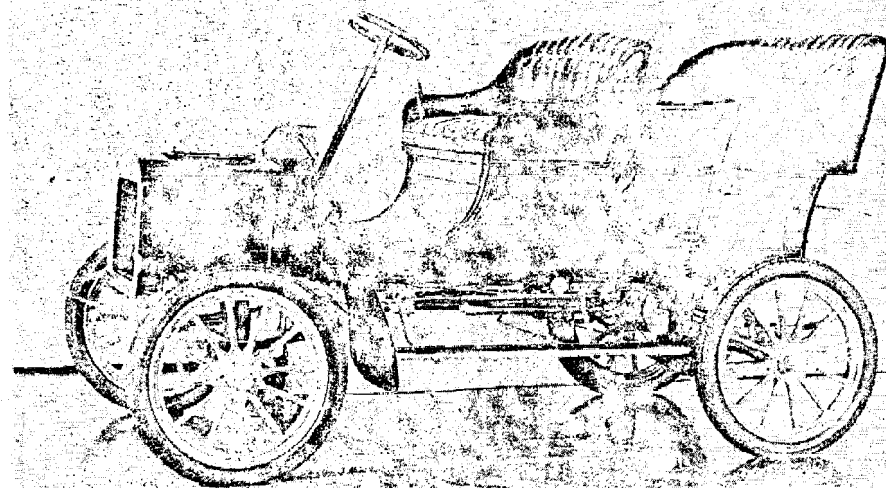


CANADIAN FORDS

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Canadian-built 1904 Model C Ford showing distinctive side entrance tonneau. This car is on display at the Henry Ford Museum. Photo from the Collections of Greenfield Village and Henry Ford Museum, Dearborn, Michigan.

In 1904 when the Ford Motor Company of Detroit was completing its first year, Ford Motor Company of Canada, Limited, was born. Gordon M. McGregor, president of the Walkerville Wagon Co. Limited, Walkerville, Ontario, secured an agreement to manufacture Ford cars in Canada, for Canada and the British Empire exclusive of the British Isles. This agreement resulted in the incorporation of Ford Motor Company of Canada, Limited, on August 17, 1904.

Assembly started with the 1904 Model C Ford in what had been the Walkerville Wagon Works on October 10, 1904. Twenty-five Model C's were credited with having been assembled by the end of the calendar year 1904. The same model was built in 1905, bringing the total number to 107 by the end of the first fiscal year, August 31, 1905. During the first fiscal year, seven

Model B's were sold but records do not show whether they were assembled in Canada or imported from the United States. There are no records to show whether or not the 1905 Model F was built or sold in Canada. However, it is quite clear that all subsequent models were built in Canada with the exception of the Lincoln and later the Thunderbird.

From time to time people inquire about the correct paint colors for the Canadian-built models. From early records we have been able to determine the body colors but have no accurate records of chassis and running gear colors. What we report here may be considered accurate; any omissions indicate we do not have recorded data to confirm. We would rather give only what we can be certain of.

Models and colors offered by Ford Motor Company of Canada, Limited,

were as follows:

1904 Model B	Touring car— <i>dark green</i>
1904 Model C	Runabout and detachable rear entrance and side entrance tonneaus— <i>dark green or red</i>
1905 Model F	Side entrance tonneau— <i>dark green</i>
1906-07 Model N	Runabout— <i>maroon, dark green or black</i>
1906-07 Model R	Runabout— <i>Brewster green or carmine</i>
1907-08 Model S	Runabout— <i>green</i> ; roadster— <i>red</i>
1906-07-08 Model K	Touring— <i>blue</i> ; roadster— <i>red or gray</i>
1909 Model T	Touring— <i>red or green</i> ; roadster and surrey or tourabout— <i>red, green or gray</i> ; coupe and town car— <i>green</i>
1910 Model T	Touring and roadster— <i>red or green</i> ; coupe and town car— <i>green</i>
1911 Model T	Touring, runabout, roadster, coupe and town car— <i>blue</i>
1912 Model T	Touring, runabout, delivery and town car— <i>blue</i>
1913, 1914 Model T	Touring, runabout and town car— <i>blue</i>
1915 Model T	Touring, runabout, coupelet, sedan and town car— <i>blue</i>
1916 Model T	Touring, runabout, coupelet, sedan and town car— <i>blue-green</i>
1918 Model T	Touring, runabout, coupe and sedan— <i>blue-green</i>
1919 Model T	Touring, runabout, coupe and sedan—any color you wanted so long as it was black.

A question will be raised in the minds of some people who have Canadian-built Model T's about the colors blue and blue-green. The answer is that we do *not* have any color chips or any exact color to use as a guide. It can be assumed that both colors were very deep. We have been told by retirees who were with Ford of Canada during the Model T era that the reason Canada had colors longer than the United States company was because the Canadian paint suppliers were able to produce colors which would dry fast enough to keep up with the moving assembly line. From 1919 on through the end of Model T production, the Canadian colors appear to have been the same as those used in the United States.

Basically the cars built in Canada were the same as those built in the U.S. but there were differences which are of significant interest to the restorer who desires accuracy of detail. There were several reasons for differences—necessity, practicability, innovations and improvements.

When production started with the Model C in October 1904, the first body style was a rear entrance tonneau. The chassis, less wheels and body, were bought from Dodge Brothers, Detroit, who supplied the U.S. Ford Motor Company. Wheels were made in Windsor and bodies were made by Wm. Gray and Sons, Chatham, Ontario. Early in November 1904, the body style was changed to a side entrance tonneau. This marked the beginning of differences in Canadian production.

We have not been able to find any specific differences in the Models K,

N, R and S built in Canada. However, differences appear again with the Model T. Prior to 1909 all automobiles had steering on the right side. With the introduction of the Model T, Henry Ford introduced left side steering as an innovation in the industry. This was very practical as the driving was on the right side of the road.

It was different in Canada. In some of the Provinces motorists still drove on the left side of the road, as they did in countries to which Canada exported. When front doors were added to the Model T in the United States, because of the position of the brake lever, it was not practical to have a door on the driver's side. In Canadian production, necessity called for a door on the left side for right hand drive models and a door on the right side for the left hand drive models. Practicality suggested one body style that could be used for either left or right hand drive cars. Thus, all Canadian built cars had doors on both sides of the open models.

The next change came in the 1920 models. That year the "one man top" and slant windshield were introduced on the Canadian touring car and roadster. Both top and bottom sections of the windshield could swing in or out. The back lights of this new style top were two oval glass windows. This style of top and windshield was not adopted on the U.S. models until 1923.

In the early years of Ford production in Canada, engines were brought in from the United States Ford. On May 20, 1913, engine production started in Canada. Engine numbers started with C-1 and went on with that C prefix to a total of over 757,000 by the end of T

production. There do not seem to have been any other differences through the end of T production.

Canadian Model A production started in December 1927, and terminated on February 22, 1932. There were two obvious differences between those built in Canada and those of the United States. In Canada the screwheads were of the Robertson type, that is, a square hole in place of the slot head which requires a special driver. And the bumper clamps of the Canadian built Model A did not have a color insert, nor place for such. Basically the color schemes for the Canadian Model A were similar to those of the United States. There were one or

two different names used for colors but, as there are no color chips existing, a restorer would be well advised to use the colors established as acceptable under the U.S. judging standards. From the Model A era on through the end of production of passenger cars at the time of World War II, the Canadian production of Ford products seems to have been the same as the United States production.

With the resumption of passenger car production after the war some differences appeared again in Canadian production. If there is sufficient interest, a later article could be published to cover the post-war years.

Canadian-built 1920 Model T Ford touring which shows the one man top and slant windshield which were not featured on U.S. cars until three years later. Photo from the Collections of Greenfield Village and Henry Ford Museum, Dearborn, Michigan.

