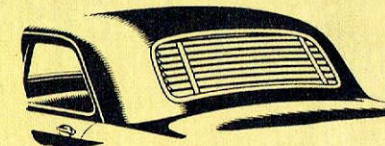
WHEEL DISCS

Gleaming chrome fully covering the wheel, cleaning easier



CHROME EXHAUST DEFLECTOR

Deflects exhaust well away from the bumper preventing discoloration.



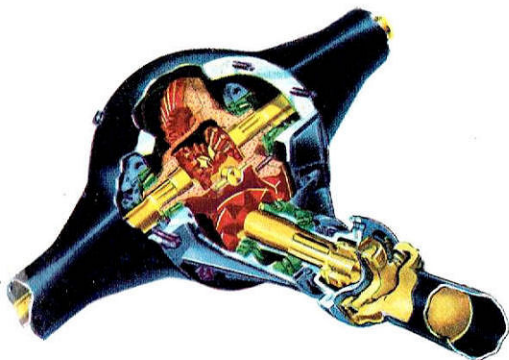
REAR VENETIAN SHADE

Keeps sun out, temperature down, eliminates glare from following lights. Does not obstruct rear vision.



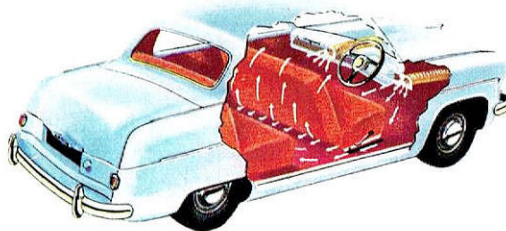
**FORD BODY WASH,
BODY POLISH,
BODY COAT,
BODY WAX**

Ford-compounded beauty aids that quickly and easily make body-work "beam" with a mirror-like finish.



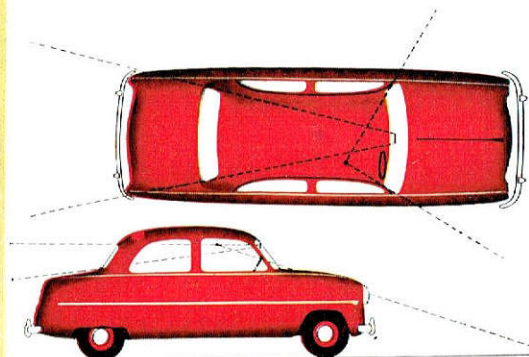
Hypoid final drive.

This allows the stronger tooth contact and longer life of a larger pinion gear. It also lowers the propellor shaft, meaning less drive tunnel obstruction on the car.



Controlled ventilation.

Fresh air is regulated through two filtered air ducts and distributed to the interior of the car. In addition, front doors have "no-draught" quarter ventilating windows.



All-round visibility.

A safety and pleasure feature is the fact that design not only allows all-round vision but also a front road-view almost from the front wheels onwards.



Ask your Ford Dealer about them

MECHANICAL ADVANTAGES TO GIVE YOU MORE MILES AND YEARS OF HAPPY MOTORING

ABRIDGED SPECIFICATIONS FOR ZEPHYR-SIX AND CONSUL

ENGINE:

ZEPHYR-SIX: Six cylinder cast integrally with upper half of crankcase. Bore 3.125 ins. Stroke 3.0 ins. Capacity 138 cu. ins. Overhead valves, push-rod operated from harmonic cams in cylinder block. Compression ratio 6.8:1. B.H.P. 68 at 4,000 r.p.m. Torque 112 lbs./ft. at 2,000 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 autothermic alloy pistons. Three point suspension of engine and gearbox giving remarkably smooth power flow.

CONSUL: Four cylinder cast integrally with upper half of crankcase. Bore 3.125 ins. Stroke 3.0 ins. Capacity 92 cu. ins. Overhead valves, push-rod operated from harmonic cams in cylinder block. Compression ratio 6.8:1. B.H.P. 47 at 4,400 r.p.m. Torque 74 lbs./ft. at 2,000 r.p.m. Three bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point rubber suspension of engine and gearbox 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 — Zephyr-Six 8 pints; Consul 6½ 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 — Zephyr-Six 1, 5, 3, 6, 2, 4; Consul 1, 2, 4, 3.

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 9 gallons.

COOLING SYSTEM.

Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system — Zephyr-Six 22 pints; Consul 16.375 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. Helically cut constant mesh gears. Three forward speeds. Overall ratios — Zephyr-Six 4.444 to 1, 7.297 to 1, and 12.62 to 1. Reverse 17.153 to 1. Consul 4.556 to 1, 7.48 to 1, and 13.049 to 1. Reverse 17.586 to 1. Oil capacity of gearbox 2½ pints approximately.

REAR AXLE.

½ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio — Zephyr-Six 4.444 to 1; Consul 4.556 to 1. Oil capacity 2½ pints approximately.

FRONT SUSPENSION.

Independent front wheel suspension employs low periodic 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.

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-serve. Total lining area 121 sq. ins. Foot brake all four wheels, handbrake on rear wheels only.

STEERING.

High efficiency worm and peg type. Ratio 13.6 to 1. Steering wheel diameter 17 ins. three spoke spring type.

WHEELS AND TYRES.

Pressed steel with wide base rims. Rustless steel hub-caps. Tyres—Zephyr-Six 6.40 x 13; Consul 5.90 x 13.

ELECTRICAL EQUIPMENT.

Two-brush ventilated generator, compensated voltage control. Drive: V-belt easily adjustable. Starter motor. Horns: Zephyr-Six dual "Windtone" horns operated by horn ring on steering column. Consul high frequency 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, ammeter, fuel gauge, oil pressure warning light, direction indicator warning light, ignition warning light, headlamp main beam warning light. Instrument lighting controlled by tumbler switch beneath belt rail finish panel.

CONTROLS.

Choke, starter, ignition switch is key operated on left of instrument housing, lighting switch, instrument light and windshield wiper. Plastic control knobs. Foot operated headlamp dimmer switch.

BODY.

All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and curved type rear window. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Built-in barrel lock fitted to R.H. front door handle. 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 headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Two ashtrays. Flasher type direction indicators operated by self-cancelling switch on steering wheel. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters, and radio.

GENERAL DIMENSIONS.

	Zephyr-Six	Consul
Overall length	14 ft. 3.75 ins.	13 ft. 8.73 ins.
Overall width	5 ft. 3.93 ins.	5 ft. 3.98 ins.
Overall height	5 ft. 0.75 ins.	5 ft. 0.75 ins.
Wheelbase	104 ins.	100 ins.
Track — front	50 ins.	50 ins.
rear	49 ins.	49 ins.
Kerb weight	2591 lbs.	2435 lbs.

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.



Smooth reception radio

Custombuilt for Zephyr and Consul, this Ford Car Radio performs with amazing clarity and mellowness of tone. Its clear long-range reception means enjoyment wherever you drive. An extension speaker is available for fitting in the rear compartment so that, even at whisper-level volume, all passengers have complete audibility. Prior to delivery, your Ford Dealer will arrange to have your Zephyr or Consul radio-equipped at the Ford factory—or if you prefer, he will handle after-delivery installation.

Ford's modern service for these modern cars

Wherever you go you will find a Ford Dealer ready to give you the service advantages of Ford factory-trained mechanics . . . Ford factory-approved methods . . . Time-saving equipment just right for Ford-built vehicles . . . Genuine Ford Parts. This better service means that you can keep your Zephyr or Consul in tip-top condition at minimum cost.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

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