

*The New...*  
112 INCH WHEELBASE  
*V-8 and 4 cylinder  
cars by Ford...*



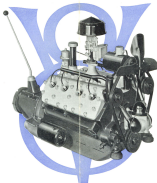
LARGER - ROOMIER BODIES  
SILKY SMOOTH PERFORMANCE  
20-25 MILES PER GALLON



MADE IN THE EMPIRE

# DISTINCTIVE BODY LINES OF THE NEW V-8 EXPRESS THE NEW MODE IN MOTOR CAR DESIGNING

Greater economy, larger roomier bodies, faster acceleration, and increased power and speed are outstanding features of the New 112-inch wheelbase V-8 Car by Ford. The roomiest, most powerful car ever built by Ford, it introduces a new style of beauty, a new standard of comfort and a new pace in performance at a low price. To the smoothness and flexibility of the V-type, eight-cylinder engine, Ford design and construction have added still another advantage . . . low cost of operation and upkeep. Illustrated here are four beautiful body types of the New 112-inch wheelbase V-8 by Ford. They are new and distinctive in their graceful streamlines, and they express the new mode in motor car designing. In every detail you see evidence of a carefully planned harmony of line, proportion and direction. The wider, longer bodies of the New V-8 provide unusual riding comfort. They are mounted on the new double-



channel, double-drop, X-type frame. The centre of gravity is low. In addition, the wide, deeply cushioned seats are set well down in the car. All New V-8 cars have the new skinned mudguards, new headlamps, five distinctive suspension steel-spoke wheels, and new instrument panel directly in front of driver. All are furnished in a choice of colours. All closed cars have a dome light. De Luxe models have two tail lights, two matched-tone horns, are equipped with safety glass windscreen, coil lamps, and full-length chrome plated bumpers front and rear. The De Luxe Sedan has an ash tray in the rear compartment and an ash tray and cigar lighter on the instrument board. Other De Luxe models have an ash tray and lighter on the instrument board. All De Luxe models are obtainable with luggage carrier and spare wheel at side.



**NEW V-8 DE LUXE COUPE by FORD**—This attractive new Coupe has a wide, roomy seat, with convenient parcel shelf behind. Customizable models use standard equipment. Finest quality upholstery and safety glass windscreen. Sport appearance is enhanced by fabric and metal hood finished with leather trim. Rich, enduring body colours.

## EIGHT-CYLINDER PERFORMANCE WITH FORD RELIABILITY AND ECONOMY

The New V-8 engine combines eight-cylinder performance with unusual economy and reliability. It has many distinctive features of design and construction.

Smooth engine performance is passed by the basic eight-cylinder design of the new car. The cylinder blocks are set at a 90-degree angle. The crankshaft is fully counter-balanced, and the flywheel sits at 90 degrees. Heavy pistons and every connecting rod is of uniform weight. The cylinders are offset above the crankshaft. These features combine to place all moving parts in natural balance, making smoothness an inherent characteristic of the design.

The aluminium cylinder head is a new quality feature. Because it dissipates heat more rapidly, it permits higher compression, and results in increased speed, power and smoothness, faster acceleration, and added fuel economy.

Further noteworthy features of the New V-8 is the complete casing of the cylinder block, the exhaust passages, and crankcase. This exclusive Ford design results in an exceptionally rigid and compact engine, assuring permanent bearing alignment and long life.



**NEW V-8 DE LUXE SEDAN by FORD**—A truly De Luxe car in line, in size, and in finish. Seats are wider and roomier. Driver's seat adjustable. Rear seat has armrests. Windscreen is made of safety glass. These side windows give unusual light and vision. . . . There is also a Standard Sedan.



**NEW V-8 DE LUXE ROADSTER by FORD**—Many an admiring glance will follow this dashing new Roadster. The wide seat is upholstered in genuine leather. The lines of the hood are particularly distinctive, and it folds neatly into a recess when not in use. Comfortable rumble seat is standard equipment. Windscreen is made of safety glass. . . . There is also a Standard Roadster.



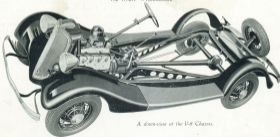
**NEW V-8 DE LUXE PHAETON by FORD**—A long, low, roomy open car with plenty of glass and style. The top hood has attractive lines, and it is easy to raise and lower. Made of durable waterproof material—double-thick, interlined with rubber. Genuine leather upholstery. . . . There is also a Standard Phaeton.



A British Engine Product

# Specifications....

## V-EIGHT AND FOUR CYLINDER 112 INCH WHEELBASE



A show-view of the V-8 Chassis.

**CLUTCH AND TRANSMISSION.**—Single plate dry disc clutch. Throttle bearing lubricated through easily accessible fitting. Three speed selective sliding gear transmission. Synchronized second and high gears. Quiet second gear. Roller and ball bearings every gear train in all forward speeds.

**CARTRIDGE.**—Castoroid water pump. Six-cylinder engine has two-bank upright type fan driven by adjustable "V" belt, with capacity of cooling system, 2½ gallons. The V-8 cylinder engine has four-bank type fan, 1 pump, with capacity of cooling system of gallons.

**FUEL SYSTEM.**—Twin plate fuel tank mounted at rear. Engine-driven fuel pump. Fuel gauge on illuminated instrument panel.

**BRAKES.**—Four wheel mechanically operated internal expanding. Drums of equal size on all four. Total braking surface, 128 square inches. Foot pedal and parking lever control.

**SPRINGS.**—Chrome alloy steel. Transverse, front and rear. Rear springs varied to suit different body types.

**FRAME.**—Double-drop, double-channel I-type. High carbon frame steel. Side rail 2 inches wide, 4 inches maximum depth.

**RUBBER INSULATION.**—Rubber insulation at three points motor mounting, spring shackles, shock absorber links and front radius rod ball socket on main cross member.

**STEER CONTROL.**—Four self-aligning shock-absorbing hydraulic shock absorbers. Automatic and electric power. Rubber bushed links.

**FRONT AXLE.**—Heavy "I" beam layout. Taper roller wheel bearings.

**REAR AXLE.**—Three-quarter spring type with full torque tube drive. Spiral bevel gear and axle-mounted pinion. Roller bearings throughout. Gear ratio, 4.111 to 1.

**TURNS PER MILE.**—18 in.

**WHEELS AND TYRES.**—Five steel spind, one-piece wheels, 1.75 x 27 ball-tube tires.

**WHEELBASE.**—112 inches.

### ENGINE

**FOUR CYLINDER, "L" head, cast on block.** Piston displacement, 200.7 cubic inches bore, 3½ inches stroke, 9½ inches. Compression ratio, 4.4 to 1. Horsepower rating, 34 S.A.E. (1,600). Peak horsepower, 37 at 1800 R.P.M. Maximum torque, 128 foot pounds at 1400 R.P.M. Lubrication by combined pump, splash, and gravity system.

**EIGHT CYLINDER, optional—V-type 90° 8-cylinder, "I" head, cylinders cast on block.** Piston displacement, 231 cubic inches bore, 3½ inches stroke, 11 inches. Compression ratio, 6.58 to 1. Horsepower rating, 50 S.A.E. Peak horsepower, 57 at 2000 R.P.M. Maximum torque, 147 foot pounds at 1500 R.P.M. Four-dash lubrication; lubrication forced feed, spray and vapour. Cooling, 2 pumps and Thermostat.

## THE NEW 4-CYLINDER CAR BY FORD

The four-cylinder car has the same beautiful appearance as the V-8, and is available in similar body types. With 112-inch wheelbase it is longer, roomier and more refined in every detail. The improved four-cylinder engine has a fully counter-balanced crankshaft and is combined in

rubber. These mechanical improvements eliminate vibration, giving a new smoothness, flexibility and economy of operation that is revolutionary in the performance of a four-cylinder car.

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

FORD MOTOR COMPANY OF AUSTRALIA, PTY. LTD.