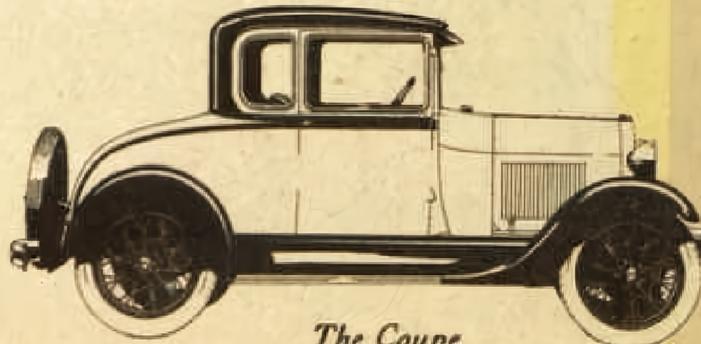


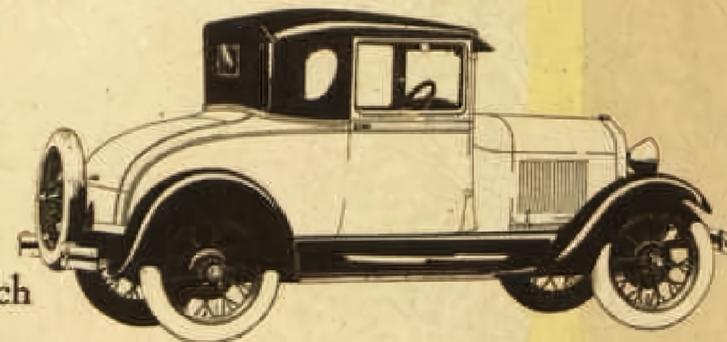
The Sport Coupe'



The rumble seat is upholstered in Spanish brown artificial leather. Step plates make it easily accessible.



The Coupe



The Business Coupe

THE Sport Coupe instantly excites admiration. Its trim lines, its rich appearance and its high quality give it a fascinating appeal. While it may be considered as a car for personal use, there is a rumble seat in the rear deck, affording comfortable accommodations for two passengers. Roof and rear quarter are covered with a rich gray pyroxylin coated material, fully weatherproof. Landau irons on the rear quarter give an added touch of style.

The sport effect is carried into the interior which is trimmed above the belt in a soft brown cloth over the top bows. The seat is deeply cushioned in attractive brown hairline cloth. The rear curtain may be opened and attached to the roof inside, to permit conversation with passengers in the rumble seat. Purchasers of the Sport Coupe may select an exterior finish from a number of beautiful two-tone color combinations.



SPECIFICATIONS OF THE MODEL "A" FORD CAR



ENGINE—Four-cylinder "L" head, cast en bloc. Piston displacement, 200.5 cu. in. Bore, 3 $\frac{1}{2}$ inches; stroke, 4 $\frac{1}{4}$ inches; horsepower rating S. A. E. and N. A. C. C., 24.03; brake horsepower, 40 at 2200 RPM.

TRANSMISSION—Standard selective sliding gear type, three speeds forward and one reverse.

CLUTCH—Single, dry plate. Moulded asbestos composition facing. Completely enclosed and protected. Easy in action.

BRAKES—Six-brake system, fully enclosed. Four-wheel mechanical, internal expanding shoe type operated by service pedal. Separate emergency brake on rear wheels, operated by hand lever—internal expanding band, full energizing.

STEERING—Three-quarters irreversible, worm and sector type. Steering wheel, 17 $\frac{1}{2}$ inches in diameter.

OILING SYSTEM—Gear pump delivers oil to reservoir in valve chamber providing constant gravity flow on crankshaft and front camshaft bearings. Other engine lubrication by splash system. Capacity, 5 quarts.

IGNITION—Battery, coil and distributor; new Ford mechanical design. Theft-proof ignition lock.

COOLING—Centrifugal water pump; tubular radiator, two-blade airplane

propeller type fan, driven by adjustable "V" belt. Capacity, 3 gallons.

FUEL—Gravity feed from welded steel tank built integral with cowl. Capacity of tank, 10 gallons.

CARBURETOR—1-inch vertical. Choke and needle adjustment rod on dash. Hotspot intake manifold.

SPRINGS—New transverse semi-elliptic, both front and rear, chrome steel.

REAR AXLE—Three-quarter floating type. Spiral bevel driving gear. New design housing. Gear ratio, 3.77 to 1.

DRIVE—Torque tube. Heavy radius rods.

EQUIPMENT—Houdaille hydraulic shock absorbers. Triplex shatter-proof glass windshield, speedometer, gasoline gauge, ammeter, theft-proof ignition lock, dash lamp, electric windshield wiper, rear view mirror, combination tail and stop light, high pressure grease gun for lubrication of chassis, tool equipment, tire pump, jack, oil level indicator rod on engine, horn, spare steel-spoke wheel.

TIRES—Balloons, 21 x 4.50.

WHEELBASE—103 $\frac{1}{2}$ inches.

TURNING RADIUS—17 feet; circle 34 feet.

F O R D M O T O R C O M P A N Y , D E T R O I T , M I C H I G A N