

APRIL 1, IUNE 30,1932


## On Display Tonomow ein Ford $V-8$ Cylinder The $\mathrm{N}_{\text {eib }}$ Ford $\mathrm{V}-8 \mathrm{C}_{\mathrm{y}}$ linder

THE INTRODUCTION of the New Ford Eight marks one of the most important events in the history of the automobile. To millions of motorists it brings a wholly new standard of value in a low-price car.
When you see the New Ford Eight and drive it, you will realize that it is the complete answer to your motoring needs. Here are beauty and sảety arid coomfort. Here are exceptional speed and acceleration, the smooth-flowing power of an eight-cylinder engine, reliability and cconomy. Hére are silent second speed and silent syachronized gear shifting. Here, in a word, is all you desire in a motor car at an unusually low price. The beautiful New Ford V-8 is now on display in thit's'city. There is also an improved Ford fourcylinder 50 -horse-power engine operating with new smoothiness. It is available in the same fourteen body types as the V-8.


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| Romater | 31 an | 3150 |
| Phastun | 493 | 445 |
| Tundo: Sadun | tou | 180 |
| Cumpe. | 490 | 110 |
| Simat Coupre - | 33, | 4 E 5 |
| lurbursmelan . | 590 | 540 |
|  | 3011 | 450 |
| 13. 1 wee Phatton | 545 | 195 |
| 13. I.ase Tulur stadan | 5511 | 5 tan |
| Is lans Coupe | 575 | 523 |
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Eight-cylinder, 90 -degree V-type, 05-horse-power Fingine * Vibentionless * Roomy, Beautiful Bodies * Low Center of Gravitỳ Bilent Second Gear * Synchionized Silent Gear Shift * Sidventy-live Miles per Hour * New Self-adjusting Houdaille, Double-acting Hydraulic Shock Absorbers with Thernostatic Coptrol * Comfortable Riding Springs * Rapid Acceleratioior Low Geodine Consumption * Reliability * Automatic Spark Cuptroi * Donn-draft Carburetor * Bore, 3 1/16*Stroke, 3 3/4 Piston Displacement, 221 Cubic Inches 1 Po-degrec Counterbilanced Crankshaft



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