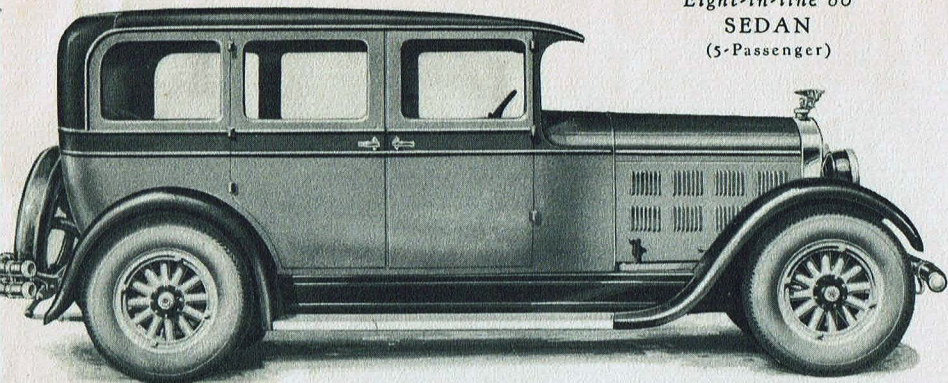


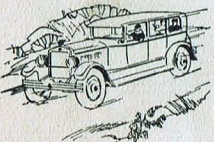
*The New*  
**GARDNER**  
EIGHT-IN-LINE

*Series 80*



The New Gardner  
Eight-in-line 80  
SEDAN  
(5-Passenger)

pleasing than anything you (or anyone else) have ever known. Mere words cannot describe or explain this new driving sensation. Inspired though we are in writing about it, you must take the wheely yourself — drive it yourself — to fully comprehend and appreciate it.



Drive at spirited, lightning speed with a feeling of safety, of comfort, of true relaxation.

Spectacular, in an entirely new body and low-hung chassis design. There's new animation in every line. See it. Drive it. Measure its results. Superlatives, more superlatives, and still we would fail to impress its revolutionary departure on your mind.

There's a thrill, a new fascination, in rounding sharp corners or even "S" curves at a speed that would ordinarily turn over an old-type car. But it's done in safety with the New Gardner 80! Without the slightest hint of sidesway, rolling or slipping.

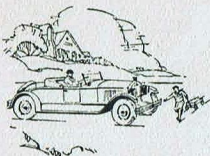
This safety, this new physical and mental ease of body and mind, this incomparable comfort and true relaxation, is made possible by scientifically tilted seats, double-drop frame, tubular cross members



Park one wheel 10 inches higher than the rest — and open any door as easily as though parked on level ground.



and low center of gravity. Spirited lightning speed flashes, unusual roadability, performance unlike anything in its class!



Stops—well on a dime—almost.

You'll say it's in a class by itself. Again we say, make no mistake — the speed is there! The power is there! The trigger-quick acceleration is there!

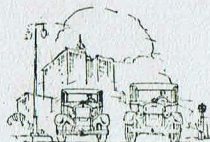
But beyond that there is a wonderful feeling of safety; the result of the truly remarkable roadability of this New Gardner Eight-in-line!

And on top of these are other distinctive achievements, developed and perfected by advanced engineering practice which, combining the best of American and European accomplishments, made possible this revolutionary new-type car.



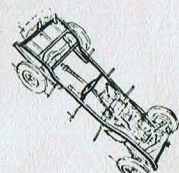
Scientifically tilted seats provide perfect relaxation—real comfort.

With one wheel elevated ten inches above the others, all doors open and close easily, due to its new-type rigid chassis. Parks in space old-type cars pass by. Turns in a few feet. Ease of steering without equal. Nimbleness—scoots in and around traffic and danger with unerring flexibility. Stops—well, on a dime—almost!



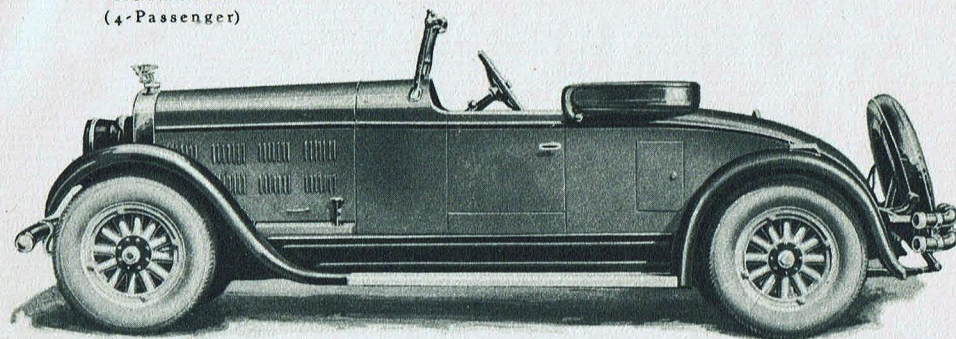
So low a man 5 feet 9 inches tall can see clear over the top

The Gardner Motor Company, with over fifty years of successful manufacturing to its credit, pioneer of the Eight-in-line, goes on record with the statement—the challenge, if you please—that there is no car with such sensational performance, such riding comfort, such roadability. No car that meets the modern traffic and good road trend in its



Tubular cross-members provide a chassis of unyielding rigidity.

The New Gardner  
Eight-in-line 80  
ROADSTER  
(4-Passenger)



class as does this New Gardner 80—America's first European-type Eight-in-line!

With its colorful new bodies . . . its double-drop frame . . . its low-hung safety chassis . . . its low center of gravity . . . its enclosed 4-wheel brakes . . . its steerability, flexibility and other engineering advancements, this new car not only gives you incomparable

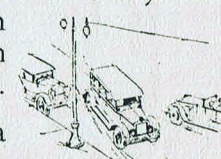


Hills? It laughs at hills—and walks right up in high.

Eight-in-line performance at the price of the average Six—but actually sets a new style and a new standard

of value in its price class.

These are merely the high lights of the most revolutionary car introduced in this country in the last decade.



New steerability, new flexibility, new nimbleness, make it a delight to handle even in heavy traffic.

There isn't a man or woman in this country with \$1,200 to \$2,000 to spend for a motor car who can afford to overlook the new experience, the new thrills, the new advantages, that this car offers for the money. And you will realize this once you take the wheel and see for yourself.

# America's First European-type Eight-in-line

## A Truly Revolutionary Car!

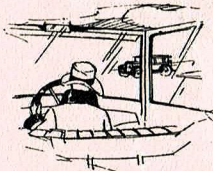
Developed after nearly three years of constant experiment and extensive road tests, it represents such a remarkable advance over anything you have ever seen that it will undoubtedly dictate the trend of tomorrow's standards of beauty, performance and engineering.

Experienced drivers already know that *there is no substitute for Eight-in-line performance!* But now, for the first time in all automobile history, a car which sells at the price of an average Six provides all the thrilling brilliance of Eight-in-line performance. More than that, it

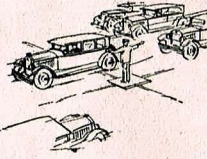
ushers in an amazing new kind of motoring enjoyment—an astonishing freedom from nervous and physical strain!

The minute you see this new-type car you will realize that it introduces many proved features heretofore found only in some high-priced American and European cars—features which have never before been grouped together in an Eight-in-line or, in fact, in any car selling for less than two thousand dollars.

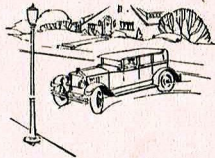
You'll experience a new feeling when you drive the New Gardner Eight-in-line. It is so utterly different—so infinitely more



At all times—a clear view of the road ahead—and to either side.



Gets away in a flash, while drivers of other cars gasp in amazement.



Built for narrow streets and short turning radius.



Takes sharp turns at speeds that would turn over an old-type car.

## Detailed Specifications

**MOTOR**—L-head Eight-in-line. 2 $\frac{3}{4}$ -inch (69.85 mm.) bore—4 $\frac{3}{4}$ -inch (120.65 mm.) stroke. 226-cubic inch (3.702 liters) piston displacement. 70 developed horsepower.

**STEERING GEAR**—Improved cam-and-lever type. Semi-irreversible.

**GASOLINE SYSTEM**—Vacuum feed from large tank at rear of chassis. Schebler carburetor with Swan manifold to equalize distribution of gases.

**COOLING SYSTEM**—Thermostatic control. Centrifugal pump. Water forced completely around all cylinders. Fedders cellular-type radiator. 4-blade, self-oiling fan. Fan mounted on adjustable bracket.

**CLUTCH**—Easy operating Borg & Beck dry disc.

**TRANSMISSION**—Selective sliding gear type. Nickel steel gears. Three speeds forward—one reverse.

**FRONT AXLE**—Drop-forged I-beam, extra heavy for front wheel brake equipment. Tapered roller bearings in wheels.

**REAR AXLE**—Semi-float type with one-piece pressed steel housing. Nickel spiral bevel gears. Tapered roller bearings thru-out.

**SPRINGS**—Special balloon type—semi-elliptic.

**BRAKES**—Enclosed brakes on all four wheels. Perfectly balanced equalization. Emergency brake operates on transmission.

**ELECTRICAL SYSTEM**—Remy-Delco ignition. Two-unit starting and lighting. Prest-O-Lite battery.

**LUBRICATION**—Full force feed to main and connecting rod bearings by means of gear-driven pump. Pressure gauge on instrument board.

**INSIDE FINISH AND UPHOLSTERY** Sedan—Genuine mohair in French plaits; latest design silver-finish hardware; Old English walnut paneling thruout; dome light; distant control locks on doors; toggle grips; silk window curtains; arm rests. Roadster—Genuine leather to harmonize with body finish.

**OUTSIDE FINISH**—Two-tone lacquer.

**WHEELS**—Wood, to conform to body color.

**WHEELBASE**—122 inches—3,096.44 mm.

**FRAME**—Extra heavy gauge pressed steel—7-inch section. Tubular cross-members.

**TIRES**—30 x 5.25 (762.002 x 133.249 mm.) full balloons.

**STANDARD EQUIPMENT**—Clear-vision V & V ventilating windshield. Gasoline gauge on dash. Clear-vision bodies. Chase mohair upholstery of finest quality—French-type pleating. Walnut panels on instrument board and window ledges. 4-wheel brakes. 30 x 5.25 balloon tires. Special vibration dampener. Headlights with double filament bulbs. Rear-vision mirror. Stop light. Automatic windshield wiper. Distant control locks for all doors. Butler silver-finished hardware. Two-tone lacquer paint. Nickel radiator. Handsome Griffin insignia on radiator cap. Instruments grouped under single glass panel on dash and indirectly lighted. New-type automatic ignition lock. Genuine full walnut steering wheel. Heat indicator on dash. Fedco theft-proof numbering system with use and occupancy insurance.

**DE LUXE EQUIPMENT**—Tire cover. Snubbers all around. Bumpers of handsome, heavy construction front and rear. Automatic centralized chassis lubrication system. (Manufactured by Alemite.) Air cleaner. Gasoline strainer. Oil filter. Thermostatic heat control. 6-inch balloon tires.

(Specifications subject to change without notice)

THE GARDNER MOTOR CO., INC., ST. LOUIS, U. S. A.

