

*Ford Specifications of the 1905 Model F**

Weight, 1,400 pounds.
Motor, Ford two-cylinder horizontal
opposed 4 ½" x 4".
Wheel Base, 84 inches.
Tread, Standard Wagon.
Wheels, 30 inches.
Tires, 3 ½ inch double tube.
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 quality leather,
handsomely tufted.
Price, \$1,000.00 f.o.b. Detroit.
* from Ford's advertising.

Driving the Model F

The gear shift is located on the right of the driver next to the edge of the seat. It has three positions, pulled back – low gear, middle position –neutral, pushed forward – high gear. The left pedal is the driving brake and is held down by a locking button to be the parking brake. Reverse is the right pedal and must be held down to back up. A lever on the steering column controls the spark advance – retarded to start the car and advanced to drive. Steering is quite hard. This is the first Ford with “geared” steering.

If you are interested in learning more about Early Fords, a valuable resource is **The 1903-1909 Early Ford Registry**, a non-profit 501(c)3 organization dedicated to learning, preserving and sharing history. Go to www.EarlyFordRegistry.com



Frequently Asked Questions

- How many years did Ford manufacture this model? **Part of 1905 & 1906**
- How much did it sell for in 1905? **\$1000**
- How much is the car worth today? **\$100,000**
- Is this really the 2978th car that Ford built? **Yes**
- How long did it take to reconstruct the car? **More than 5 years**
- How much horsepower does it have? **12 horsepower**
- How many cylinders does it have? **2 cylinders horizontally opposed**
- Where is the engine? **Under the front seat**
- How do you start the engine? **You must crank it**
- Where do you insert the crank? **On the driver's side**
- Why is the steering wheel on the right? **Until 1909 all Ford cars were right hand drive**
- In 1905, was there any optional equipment? **The top was an additional \$100 to \$200. Headlights were also optional.**
- How many people can it carry? **5 people**
- Does it run on regular gasoline? **Yes, the gas was very low octane, so it runs fine on today's modern fuel.**
- Since the engine is under the front seat, what is up front under the hood? **The radiator, fuel tank and coolant reservoir.**
- How fast will it go? **30-35 mph**



1905 Model F Ford Tonneau

History of Car Number

F2978

***HOW IT WAS ACQUIRED
RECONSTRUCTION HISTORY
FREQUENTLY ASKED QUESTIONS***



www.ModelF.info

Written by Dave Dunlavy – Dave@Dunlavy.us
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1905 Model F Ford

About the Car...

This Automobile was sold by Ford Motor Company on June 23, 1905 to Sterling Motor Company in Binghamton, New York. All that was left of the auto in 2006 was the engine.



Reconstruction of the Automobile...

A plan was conceived to reconstruct the car to be as close as possible to the original auto. New castings were made for parts not available. The task took more than 5 years to complete. Many experts contributed to the research of the project including Model F owners.

Now that the project is almost finished, the Model F will be taken on organized tours throughout the United States.

An internet website (www.modelf.info) was designed to follow the progress of the venture. More than 1000 pictures are posted detailing all aspects of the reconstruction.

Thank you for taking interest in our car.

The Engine and Chassis...

The engine was disassembled when it arrived in Decorah, Iowa. It was in surprisingly good shape for being over 100 years old. A Master Machinist in Ohio was contracted to rebuild the engine.

There was no transmission when we got the engine. A 92 year old veteran of the automobile industry built the majority of the transmission.

Only a few drawings have survived since the Model F was manufactured. They are kept at the Benson Research Center near The Henry Ford complex in Dearborn Michigan. A number of years ago, some drawings were made from an existing Model F wood body. We used them to build the forms for the seats and doors.



The chassis rails are actually angle iron material. Steel tubing was used for the axle housings, just like the original. Newly constructed wood wheels were fitted with new tires, the same size as Model T Fords use. The radiator, fuel and coolant tanks were fabricated by another Model F owner from Ohio. Another Ohioan had patterns for the fenders, so we contracted him to build them for us. The leather upholstery was designed and fitted using photos of the few surviving autos. The top bows were challenging since we only had pictures to use for patterns.

The Builder/Owner...



Dave Dunlavy has been active in the old car hobby for over 20 years. He restored and owns several cars, doing most of the work himself. His background is in electronics and computers but with assistance from many friends, he learned skills including fabricating, machining, welding and painting. Bev, his wife, has been supportive and given many hours of help.

Over the years he has “mentored” a number of high school boys. They learn all aspects of work from sweeping the floor to fabricating and finishing parts. One young fellow now works for a NASCAR related industry.

Dave has been an Officer and on the Board of Directors of the 1903-1909 Early Ford Registry www.EarlyFordRegistry.com

If you are affiliated with a school or Museum and would like more information, email Dave at dave@dunlavy.us

“Tomorrow is Promised to No One ” Walter Payton (from Homer Edmiston 1923-2011)