

## **1907 FORD – MODEL K**

### **Touring**

In 1906, the Ford Motor Co. introduced a large prestigious automobile to compete with the other expensive automobiles. With poor initial sales, the 1907 Model K body style was changed and the car wheel base was lengthened. According to Ford sales literature, the engine was “the same as the 1906, except its power was increased by 20 percent by refinement of details”.

The drive train was made by the Dodge Bros. and the car was assembled at the Ford Piquette Plant. The car had a 120” wheelbase, a 6-cylinder 40 HP engine with dual ignition and a magneto. The auto had internal expansion rear brake drums (lever operated), a brake in the transmission (pedal operated), larger 34” x 4” wheels, and planetary gear steering reduction. Though there was an economic recession in 1907, the price of the Model K was increased from \$2,500 to \$2,800 (\$3,000 fully equipped). Over a 30 month period, 950 automobiles were produced. There are 23 known surviving Model K Fords in museums or private collections with only a few still being driven.

The Model K was difficult to sell and it gained a reputation that Ford did not like. In 1907, when a new sporty body style was offered, it was called the 6-40 Roadster (no mention of the Model K). Henry Ford very much disliked the Model K and built it to satisfy the wealthy investors. When Henry became able to buy out a principal investor, he ended production of the large Model K.

Henry's vision was to make *The Ford* ... Simple, Strong, Light, Reliable and Inexpensive. In 1907, Henry Ford and a team of engineers began development of a new model (*That would be released in October 1908*) to meet his vision ... the Model T.

HARPER'S WEEKLY

# FORD

**Two Errors Can't Correct One Mistake**

Phenol  
Bellevue

COLONEL INGERSOLL USED TO SAY "to be a successful liar one must have a good memory, for you lie well only so long as you can remember your lies, whereas a truth will lie any other truth in the universe."

WE HEAR A LOT THESE DAYS about "hand-made" motor cars. It's funny, but the same concern who, a year ago, praised of "quality and quantity" as if the two were inseparable, now hold 1,000 to 2,000 cars per year and still expect you to believe it is "hand work." "personal supervision," and all that sort of stuff.

FORD CARS ARE MANUFACTURED—have been made in immense quantities and by modern American methods from the first. And the first Ford ever made is still giving excellent service—what of the "cut and try" contraptions made in that same year!


HAND WORK AT BEST is but a series of mechanical inaccuracies, each made to fit, as nearly as may be, another. Ingress would call these mechanical fits not making one mechanical fit to fit another does not cause the error any more than two lies make a truth. And when you want to plan a path, the maker will need a safety line "insurance" to give you one that will fit you'll find he forgets. You'll find that wherever the "personal equation" is permitted to enter, uniformity and accuracy are impossible.

SIX CYLINDER (1907 MODEL K) FORD touring cars are the product of the best brains, the most perfect organization, the most experience and the most modern machinery known to the industry. Every pound of steel—material different alloys—is made especially for the Ford Company, from Ford Foundry, under the supervision of Ford experts and then heat-treated in Ford furnaces. Finish—no outside—no cells—no waste.

FORD COURTESY is the treatment of customers—efficient, cheerful, prompt, sure, of parts that show the slightest defect in material or workmanship—is made possible only by the knowledge on our part that (thanks to quality of materials and careful inspection after machining) the percentage of replacement will be very small.

THE Ford Road 6, 6-cylinder, 1907, 40 h.p., is the standard and most advanced type of automobile in the world. It is in such style that you can be assured of its reliability and economy. It is the most complete and modern automobile of its class. It is the most complete and modern automobile of its class. It is the most complete and modern automobile of its class.

**A Demonstration is a Revelation**




\$2,800 With top and full touring equipment \$3,000

FORD RUNABOUTS (4-cylinder), Model N, \$600;  
Model R "edition de luxe," \$750

**Ford Motor Company, Detroit, Mich.**

BRANCH RETAIL STORES: New York, Philadelphia, Boston, Chicago, Buffalo, Cleveland, Detroit, and Kansas City. Canadian 1907 supplied by Ford Motor Company of Canada, Toronto, Ont.



## FORD 6-CYLINDER

### Touring Car---1907 Model "K"


**1907 Will be a 6-Cylinder Year.** assertion just a year ago—when the model, now known as "the car that of sixes," was first announced.

The Basis of That Statement was the knowledge that a six-cylinder motor with cranks set at 120 degrees is the "mechanical ultimate" of automobile mechanism, not on a hope—a "wish that was father to the thought"—but on the mechanical fact that in six-cylinder motors that are impossible of realization in any other engine—beyond six we gain no more power and beyond six we have imperfection.

That We Were Right in our prediction is proven by the fact that the makers of Europe have succumbed to the six-cylinder motor. American makers have followed the Ford lead in this

**Ford**  
Motor Cars  
— 1907 —  
  
Model  
"K"

Ford Motor Co.  
Detroit, Michigan, U.S.A.



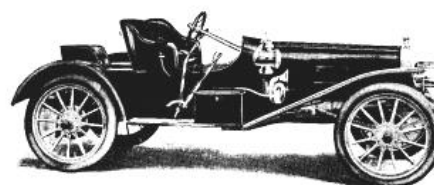
## 1906 / 08 Ford – Model “K” / 40 HP (Specifications)

### Mechanical / Performance Information

**Cylinders:** 6 Vertical  
**Pistons and Stroke:** 4½” x 4¼”  
**Horsepower (HP):** 40  
Ratio (lb. / HP): 60 to 1  
Horsepower (SAE): 28.9  
Engine Crankcase: Horizontal /Heads  
**Flywheel:** 65 lbs. (14”dia)  
Tank - Gas: 15 gallons capacity,  
Under front seat  
Tank - Water: None  
**Radiator:** Vertical tubes w/Fins  
or Honeycomb  
Under hood  
**Oiler:** 8 under hood  
**Steering:** Right side/**Gear  
Reduction**  
**Speed - Maximum:** 50 mph  
Drive Train: Enclosed Driveshaft  
**Weight:** 2400 lbs.  
**Wheel Base:** 120”  
Tread: 56”  
**Tires - Size:** 34” x 4”  
**Rear End:** Closed Housing  
**Brakes:** Internal, Expanding  
Back Wheels

### Body Information

Frame - Car: Pressed Steel  
Frame - Engine: None  
Fender - Front: Attached to Frame  
Fender - Rear: Attached to Frame  
Springs - Front: Half Elliptical  
Springs - Rear: Full Elliptical  
Body Styles: Touring (1906 - 08)  
Roadster (1907 - 08)  
Color - Body: Royal Blue ...  
Color - Gear: Blue, Yellow  
**Equipment:** 2 Side lamps, Horn  
**Accessories:** Gas Lamps, Top  
Door(s) - Rear: Side Entrance  
Seating - Capacity: 2 Front, 3 Rear  
Seating - Front: Bench Style  
Seating - Rear: Bench Seat  
Steps: Running board



1908 Roadster

**Sales Period:** From April, 1906 to Sept, 1908  
950 Automobiles Produced / 23 Survivors (3%)

**Highlighted Text** highlights changes from previous Ford model

### Issues and Improvements Needed:

- Flexing of frame breaks motor mounts (Change to 3 point mount),
- Reliability issues (Engine too powerful for transmission),
- Model is not consistent with Ford’s vision ...  
(Simple, Strong, Light, Reliable and Affordable)