A GREAT NEW MOTOR CAR

THE NEW V-8 CYLINDER CAR
BY FORD

The Story of the

NEW V-8 CYLINDER CAR BY FORD

It is not too much to say that the New V-8 cylinder car by Ford is a revolutionary automobile, for it is a new motor car made to meet to-day's new conditions—a product representing all of the remarkable resources of the Ford industry.

Every desirable feature of convenience, comfort, beauty and performance has been built into this new car. It has an 8-cylinder, 65 horse-power V-type engine with large and roomy bodies of new modern design, synchronising gear changing with silent second, and numerous remarkable features.

From its new and modern V-type radiator to the fuel tank at the rear, its low and sweeping air-flow lines give it an appearance of graceful beauty. These new lines mean more than beauty alone. They actually improve car performance because of the lessened wind resistance resulting from the slanting windshield, low roofline and curved rear panels.

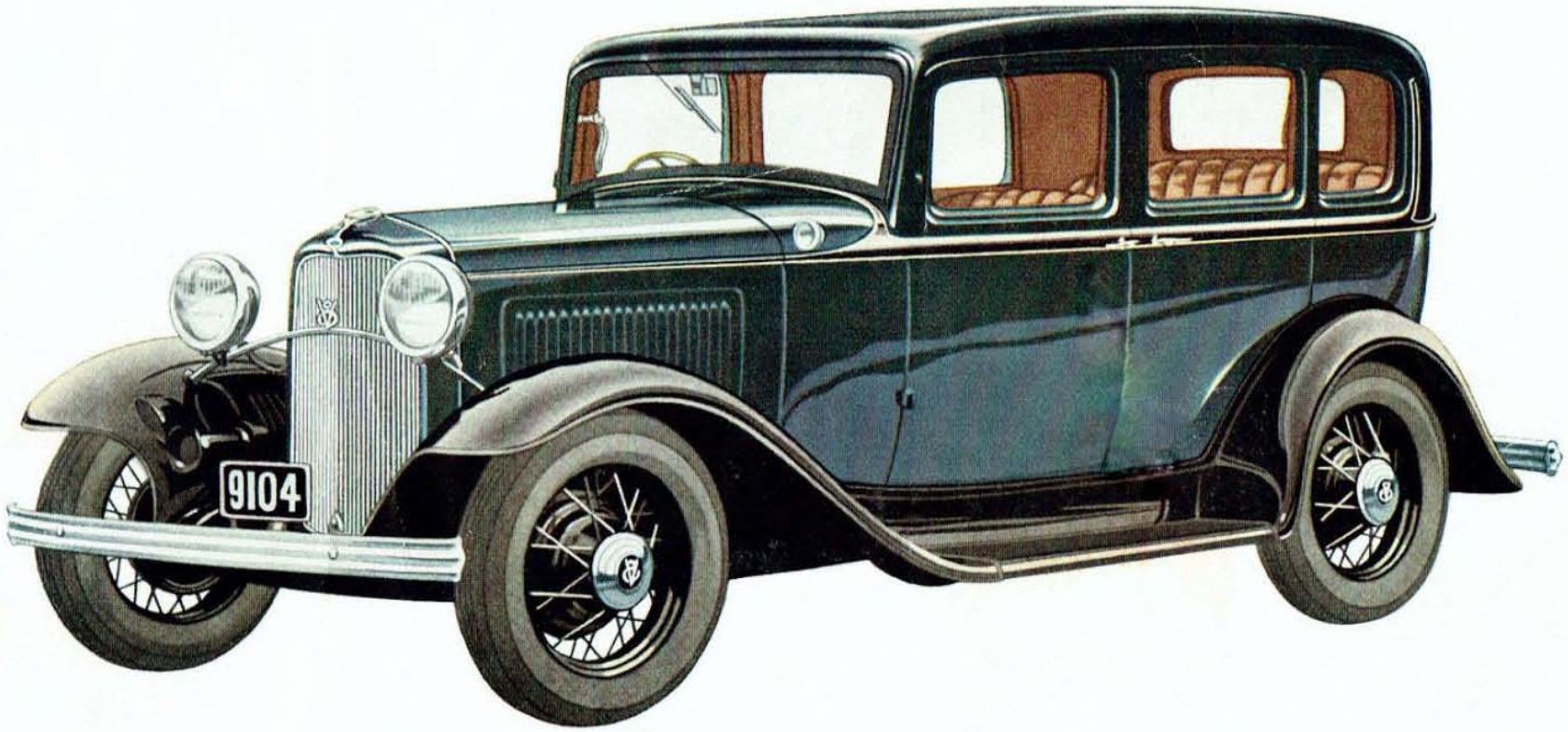
When you ride and drive this new car you will realise that it sets entirely new standards of performance. Comfort is especially marked. The car rides smoothly and easily at all speeds. You will notice the flashing acceleration, the ease with which it will reach its maximum speed and hold it. You will find all the controls grouped within easy reach. You will appreciate the synchronised gear changing, the light clutch and brake pressures, the effortless steering and the fact that you can park with minimum effort.

There are eight beautiful body types, offered in a wide variety of colours. Beauty marks the interiors, as well as the exteriors, with handsome upholstery and fittings. The seats are deep and comfortable and are placed low in the body. As the car itself has a new low centre of gravity, you ride with a new sense of ease and comfort. To suit individual preferences, there is a wide choice of colours.

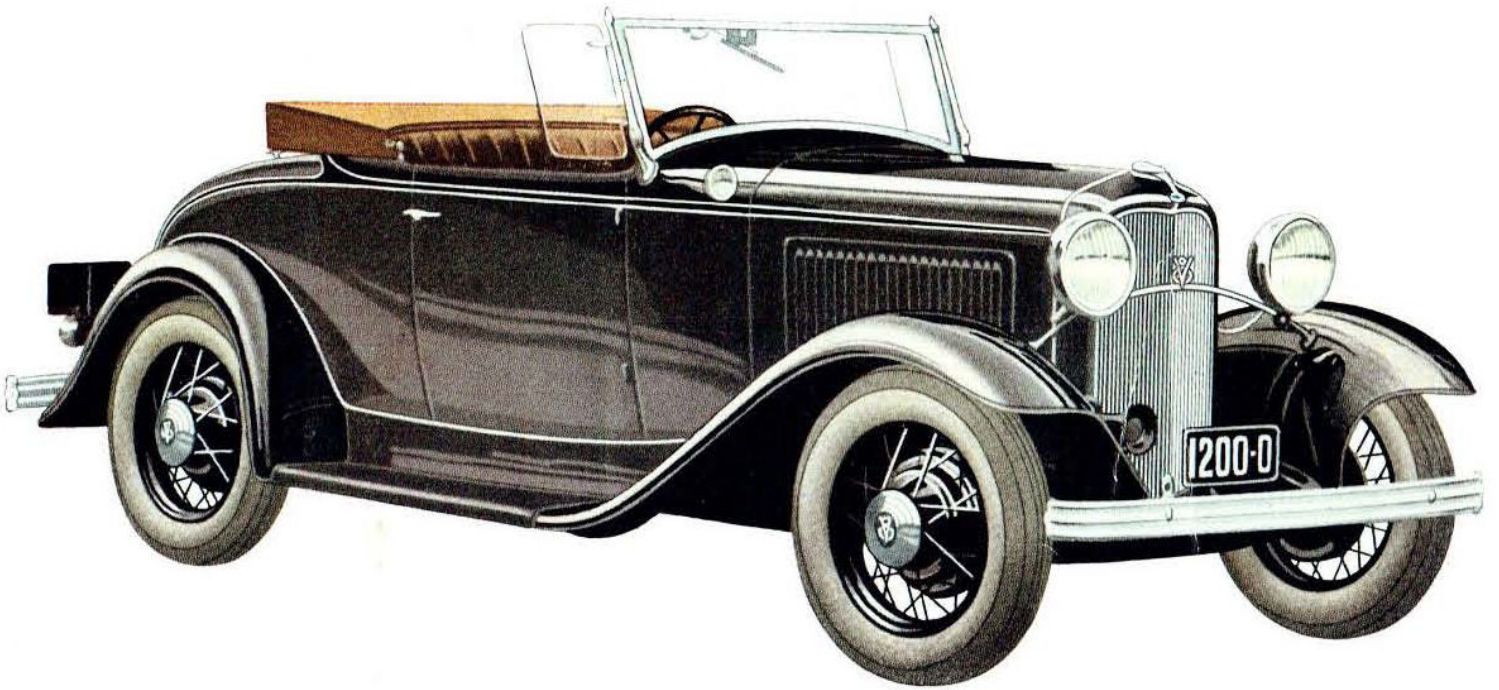
No pictures, however, can reveal the full beauty of this New V-8 cylinder car by Ford, just as no words can possibly describe its remarkable performance. You must see the car yourself, ride in it, drive it. This you are cordially invited to do, and your local Ford dealer will be glad to arrange such a demonstration.

Improved Four Cylinder Engine

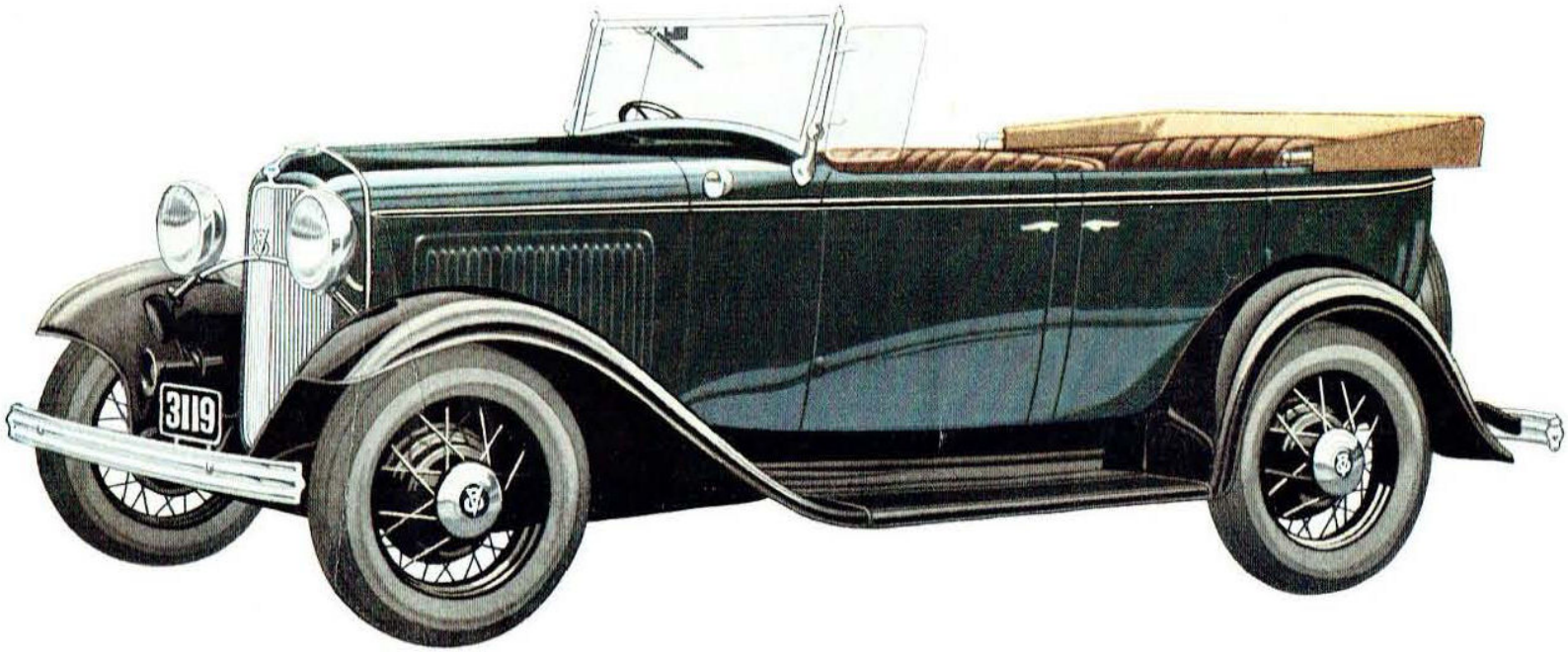
Those who prefer the four-cylinder type of engine may still obtain it. An improved four-cylinder, 50 horse-power engine by Ford is available, rubber mounted for smoothness and setting a new standard of four-cylinder performance. This is obtainable in the same body types as the V-8 cylinder car.



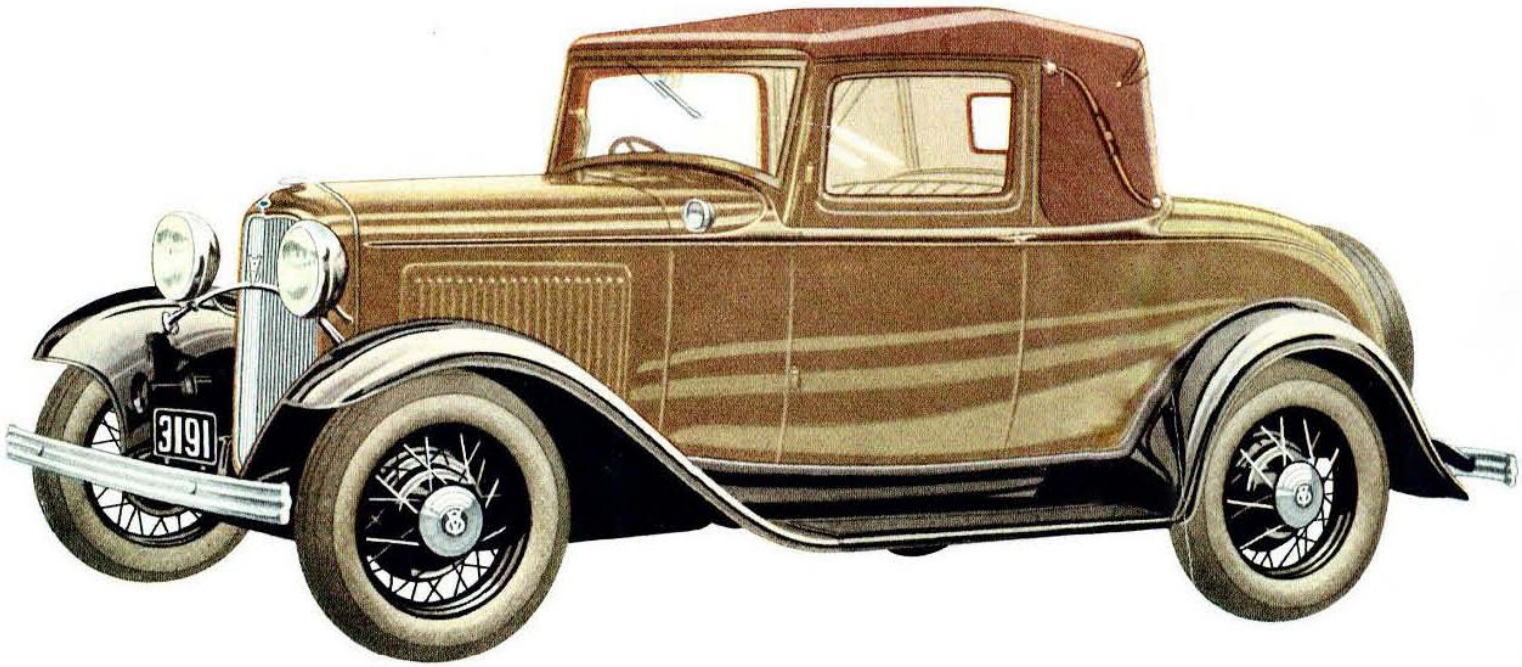
The Town Sedan A truly fine motor car. Many extra appointments make it very attractive. Included in the equipment are dome and cowl lamps, robe rail, toggle grips, and rear luggage carrier. Two handsome upholstery materials are available: a beautiful cloth as standard, with soft chrome leather optional. Also available as a standard type at a lower price.



The Sport Roadster Luxurious equipment adds to your enjoyment of this roadster's snap and vigour of performance. The front seat is in genuine leather. Wings are standard equipment. A rumble seat is also standard equipment as are cowl lamps and luggage carrier. There is a standard Roadster at a lower price.



The Sport Phaeton A roomy, smartly equipped car, which offers five passengers the real joy of driving in an open body. The front seat is full width. Seats upholstered in genuine leather. Cowl lamps, windscreen wings and luggage carrier are standard equipment. There is also a standard Phaeton at a lower price.



The Sport Coupe Chosen by many because of the sport appearance given it by the soft hood. This is in waterproof brown landau material. The rear curtain is equipped with sliding seams and may be attached to the inside of the hood, thus permitting conversation with rumble seat passengers. The hood is stationary.

Features of the

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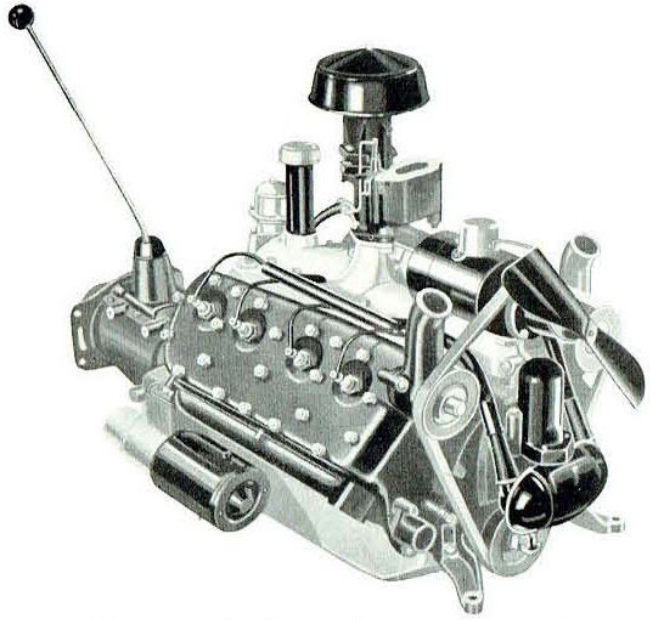

The V-8 cylinder 65 horse-power engine

THE New V-8 cylinder engine develops 65 horse-power and for the first time in history brings into the low price field the V-8 type of engine which has previously been confined almost exclusively to cars selling in the highest price range. One of the important characteristics of the V-type engine is its smooth operation and exceptional quietness. This is due not merely to the smooth, even production of power developed by the V-8 engine, but to the extraordinary precautions taken throughout the chassis and body to provide a means of absorbing noise and vibration. Rubber is used at scores of points as a mechanical insulator.

Your very first ride in the New V-8 cylinder car by Ford will reveal to you a new standard of motoring comfort. You sit in complete ease. Comfort was one of the prime objects in designing this car, and comfort is engineered into the chassis as well as into the bodies. Comfort, as a matter of fact, is not merely a matter of cushions and upholstery and springs, but of basic car design.

You will be amazed at the ease with which the New V-8 cylinder car by Ford is controlled. The driver's seat is adjustable in all closed cars to suit your exact requirements. Coincidental lock, starter, throttle and choke are all within easy reach. Gear changing is synchronised and you may change in and out of second and top, up or down, quickly and without sound. Women especially will appreciate the ease with which the car is handled in traffic as well as on the open road.

Specifications of the

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ENGINE—Eight cylinder, V-type, 90-degree crankshaft. Piston displacement, 221 cubic inches. Bore, 3-1/16 inches. Stroke, 3¾ inches. Horsepower rating, R.A.C., 30; brake horsepower, 65.

CRANKSHAFT—Carbon manganese steel, heat-treated, machined, lapped, and honed; statically and dynamically balanced. Three main bearings, all 2 inches in diameter. Length, front, 1¾ inches; centre, 1-11/16 inches; rear, 2¼ inches.

CAMSHAFT—Carbon manganese steel. Contours designed to operate valves silently. Three bearings, all 1.8 inches in diameter. Length, front, 1-21/32 inches; centre, 1⅜ inches; rear, 2 inches.

VALVES—Chromium and nickel alloy. Mushroom-end.

CONNECTING RODS—Heat-treated steel forging, I beam section. All rods alike.

PISTONS—Special heat-treated aluminium alloy. Two compression rings and one oil control ring.

ENGINE LUBRICATION—Pressure from gear pump in oil pan direct to main bearings of crankshaft and camshaft. Crankshaft drilled for oil passage to connecting-rod bearings. Lubrication of other parts by splash and spray.

CARBURETTOR, FUEL SYSTEM—Diaphragm pump mounted on top of engine driven by plunger operating on eccentric on camshaft. Down-draft carburettor on top of engine. Hotspot manifold. Air silencer. Fuel tank capacity, 11 gals.

COOLING—Tube and fin type radiator, with four rows of tubes. Efficient fan. Two centrifugal pumps, one in each cylinder head. Capacity 4½ gallons.

IGNITION—Battery, coil, and distributor. New-type distributor driven directly off end of camshaft. Full automatic timing, vacuum-controlled.

TRANSMISSION—Synchronised selective sliding type, with helical-cut constant-mesh gears in second speed.

CLUTCH—Single plate. Moulded asbestos composition facings. Clutch and transmission in unit with engine.

FRONT AXLE—Carbon manganese steel forging, I beam construction.

REAR AXLE—Three-quarter floating type. Spiral bevel gear and pinion. Roller bearings throughout. Gear ratio, 4.111 to 1.

BRAKES—Four-wheel mechanical, internal expanding shoe type. Operated by both foot pedal and hand lever. Total braking surface, 186 square inches.

STEERING GEAR—Semi-reversible hour-glass worm and 3-tooth sector type, with self-adjusting thrust bearings. Ratio, 13 to 1.

SPRINGS—New transverse cantilever both front and rear. Rear spring mounted behind axle.

RUBBER INSULATORS—All spring shackles and shock absorber links are rubber insulated. Rubber insulation in front radius rod ball socket. Engine rubber mounted at three points.

LIGHTS—Depressible-beam headlamps; combination rear and stop light. Instrument panel indirectly illuminated. Cowl lamps on Sport models and Town Sedan.

RUSTLESS STEEL—This metal that retains its brightness untarnished under all conditions is used for lamps and many other exposed metal parts.

BONDERITE—Enamelled parts, such as fenders and wheels, are Bonderized before the enamel is applied. This process cleans the metal chemically, and bonds enamel and metal tightly together. The result is that rust will not spread under the enamel.

PYROXYLIN LACQUER—All Ford bodies are finished in pyroxylin lacquer, which is given a high polish, adding greatly to the enduring beauty of the car.

TYRES—Balloon, 18 x 5.25. **WHEELBASE**—106 inches.

WHEELS—Ford steel spoke, one piece.

TREAD—56 inches. **TURNING RADIUS**—19½ ft.

EQUIPMENT—Houdaille hydraulic, double-acting, self-adjusting shock absorbers, vacuum windshield cleaner, rear-view mirror. Pressure gun chassis lubrication, tool equipment, spare steel-spoke wheel and tyre.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

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