

The NEW CAR

INTRODUCING A FINE CAR IN THE LIGHT CAR FIELD

THIS entirely new car surpasses the accepted standards of light car accomplishment; sweeps aside all boundaries of price class; establishes a new standard of acceleration, speed, power and smoothness. Heretofore the following characteristics have been combined only in expensive cars.

Speed—better than a mile a minute.

Acceleration—5 to 25 miles per hour in high gear in 8½ seconds.

Endurance—this car will travel all day at 50 miles per hour without strain on motor or chassis.

Riding comfort—flexible springs and four hydraulic shock absorbers permit comfortable travel at high speed over the roughest road.

Roadability—this car's low center of gravity holds it snugly to the road on an unbanked turn even at high speed.

Power—in deep, loose sand with the front wheels cramped and from a dead stop, the car will turn in a tight circle, forward or reverse, without effort.

Effective braking—the instant response of mechanical, four-wheel brakes with dual control ensures positive braking for any emergency.

Positive steering control—A relaxed hand on the steering wheel will hold the car steady in loose sand and over bumpy roads. Turning radius 17 ft.

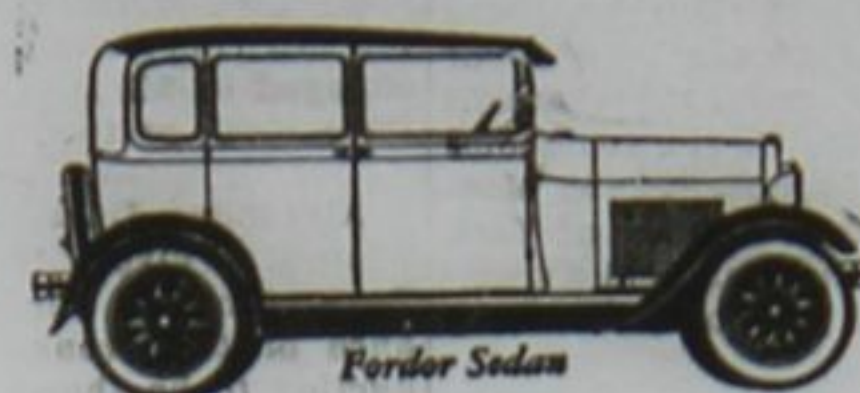
Economy—30 miles per gallon of gasoline, plus the well known economics of Ford car maintenance.

Appearance—coach work of pleasing proportions, tastefully finished in an extensive range of color combinations of durable satin lacquer.

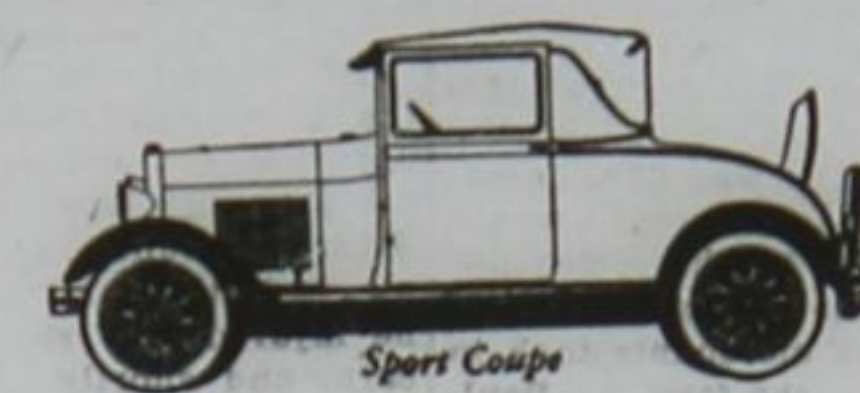
Quietness—Vibration in the engine is practically negligible. New final drive is exceptionally quiet. Double-ply anti-squeak tape, asphaltum treated fabric and hardwood blocks between body and frame minimize body noises.



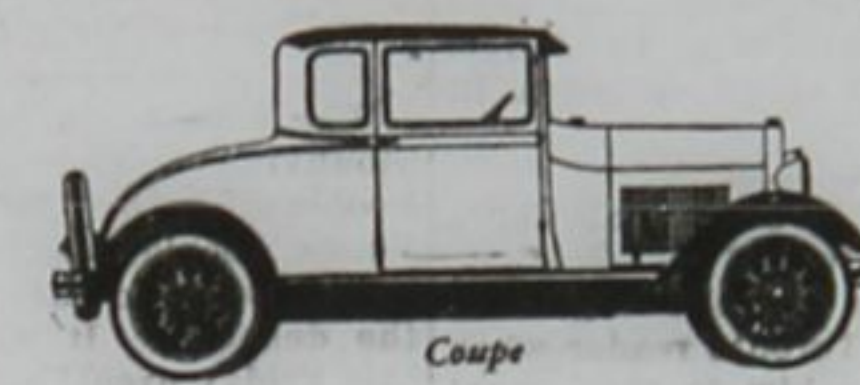
Tudor Sedan



Fordor Sedan



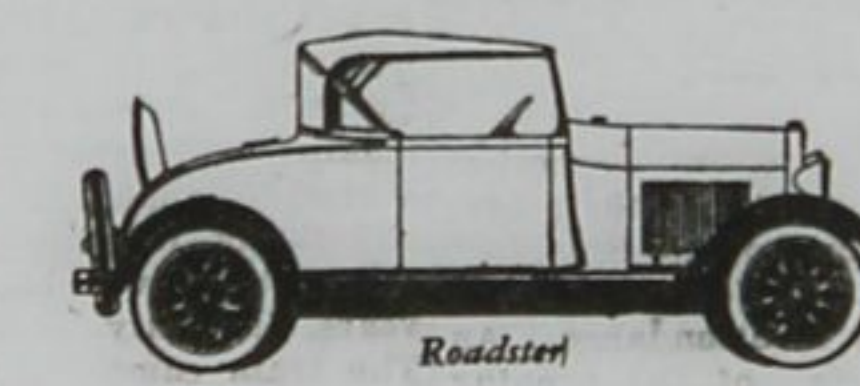
Sport Coupe



Coupe



Roadster



Roadster

Engine—At 2200 revolutions per minute the new four cylinder engine develops 40 H. P. This revolution speed is low for such power and sets an entirely new standard for light car speed and acceleration, enduring quality and operating economy.

Engine lubrication—Combination of pump, splash and gravity feed thoroughly lubricates all frictional surfaces regardless of road grades.

Cooling system—Combination water pump and Ford thermo-siphon system doubly insures ample radiation. Engine warms up quickly but will not overheat.

Electrical system—The new Ford designed distributor is placed on top of engine permitting direct connection to spark plugs by means of short bronze bands. The single coil is protected by a waterproof case. Co-incidental lock on ignition circuit is theft proof. The powerful starting motor and dependable generator are both of Ford design.

Clutch and transmission—Patterned after the famous Lincoln, these units give an operating ease never before found in moderate priced cars. The nine plate multiple dry disc clutch and the selective transmission are designed to make shifting of gears remarkably easy and simple. Getaway, unexcelled by any car made today, is just one of the many advantages. Three speeds forward and one reverse. All gears are made of heat-treated chrome alloy steel. The only light car in which transmission shafts are mounted on ball and roller bearings.

Rear Axle—The axle shaft itself carries no weight as the ¾ floating principle places the weight of the car on the axle housing. Flexible roller bearings minimize rear wheel friction. A Torque Tube drive and spiral bevel gear are additional features.

Springs—Transverse semi-elliptic design. Relieved of all driving strain, they perform the sole function of cushioning road shocks. The transverse type of spring helps to prevent a large amount of frame distortion, makes four-wheel brake operation more efficient, gives easier steering and reduces unsprung weight.

Chassis lubrication—Alemite-Zerk pressure system.

Motor

Make and Model—Ford "A"
Four Cylinders—Bore 3¼"; Stroke 4¼"
Unit Construction
Pump and Thermo-Siphon Cooling
Pump, Splash and Gravity Lubrication
Single Coil Distributor Ignition
Sliding Gear (3 speed) Transmission
Multiple 9 Plate Dry Disc Clutch
Crankshaft—Statically and Dynamically Balanced
High and Low Speed Jet Carburetor (hot-spot manifold)
Aluminum Pistons
Oil Indicator
Two Blade Aeroplane Type Fan
Bake-lacquered Fabric Timing Gear
Carbon Chrome Nickel Alloy Valves
N. A. C. C. Rating 24.03 H. P.—Actual
Developed H. P. 40 at 2200 R. P. M.

Equipment

Automatic Windshield Wiper (Closed Cars)
Rear View Mirror
Speedometer
Dash Light
Gasoline Gauge
Ammeter
Combination Tail and Stop Light
Motor Driven Horn

Performance

60 Miles Per Hour
40 Miles Per Hour in Second Gear
Acceleration—5 to 25 M. P. H. in 8½ Seconds
30 Miles Per Gallon Gasoline Consumption

Your local Ford dealer will give you prices and complete details—See him today.

Equipment

Starter
Foot Accelerator
One Piece Windshield Sun Visor
Thief Proof Ignition Lock
4 Hydraulic Shock Absorbers
Wide Range of Color Options

Chassis

4 Wheel Brakes—Mechanical Internal Expanding Type with Automatic Equalizer
Springs—Transverse Semi-Elliptic Drive—Torque Tube, Gears—Spiral Bevel
Rear Axle—Three-Quarter Floating
Full Crown One Piece Fenders
Gravity Feed Fuel Tank
Ignition Wires Enclosed in Flexible Steel Tubing
Steering Gear (irreversible)—Worm and Sector Type
Acorn Design, Nickel Plated Headlights
5 One-Piece Steel Spoked Wheels
17¼" Steering Wheel
Alemite-Zerk Pressure Lubrication
Body and Chassis Insulated to Prevent Noise
Wheel Base 103½ Inches
Turning Radius—17 Feet
Tire Size—30 x 4.5
Road Clearance—9½ Inches



FORD MOTOR COMPANY OF CANADA, LIMITED, FORD, ONTARIO

CRACK C.P.R. FLYER CRASHES HEAD-ON INTO FREIGHT

Four Are Killed, Over Thirty Injured in Worst Train Wreck of Years at Dockrill, Ontario

FIRE ADDS TO HORROR

Enterprise, Ont., Nov. 28.—Four known dead, others believed to have perished in flames and beneath wreckage, and around 30 injured, were the casualties which resulted at about 2.15 this afternoon at Dockrill, 12 miles east of Napanee, when an eastbound freight train over-ran its siding and crashed head-on with the crack C.P.R. Chicago flier, approaching westbound at a mile-a-minute speed.

The tragedy was the worst that has ever occurred in railway annals in this vicinity. When the two engines struck together they reared up like horses and then rolled down the seven-foot embankment. Four coaches of the passenger train were carried with them, and, to add to the horror, fire set in. There is little doubt but that some of the passengers have perished in the flames.

At the time of writing (midnight Sunday), work is still proceeding on

the recovery of the bodies, and it is expected that it will still be eight hours before the line is cleared again. The injured have been taken to the hospital at Smith's Falls, and the passengers who were able to continue to travel, have been sent to Toronto over the old line of the C.P.R. There were about 140 passengers on the train.

DEAD AND INJURED.

Only one of the dead has been identified, W. Burnett, engineer of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are: — R. POST, fireman of the passenger train, of Trenton.

J. L. BRADFORD, engineer on the freight train, Smith's Falls.

K. KHANS, a passenger, address unknown.

An UNKNOWN MAN, who had his legs broken and suffered other injuries.

The list of the less seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a colonist car, which apparently bore the full force of the impact.

The seriously injured were removed to temporary quarters after being given first aid and the bodies are said to be at Enterprise, 20 miles north of Napanee, Ont. Coroner Dr. G. H. Cowan, of Napanee, will conduct the inquest.

British Family Plan to Continue

Arrangements for Settlement of 3,000 Homes Being Made in Alberta

Calgary.—Arrangements have been made to continue the 3,000 British families settlement plant for 1928, according to information received by W. S. Woods, superintendent of the Land Settlement Board, here. Mr. Woods declared that a survey will be made

immediately to ascertain the probable number of farms that will be available for the families coming out next spring. It will not be possible to estimate the number of families to be brought to Alberta until this survey has been completed.

It may be necessary for the Calgary office to send a representative to Great Britain to assist with the selection of families for this district. Mr. Woods declared, however, that most of the selection would be carried on by the representatives of immigration already in the Old Country.

It is understood by local authorities that the settlers will begin to arrive in April and that all methods followed in former years with regard to their welcome in the new land and their settlement upon farms which have reverted to the Government will be carried out next year.

The collegiate three-letter man is not so designated because he has mastered the three R's.

Julia—"And at the end of his letter he put a couple of X's. What does he mean?" Hilda—"Simple girl! It means he's double-crossing you."

EUROPEAN UNREST CAUSED BY NEW DIPLOMATIC SHUFFLE

Realignment of Powers is Causing Press to Have Attacks of Nerves

SITUATION DISTURBING

London.—All over Europe in the last few days big and little diplomatic crises have been reported.

Sections of the British and Continental press have developed nerves and are headlining war scares without being sure what the trouble is all about.

Europe suffers from chronic diseases of militarism, ingrained hatreds and the dozen serious and menacing grievances left by the peace treaties. Of late the patient has been resting quietly, exhibiting signs of returning health due to generally improving economic conditions.

MOVES IN DIPLOMATIC GAME

The Russian note warning Poland not to attack Lithuania and discussions of the situation there between Maxim Litvinoff, Assistant Commissioner of Foreign Affairs, and German

Foreign Minister Stresemann in Berlin, are regarded here as moves in the diplomatic game.

The Russian Foreign Office, in the hand of the Moscow Moderates, wants a reputation for working for the peace of Europe and at the same time establish its continued interest in the affairs of countries which before the war were under Russian rule.

Germany, smarting under the grievance of former German territory annexed by Poland, is not unwilling to help the Russian game in order to show up Poland as a potential aggressor.

All these moves are preparatory to arbitration of the Polish Lithuanian disputes over the frontier and the language in Lithuanian schools. These points will come before the League of Nations Council next month.