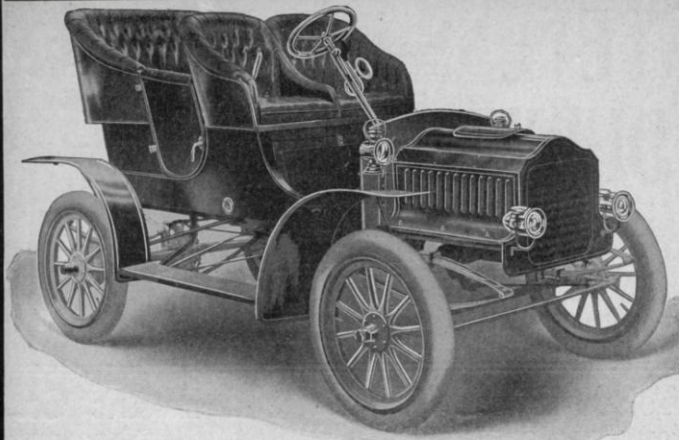


## **1905 FORD – MODEL F SIDE-ENTRANCE TONNEAU**

In 1905, Henry Ford looked for a way to reduce the cost of the expensive and prestigious Model B that Ford Motor Co. offered. The solution was the addition of a new Model based on the simple, smaller design of the previous Model A and C.

In March 1905, the Model F emerged from the Ford Piquette Plant with a wheelbase of 84” and a larger 2-cylinder 12 HP engine. Other improvements to the auto design included – dual rear brakes, larger 30” x 3½” wheels, steering reduction, running boards for easier access, the front bench seat replaced with two single seats and an optional large side-entrance body with rear seating. This model resolved the early issues. The impressive Model F was offered at a mid-price range of \$1,100 for the runabout and \$1,200 for the tonneau.

By May 1906, when the Models B, C and F were discontinued and replaced by the large Model K (\$2,500) and the small Model N (\$500), 1,200 Model F’s had been produced and sold.



# FORD MODEL "F"

Model "F" has behind it the prestige of "Ford Success." It is designed for Automobile users who want a practical and useful touring car at a price which makes such a vehicle a profitable investment, rather than an expensive luxury. For actual reliability, attractive style and economy of maintenance the Ford Model "F" is easily ahead of any two-cylinder car made.

### SPECIFICATIONS OF MODEL "F"

Price—\$1,200.00.  
Weight—1,400 lbs.  
Motor—Ford two-cylinder horizontal opposed.  
Wheel Base—34 inches.  
Tread—Standard wagon.  
Wheels—30 inches.  
Tires—3 1/2 double tube optional.  
Maximum Speed—35 miles an hour.

Capacity Gasoline Tank—9 gallons.  
Capacity Oil Reservoir—3 pints.  
Cooling Water Capacity—4 gallons.  
Color—Rich, dark green, yellow running gear.  
Upholstering—Black, of best leather, handsomely tufted.  
Equipment—2 side necessary tools.

We want our friends, critics and competitors to exchange information about our 1905 cars is given in our new catalogues and get posted on the most advanced types of American Automobiles.

**FORD MOTOR CO., - Detroit**  
Canadian Trade Supplied by FORD MOTOR CO. OF CANADA, LTD.

Please mention the Automobile Review when writing to

## THE FAMOUS FORD



### THE FORD MODEL F

"Model "F" has behind it the prestige of "Ford Success." It is designed for Automobile users who want a practical and useful Touring Car at a price which makes such a vehicle a profitable investment rather than an expensive luxury. While the materials entering into the construction of all our cars are the very best that can be obtained our facilities and output enables us to market this car at a price which is far below what it is really worth.

For actual reliability, attractive style and for economy of maintenance the Ford Model "F" is easily ahead of any two cylinder car made.

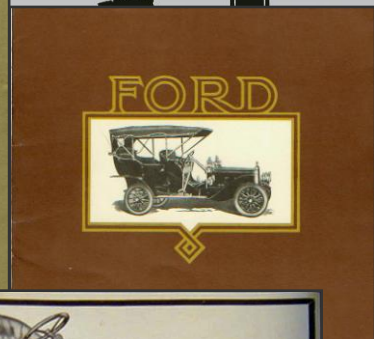
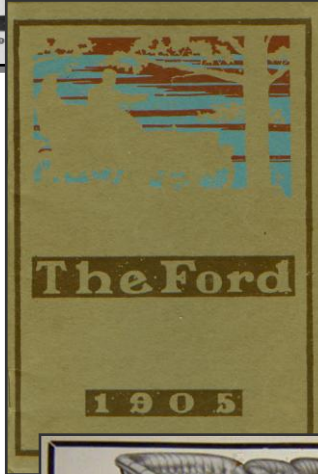
The famous Ford type of water cooled horizontal two cylinder opposed motor is used. Cylinders are 4 1/2 inch diameter and 4 inch stroke. The motor develops sufficient power to drive the car at a 30 to 35 mile clip on ordinary country roads. The cylinder with its water jacket is cast in one piece, thus obviating packed joints so liable to leak.

Main bearings made of the very best bronze obtainable and are easily adjusted by loosening one nut from the top of the machine. Valve cams of extra large surface are forged solid to an extra large size cam shaft which is thoroughly case hardened. Valve feet

### THE CAR OF SATISFACTION

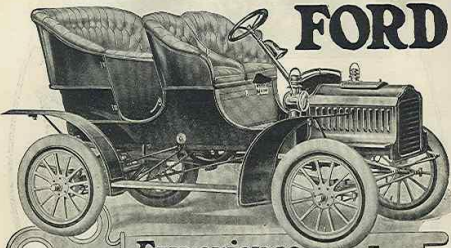


The  
**FORD** Cars  
The Stars  
of the Show.



THE COSMOPOLITAN

Don't experiment - Just buy a  
**FORD**



*Experience*  
is the Key to Automobile Construction  
and we have the Key

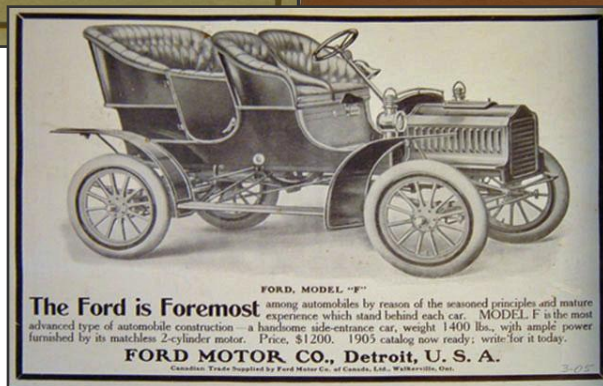
Henry Ford has made a life work of the development of the Automobile and presented to the world a car so perfected that the success of the Ford Motor Co. is without a parallel in the Automobile Industry.

The fundamental features of the first Ford Car were light weight (resulting in economy of maintenance), ample power (not too much and not too little BUT ALWAYS POWER) and absolute simplicity, with the elimination of every unnecessary complication. These features still further developed are distinctive in Ford cars to-day. There have been no freaks, no failures, no experiments in Ford cars.

Send for detailed description of  
Model "C" Tourman Car, 1250 lbs., 2 cylinder opposed, price, \$950.00.  
Model "F" Side Entrance Tourman, weight 1400 lbs., 2 cylinder opposed, price, \$1200.00.  
Model "B" 4 cylinder, vertical, weight 1700 lbs., side entrance tourman, price, \$2000.00.  
Delivery Car, weight 1350 lbs., 2 cylinder opposed, price, \$950.00.

**Ford Motor Co., Detroit, Mich.**  
CANADIAN TRADE SUPPLIED BY THE FORD MOTOR CO. OF CANADA, LTD., WALKERVILLE, ONT.

When you write, please mention "The Cosmopolitan"



**FORD, MODEL "F"**  
The Ford is Foremost among automobiles by reason of the seasoned principles and mature experience which stand behind each car. MODEL F is the most advanced type of automobile construction - a handsome side-entrance car, weight 1400 lbs., with ample power furnished by its matchless 2-cylinder motor. Price, \$1200. 1905 catalog now ready; write for it today.  
**FORD MOTOR CO., Detroit, U. S. A.**  
Canadian Trade Supplied by Ford Motor Co. of Canada, Ltd., Walkerville, Ont.

## 1905 / 06 Ford – Model “F” / 12 HP (Specifications)

<u>Mechanical / Performance Information</u>	<u>Body Information</u>
Cylinders: 2 Horizontal opposed	Frame - Car: L Shape
<b>Pistons and Stroke:</b> <i>4½” x 4”</i>	Frame - Engine: Shape – Upside down U
<b>Horsepower (HP):</b> <i>12</i>	Fender - Front: Attached to spring and running boards
Ratio (lb. / HP): 116 to 1	Fender - Rear: Attached to spring bolt & running boards
Horsepower (SAE): 16.2	Springs - Front: Double Elliptical
Engine Crankcase: Split horizontal	Springs - Rear: Double Elliptical
Flywheel: 20” diameter, 2.5” thick	Body Styles: Runabout, Tonneau
Tank - Gas: 9 gallons capacity, Under front hood	Color - Body: Dark Green, Maroon
<b>Tank - Water:</b> <i>4 Gallons</i> <i>Under front hood</i>	Color - Gear: G-Yellow/Straw, M-Maroon
<b>Radiator:</b> Horizontal tubes w/Fins (1905) 10 front <i>x 3 deep</i> (1905/6) <i>14 front x 3 deep</i> Inside Hood	<b>Accessories:</b> Horn, Lights, Brass Rails
Oiler: Drip - 6 Point	Door(s) – Front: None
<b>Steering:</b> Right side/ <i>Reduction</i>	Door(s) - Rear: Side-Entrance
Speed Maximum: 35 mph	Seating - Capacity: 2 Front (Runabout) 2 Front, 3 Rear (Tonneau)
Drive Train: Chain	Seating - Front: Bucket Style
Weight: 1400 lbs.	Seating - Rear: Bench Seat
<b>Wheel Base:</b> <i>84”</i>	<b>Steps - Front:</b> Running Boards No Name on Board
<b>Tread:</b> <i>56”</i>	<b>Step(s) - Rear:</b> Running Boards No Name on Board
<b>Tires - Size:</b> <i>30” x 3½”</i>	Black with Brass Trim
<b>Rear End:</b> Open Housing Separator- <i>Straight or Curved Pin</i> (3 Multiple gear options)	
<b>Brakes:</b> <i>Dual wheel brake;</i> <i>With parking latch</i>	

**Sales Period:** *From March, 1905 to May, 1906*  
*1,250 Automobiles Produced / 39 Survivors (3%)*

**Highlighted** text is used to identify changes from previous 2 cylinder Ford models

**Ad Descriptors:** *Famous, Foremost, “Don’t Experiment”, Experience*

**Developments Desired ... (for 1906 Model N):**

- More horsepower (4 cylinders – Desire for more speed)
- Improve braking (Transmission foot brake)
- Make affordable (Create larger buyer market)
- Larger production (Reduce costs)