

The Motor Road Test No. 26/60

Make: Ford **Type:** Galaxie Town Sedan
(with Dual-range Automatic Transmission)

Makers: Ford Motor Co. of Canada Ltd.

Concessionaires: Lincoln Cars Ltd., Great West Road, Brentford

Test Data:

World copyright reserved; no unauthorized reproduction in whole or in part.

CONDITIONS: Weather: Cool and showery, with gusty wind and very low barometer. (Temperature 56°F., Barometer 28.9 in. Hg.) Surface: Damp concrete and tarred macadam. Fuel: Premium-grade pump petrol (approx. 96 Research Method Octane Rating).

INSTRUMENTS
Speedometer at 30 m.p.h. 11% fast
Speedometer at 60 m.p.h. 15% fast
Speedometer at 90 m.p.h. 12% fast
Distance recorder ... 10% fast

WEIGHT
Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) ... 35½ cwt.
Front/rear distribution of kerb weight ... 54½/45½
Weight laden as tested ... 39½ cwt.

MAXIMUM SPEEDS

Flying Mile
Mean of six opposite runs ... 98.5 m.p.h.
Best one-way time equals ... 102.3 m.p.h.

"Maximile" Speed. (Timed quarter mile after one mile accelerating from rest.)
Mean of opposite runs ... 92.2 m.p.h.
Best one-way time equals ... 94.7 m.p.h.

Speed in gears. (Automatic change-up speeds at full throttle.)
Max. speed in 2nd gear ... 69 m.p.h.
Max. speed in 1st gear ... 41 m.p.h.

FUEL CONSUMPTION

19.5 m.p.g. at constant 30 m.p.h. on level.
19.0 m.p.g. at constant 40 m.p.h. on level.
18.0 m.p.g. at constant 50 m.p.h. on level.
17.0 m.p.g. at constant 60 m.p.h. on level.
15.5 m.p.g. at constant 70 m.p.h. on level.
13.5 m.p.g. at constant 80 m.p.h. on level.
11.5 m.p.g. at constant 90 m.p.h. on level.

Overall Fuel Consumption for 1,551 miles, 116.5 gallons, equals 13.3 m.p.g. (21.2 litres/100 km.).

Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) ... 15.5 m.p.g.
Fuel tank capacity (maker's figure) 16½ gallons

STEERING

Turning circle between kerbs:
Left ... 39 ft.
Right ... 40½ ft.
Turns of steering wheel from lock to lock 4½

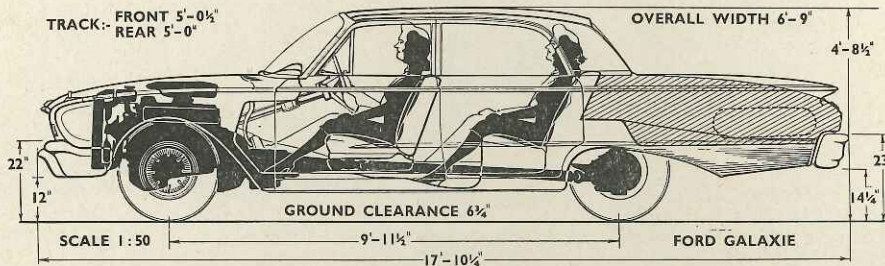
BRAKES from 30 m.p.h.

0.96 g retardation (equivalent to 31½ ft. stopping distance) with 40 lb. pedal pressure.
0.63 g retardation (equivalent to 48 ft. stopping distance) with 25 lb. pedal pressure.

TRACK: FRONT 5'-0½"
REAR 5'-0"

OVERALL WIDTH 6'-9"

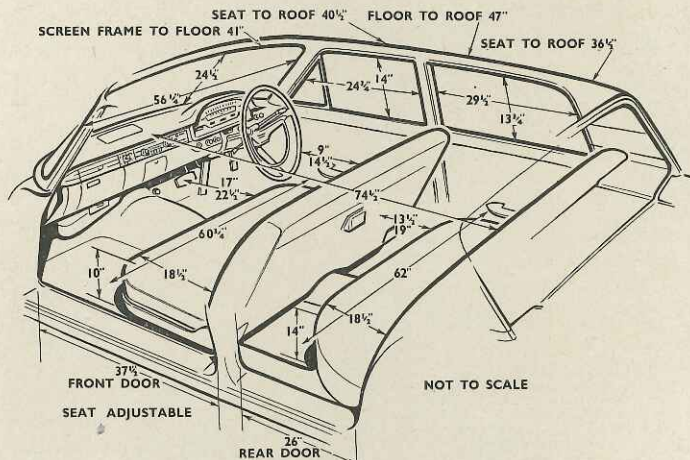
4'-8½"



GROUND CLEARANCE 6½"

SCALE 1:50

FORD GALAXIE



SEAT TO ROOF 40½" FLOOR TO ROOF 47"

SCREEN FRAME TO FLOOR 41"

SEAT TO ROOF 36½"

FRONT DOOR

NOT TO SCALE

SEAT ADJUSTABLE

REAR DOOR

ACCELERATION TIMES from standstill in D₁
range (figures for D₂ range in brackets).

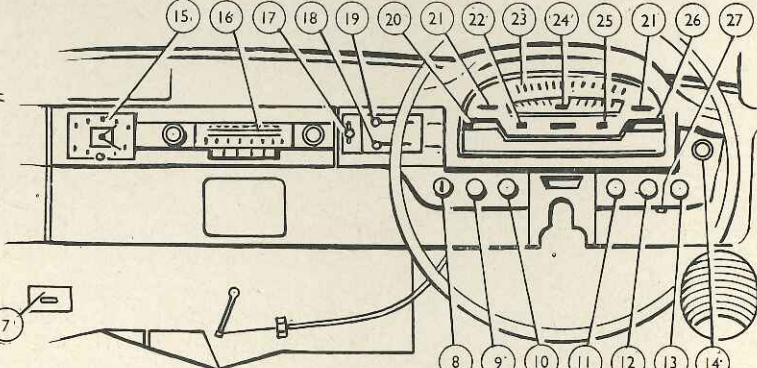
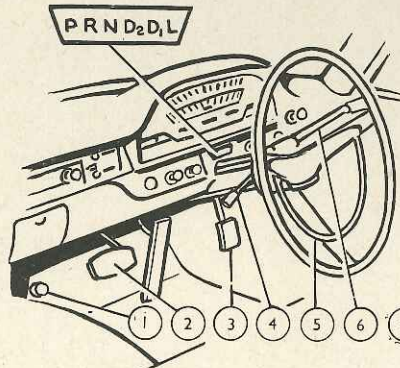
0-30 m.p.h. ...	5.1 sec. (6.4 sec.)
0-40 m.p.h. ...	7.5 sec. (9.1 sec.)
0-50 m.p.h. ...	11.8 sec. (13.4 sec.)
0-60 m.p.h. ...	17.7 sec. (19.3 sec.)
0-70 m.p.h. ...	22.1 sec. (23.7 sec.)
0-80 m.p.h. ...	29.3 sec. (30.9 sec.)
0-90 m.p.h. ...	42.9 sec. (44.5 sec.)
Standing quarter mile ...	19.6 sec. (20.9 sec.)

ACCELERATION TIMES from rolling start

	D ₁ Range	D ₂ Range
0-20 m.p.h. ...	2.9 sec.	3.4 sec.
10-30 m.p.h. ...	3.9 sec.	4.9 sec.
20-40 m.p.h. ...	4.7 sec.	5.7 sec.
30-50 m.p.h. ...	6.7 sec.	7.0 sec.
40-60 m.p.h. ...	10.2 sec.	10.2 sec.
50-70 m.p.h. ...	10.3 sec.	10.3 sec.
60-80 m.p.h. ...	11.6 sec.	11.6 sec.
70-90 m.p.h. ...	20.8 sec.	20.8 sec.

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear approx. ... 1 in 6.4 (Tapley 345 lb./ton)
Max. gradient on 2nd gear approx. ... 1 in 3.6 (Tapley 595 lb./ton)



1. Headlamp dip-switch. 2. Brake pedal. 3. Parking brake. 4. Direction indicator switch. 5. Horn ring. 6. Gear selector. 7. Cold air shutter.

8. Ignition and starter switch. 9. Lights switch. 10. Spare control. 11. Cold air control. 12. Wind-screen wipers two-speed switch. 13. Cigar lighter. 14. Parking brake release. 15. Clock. 16. Radio. 17. Heater fan switch. 18. Demister air control. 19. Heater temperature control. 20. Fuel contents gauge. 21. Direction indicator

22. Oil pressure warning light. 23. Speedometer. 24. Main beam warning light. 25. Dynamo charge warning light. 26. Water thermometer. 27. Screenwasher control.

The Ford Galaxie Town Sedan

(With Dual-range Automatic Transmission)



Spaciousness, Silence and Smooth Riding

SIZE and comfort do not invariably go together in cars, but the Ford Galaxie which Lincoln Cars Ltd. import from Canada is a big car which offers a great deal of genuine roominess and of refinement. It so very easily provides six seats that at one stage in our test we carried eight people in quite fair comfort on its two broad seats. Exceptionally well sprung, it runs with a very quiet, effortless air at quite high speeds. Inclusion of power steering, power brakes and an automatic transmission in the standard specification of cars imported to Britain makes for effortless driving, and although this model occupies a lot of space when parked or garaged its length and breadth cause little difficulty for driving in town streets or country lanes.

At the last moment, the very fully run-in car which we had expected to test had to be replaced by one which had covered less than 1,000 miles, and although we raised this figure to 1,700 miles before making performance measurements (during this time, engine oil consumption was rapidly dropping towards zero as the piston rings bedded in) it is unlikely that full power was yet being developed. Neither a persistently low barometer during the

period of our testing, nor ignition timing which seemed to be set for smooth running rather than for utmost performance, favoured speed or m.p.g.; despite its compression ratio of 8.9/1 the engine proved able to run without appreciable pinking on "mixture grade" petrol with an anti-knock rating of only about 92 Octane such as sells in London for 4s. 5d. per gallon. But it is not really important whether this model needs a little help from the wind to attain a timed 100 m.p.h. (with the speedometer reading just over 110 m.p.h.) or whether it can exceed this speed in neutral conditions, for its great attraction is the supreme ease with which the Galaxie provides all the performance which most buyers want.

For the British market, Ford Galaxie cars are normally imported from Canada with V-8 engines of 5,441 c.c. size, having a piston area which the old R.A.C. formula would have rated at 51 h.p.; in the U.S.A. the same car is also built with

even larger and more highly tuned V-8 engines, or with a less powerful six-cylinder power unit. This 5.4-litre engine is linked to a hydraulic torque converter and automatic three-speed gearbox, the latter having an easy task since there is torque enough for a gradient of about 1 in 6½ in top gear, and 2nd gear suffices for a gradient steeper than 1 in 4.

Generous engine torque has led to the provision of an unusual manual over-ride control for the automatic gearbox. Instead of the control provided on many British two-pedal cars to prevent or restrict the engagement of top gear, the Galaxie has a "notch" in its gear selector quadrant which prevents the engagement of 1st gear. This gear selector position (marked D2) which allows only the 2nd and top ratios to function involves some sacrifice of the very quick getaway from rest which the D1-selector position (allowing 1st gear to operate) makes possible, but there is still ample acceleration for coping with ordinary suburban traffic: rest to 30 m.p.h. in 6.4 sec. instead of 5.1 sec., and a standing-start ¼-mile in 20.9 sec. instead of

HORIZONTAL lines emphasize the near-18 ft. length of a luxurious American car which is wide enough to make four-abreast seating a real possibility. Sighting marks on the front wings simplify power-steered negotiation of narrow gaps in traffic.

In Brief

Price (including automatic transmission, power steering, radio, etc. as tested) £1,889 16s. 6d. plus purchase tax of £788 11s. equals £2,678 7s. 6d.

Capacity 5,441 c.c.

Unladen kerb weight 35½ cwt.

Acceleration:

20-40 m.p.h. in drive range ... 4.7 sec.

0-50 m.p.h. through gears ... 11.8 sec.

Maximum direct top gear gradient 1 in 6.4

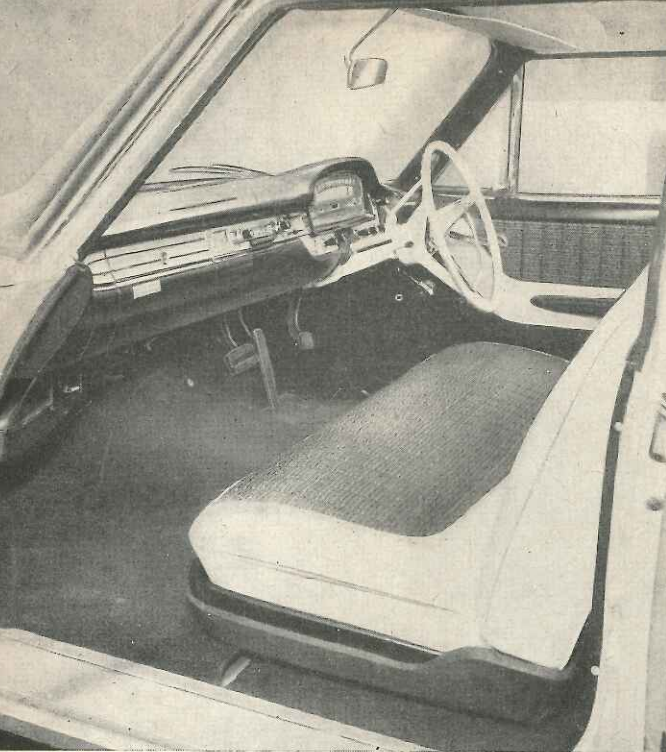
Maximum speed 98.5 m.p.h.

"Maximile" speed 92.2 m.p.h.

Touring fuel consumption... .. 15.5 m.p.g.

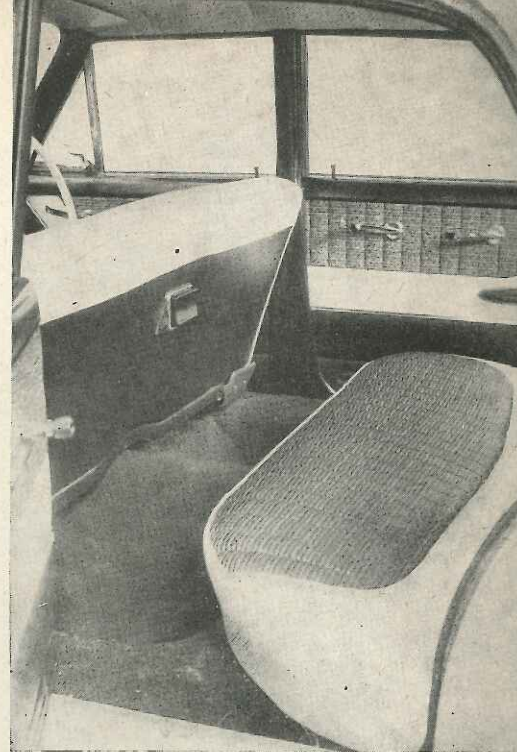
Gearing: 25.0 m.p.h. in top gear at 1,000 r.p.m.; 45.5 m.p.h. at 1,000 ft./min. piston speed.





The Ford Galaxie Town Sedan

WIDE seats are upholstered in woven material on which passengers do not slide about, and footwells in the rear compartment are sloped so that passengers' feet rest at comfortably natural angles.



19.6 sec., are figures which indicate the loss in low-speed acceleration when 1st gear is inoperative. With only occasional changes between 2nd and top gear, the transmission in D2 range is very smooth indeed. Changes between 1st and 2nd gear in D1 range are reasonably smooth even at wide throttle openings, but not by any means imperceptible.

To an impressive extent, this car responds to the driver's normal commands without making him aware of an engine or gearbox being at work. During hard acceleration the engine becomes audible, but so soon as the driver attains a chosen cruising speed and eases his pressure upon the accelerator pedal the power unit fades into inaudibility. To provoke a downward change from top to 2nd gear at anything much more than 30 m.p.h. a rather firm "kick down" pressure on the accelerator pedal is necessary: at full throttle 1st gear remains in use up to 41 m.p.h. and then 2nd gear takes the speed up to 68 m.p.h., kick-down changes from top into 2nd gear being possible at 60 m.p.h., so it will be seen that this transmission has a gear ratio suitable for any traffic situation. The torque converter permits easy starts from rest on a 1 in 4 gradient in 2nd gear, D1 range (i.e., 1st gear) sufficing for starts on even steeper slopes—long tail overhang provides this car with surprisingly good rear wheel adhesion on freak hills, but on icy surfaces D2 range would offer real advantages.

Jerkiness whilst manoeuvring, which can be avoided only by quite a high degree of driving skill, was one fault of the Galaxie to which both transmission and brakes contributed. A lower engine idling speed

setting might have diminished the jolt which was apt to accompany selection of forward or reverse drive with the car at rest, the fast idling which accompanied operation of the very efficient automatic choke for some while after a start from cold magnifying these jolts. Also, at low speeds, the power brakes which require only very modest pedal pressures needed delicate application if they were not to rock the car on its soft springs, and after the car had been parked in damp weather for a few hours brake fierceness was temporarily much increased.

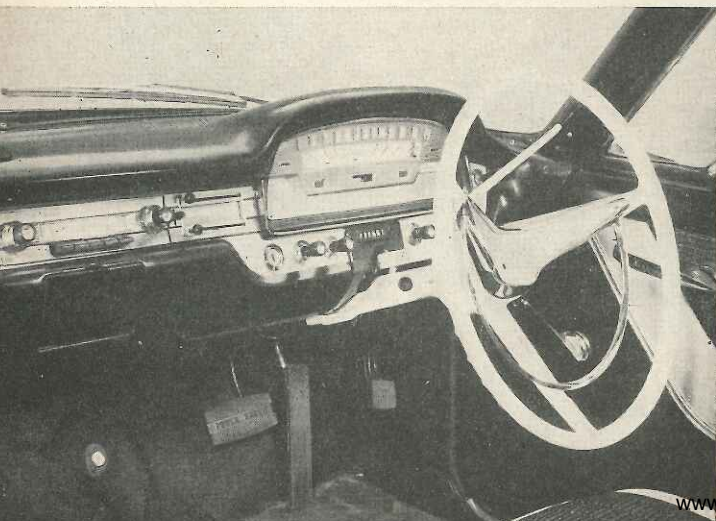
Although the springs used on Ford Galaxie cars sold in Britain are described as "heavy duty" they are, by European standards, very flexible indeed. The way in which this car floats over bad surfaces without the bumps being either felt or heard to any appreciable extent is most impressive, whether the Galaxie be empty or fully laden: the performance of this very orthodox looking design, with a steel body insulated by rubber from a box-section chassis which in turn rides upon coil front and semi-elliptic rear springs, goes far to explain why pneumatic suspension did not "take on" when offered to American motorists. Fast driving over some wavy surfaces does cause appreciable slow rise and fall of the Galaxie on its soft and very lightly damped springs, but the bump stops do their work gently and silently, the ride remains flat and passengers do not become queasy; there are very, very few cars in the rear seat of which it is possible to write so legibly.

Quite a lot of this car's 81-inch breadth is overhang, but in conjunction with low build its wheel track is sufficient to keep body roll on corners within very modest

limits. On a motorway, some shake (which was noticed primarily on the steering column and the doors) began at about 85 m.p.h. and continued up to over 100 m.p.h., but this was never noticed on ordinary roads and an 80-85 m.p.h. cruising speed such as satisfies most motorway users was smooth as well as quiet. Open windows produce some wind noise at high cruising speeds, but only extreme quietness in other respects makes this noise noticeable.

Power steering on the Galaxie is literally finger light, even if turned from lock to lock with the car at rest. The car holds an accurate course almost of its own accord at fast driving speeds, with reassuringly little tendency to wander in cross winds or on awkward cambers. It is some while before a driver gains confidence to take corners really fast because, although the shock-free steering will self-centre itself gently if the wheel is completely released, the driver has little or no "feel" through his hands of how hard he is cornering. A tendency for the "safety valve" in the power steering system to squeal when full lock is reached can be annoying.

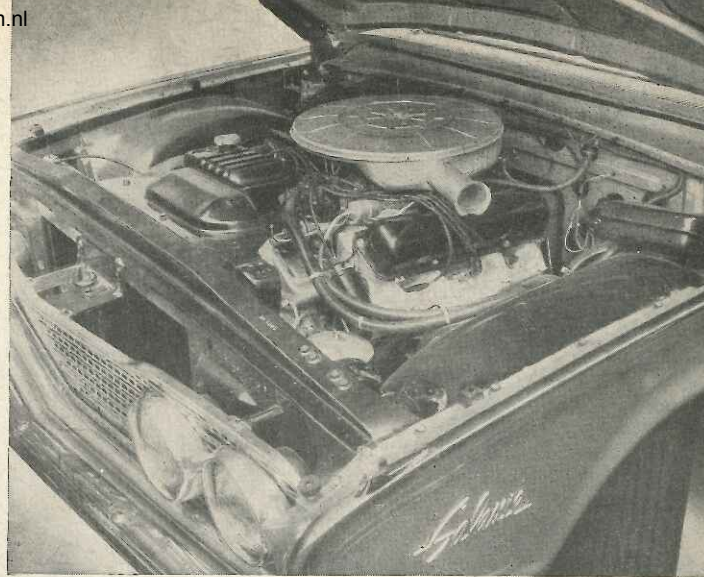
One immense advantage of this car over an earlier generation of American cars is that, thanks to power braking the brake pedal has a short travel and is level with the accelerator pedal when both are released. Furthermore, brakes of 11-inch diameter and 2½-inch width have quite considerable fade resistance, indicated by undiminished braking power after three stops from 90 m.p.h. in quite close succession. Unfortunately, a degree of fierceness in the brakes and the fact that during much of our test they pulled the car quite strongly to one side (this fault eventually disappeared as suddenly as it had developed) discouraged a fast driver from placing implicit faith in his ability to stop in a straight line. The mechanical parking brake is applied by a third pedal placed outboard of the ordinary accelerator and brake pedals or released by pulling a knob on the fascia panel, an arrangement which is less convenient on a right-hand drive car than on the left-hand drive models (in this case the driver's otherwise almost unemployed left foot can apply the parking brake) for which it was first introduced. The type of automatic gearbox fitted to this model can be used by a keen driver to assist the brakes, as



TWO PEDALS plus a third to operate the parking brake are used on the Galaxie, the main brake pedal being level with the accelerator so that a foot can move quickly from one to the other in an emergency.



AREA of the luggage space provided in the large tail is evident from this photograph, the spare wheel and 8.00-14 tyre occupying a corner of the big locker.



5.4 LITRES of V-8 engine provide the torque upon which effortless high performance is based.

selection of "L" on the gear quadrant engages 2nd gear at speeds between 60 and 20 m.p.h., 1st gear engaging when the speed is brought below 20 m.p.h.

Styled in the modern American fashion, the Galaxie which we drove was painted silver-grey and had a good deal of black in its interior, so that whilst it stood out from other cars on English roads by sheer size it could not be accused of looking garish as do some models from America. Pairs of headlamps gave a fine spread of light which emphasized that they are not merely decoration. Whilst the lowness of the whole car means that passengers must step down into it and climb up out of the seats, there is quite sufficient headroom for most people in both front and rear compartments.

As has been indicated, body width is more than sufficient for three-abreast seating, and central armrests for the front and rear seats would be a welcome extra feature. On long journeys, the seats proved rather too firmly cushioned for ideal comfort, but they are well shaped, have high backrests, and are upholstered in a non-slippery woven fabric, whilst the driver finds the controls comfortably placed. There is a lot of legroom,

shallow rear seat footwells slope gently upwards so that passengers' feet rest comfortably at a natural angle, and the hump over the gearbox is much less bulky than in many such low-built cars. There is a luggage locker which, although not exceptionally deep, is wide, and so remarkably long that one would find it hard to load or unload the deepest recesses of its fabric-covered floor; inside the vast body, a smallish lockable glove-box is virtually the only stowage for odds and ends. The fuel tank holds 16½ gallons, but its filler begins to "spit back" before filling is completed.

Electrical two-speed wipers proved silent but did not clean the curved glass with the effectiveness which heavily-pressurized wiper blades used to provide on American cars: a wiperscreen washing unit is fitted as standard, as are reversing lamps, a clock, white-wall tyres and an excellent push-button radio operating on the medium waveband only. Interior heating equipment is also fitted to all cars, a hint at how the kerb weight of such a big and powerful car is kept down to 35½ cwt. being gleaned when a compressed fibre duct leading fresh air to the heater matrix (this is sprung into place with no other

fixing) fell off from its position behind the fascia.

Very large areas of glazing are a feature of the Galaxie Town Sedan four-door body, all passengers enjoying an excellent view around them. The driver looks ahead over a falling bonnet which is recessed centrally, and the front wings carry motifs reminiscent of the gun sights on old-type fighter aircraft, located almost at the extreme outer edges of the car where they help him to place a wide car accurately. The rear wings also are visible from the driving seat when reversing.

Imported to Britain and so subject to customs duty as well as purchase tax, the Galaxie at £2,678 7s. 6d. with full equipment is by no means cheap, nor is its touring fuel consumption of 15½ m.p.g. (any premium-grade petrol satisfies the engine) particularly economical. Those who can afford to buy and run this car are, however, offered a combination of impressive appearance, well-planned roominess, quite high performance, silence and exceptionally smooth riding which it does not seem possible to obtain more cheaply.

The World Copyright of this article and illustrations is strictly reserved © Temple Press Limited, 1960

Specification

Engine	
Cylinders	V-8
Bore	101.6 mm.
Stroke	83.7 mm.
Cubic capacity	5,441 c.c.
Piston area	100.4 sq. in.
Valves	Pushrod-operated o.h.v.
Compression ratio	8.9/1
Carburettor	Holley twin-choke downdraught
Fuel pump	AC mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	Ford full-flow
Max. power (gross)	225 b.h.p.
at	4,400 r.p.m.
Piston speed at max. b.h.p.	2,420 ft./min.
Transmission (Automatic)	
Clutch: Hydraulic torque converter with 2.10 multiplication when stalled.	
Top gear	3.10
2nd gear	4.56
1st gear	7.44
Reverse	6.20
Propeller shaft	Single-section open shaft
Final drive	10/31 hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	25.0
Top gear m.p.h. at 1,000 ft./min. piston speed	45.5
Chassis	
Brakes: Bendix duo-servo hydraulic with vacuum servo assistance.	
Brake-drum dimensions	11 in. by 2.5 in.
Friction areas: 225.5 sq. in. of lining area working on 346 sq. in. rubbed area of drums.	
Suspension: (Heavy-duty springs used on cars sold in Britain).	
Front: Independent by coil springs, anti-roll torsion bar and ball-jointed transverse wishbones.	
Rear:	Semi-elliptic leaf springs
Shock Absorbers	Telescopic
Steering gear: Recirculatory ball steering gear with linkage-type hydraulic power assistance.	
Tyres: Firestone white-wall tubeless, 8.00-14	

Coachwork and Equipment

Starting handle	No
Battery mounting	Alongside radiator on right
Jack	Ratchet pillar type
Jacking points	4 external points under bumpers
Standard tool kit: Screwdriver, pliers, adjustable spanner, 2 open jaw spanners, sparking plug spanner and tommy bar, grease gun.	
Exterior lights: 4 headlamps, 2 sidelamps/turn indicators, 2 stop/tail/turn indicator lamps, 2 reversing lamps, number plate lamp.	
Number of electrical fuses: 6 plus 2 circuit breakers.	
Direction indicators: Self-cancelling flashers combined with side and stop lamps.	
Wiperscreen wipers: Two-speed two-blade electrical, self parking.	
Wiperscreen washers	Vacuum operated
Sun visors	2, universally pivoted
Instruments: Speedometer with decimal total distance recorder, fuel contents indicator, coolant temperature indicator.	
Warning lights: Dynamo charge, oil pressure, headlamp main beam, turn indicators.	
Locks:	
With ignition key: Ignition/starter switch and either front door.	

With other key: Glove box and luggage locker.	
Glove lockers: One on fascia panel, with lockable lid.	
Map pockets	None
Parcel shelves	Behind rear seat
Ashtrays: One on fascia panel, one behind front seat.	
Cigar lighters	One on fascia panel
Interior lights: One in roof, with courtesy switches on front doors and manual switch on fascia.	
Interior heater: Fresh air heater and screen de-mister.	
Car radio: Push-button American medium-wave radio fitted as standard.	
Extras available: British accessories, or Ford equipment specially imported from Canada, if required.	
Upholstery material	Woven plastic fabric
Front wheel covering	Carpet with rubber insets
Exterior colours standardized: Ten (white roof with any colour extra).	
Alternative body styles: Town Victoria, Starliner Victoria, Sunliner Convertible, 9-passenger Country Sedan.	

Maintenance

Sump: 8 pints, plus 2 pints in filter, S.A.E. 20 (above 90° F. use S.A.E. 30, below 32° F. use S.A.E. 10W).	
Automatic transmission: 17 pints Automatic Transmission Fluid type "A," suffix "A."	
Rear axle	S.A.E. 90 (S.C.L.)
Steering gear lubricant	S.A.E. 80
Power steering system: Automatic transmission fluid.	
Cooling system capacity: 32 pints (3 drain taps)	
Chassis lubrication: By grease gun every 1,000 miles to 9 points.	
Ignition timing: 6° before t.d.c. static (allowable range 2° to 10° before t.d.c.).	

Contact-breaker gap	0.024-0.026 in.
Spark plug type	18 mm. Champion F-11-y
Spark plug gap	0.032-0.036 in.
Valve timing: inlet opens 12° before t.d.c. and closes 54° after b.d.c.; exhaust opens 58° before b.d.c. and closes 8° after t.d.c.	
Tappet clearances	Self-adjusting
Front wheel toe-in	¼ in. - ¾ in.
Camber angle	½-1½° positive
Castor angle	½° negative to ½° positive
Steering swivel pin inclination	63°
Tyre pressures	Front and rear 24 lb.
Brake fluid	Heavy duty to S.A.E. Spec. 70R1
Battery type and capacity	12 volt, 55 amp. hr.