

"FORD'S A NATURAL FOR POLICE CAR SERVICE"

say
Police Officials,
Drivers
Everywhere



Now, More than ever . . .

Ford's the Favorite for Police Service!

For years America's top-ranking police car, the '50 Ford is winning new favors all over the country for its great new comfort . . . roadability . . . handling . . . low cost operation . . . reliability . . . safety and long life.

The preference for Ford Cars for police work is evidenced by one of the largest orders ever placed by any police department—the purchase of 430 Fords by the New York Police Department!

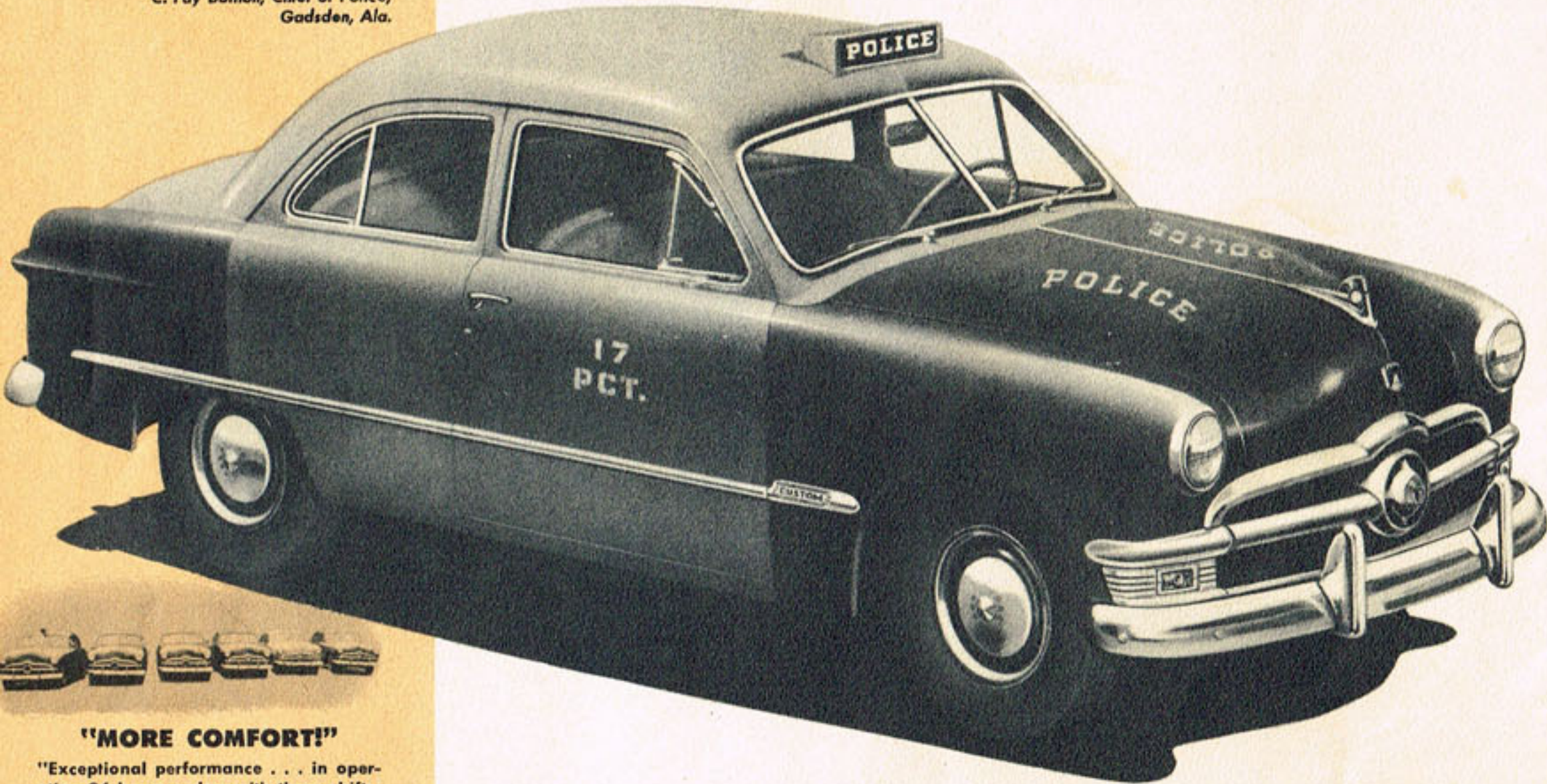
But read what police officials throughout America say about the great Ford on this and other pages. Then see the '50 Ford—50 ways new—finer than ever for police service!



"EASIER TO HANDLE!"

"Ford brakes are more powerful, easier to operate, steering is easier, performance better, pick-up faster, greater comfort. Selection of new Fords was a happy choice."

C. Fay Bomon, Chief of Police, Gadsden, Ala.



"MORE COMFORT!"

"Exceptional performance . . . in operation 24 hours a day with three shifts, the men are less fatigued, due to Ford's ease in handling and superior riding qualities. We're highly pleased in every way."

Percy T. Beard, Commissioner Owensboro, Ky.

"MORE ECONOMICAL!"

" . . . Upkeep has been less expensive, Fords give greater mileage . . . we believe these units are the most economical we could have purchased."

W. Z. Smith, Acting Chief of Police, Huntington, W. Va.



"STAMINA"

"The '49 Ford has all the necessary acceleration, speed and the stamina to perform faithfully 24 hours a day. It surpasses all former Ford models in performance, comfort, economy of operation."

G. R. Carrol, Chief of Colorado City Patrol, Denver

"HANDLES MORE EQUIPMENT"

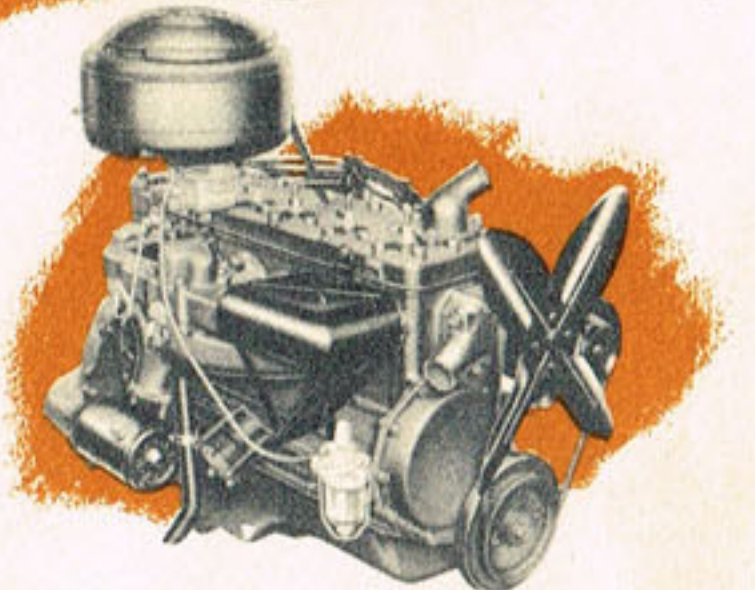
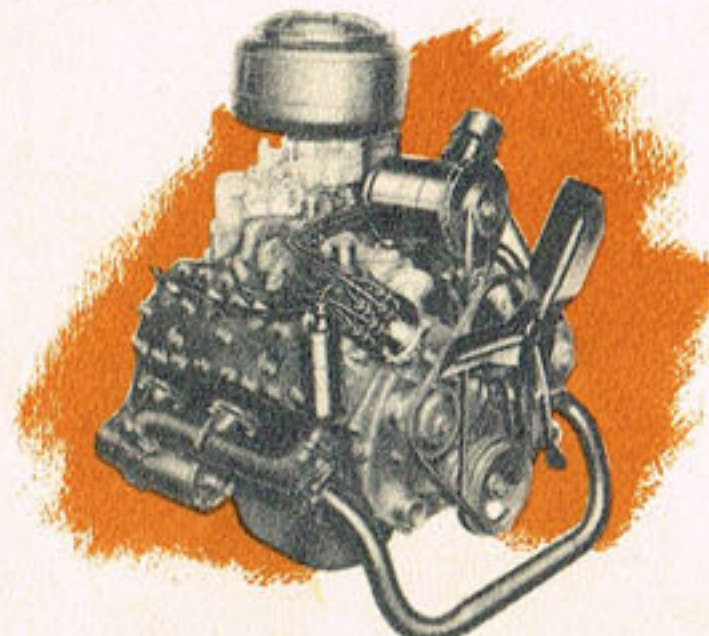
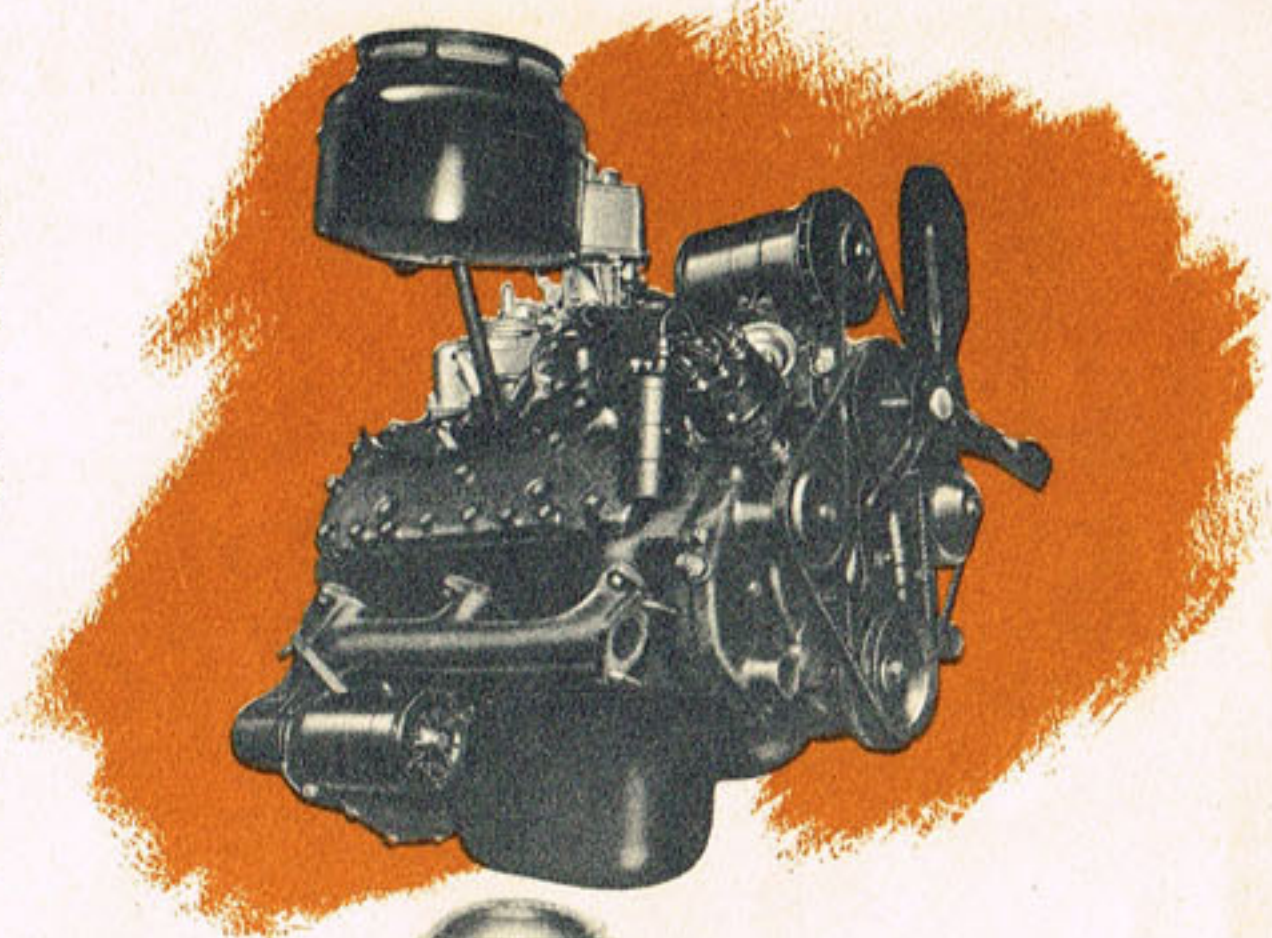
The Indiana State Police find plenty of room for bulky radio equipment and much emergency gear in their Ford Police Car trunks. Ford's 23 cu. ft. trunk space (in addition to spare tire room) is a natural for handling ample patrol work equipment.



Only Ford Offers A 3-WAY CHOICE OF POWER!

FORD V-8 H.P. SPECIAL

Here's police power that tops them all! Special for Ford Police Cars only. 110 "horses" give power to spare with dynamic acceleration—ready for any emergency! 255.4 cu. in. displacement 3 $\frac{3}{16}$ " bore x 4" stroke; 110 h.p. at 3600 rpm; Max. torque 200 lbs.-ft. at 2000 rpm; Compression ratio 6.8 to 1.



FORD 100 H.P. V-8

For fast acceleration, plenty of get-up-and-go, Ford's famous 100 h.p. V-8 takes the honors! 239.4 cu. in. displacement; 3.1875" bore, 3.75" stroke; 100 h.p. at 3600 rpm; Max. Torque 180 lbs.-ft. at 2000 rpm; 6.8 to 1 compression ratio.

FORD 95 H.P. SIX

Ford offers a new 95 h.p. Six cylinder engine that gives money-saving economy, plus plenty of dependable speed. 225.9 cu. in. displacement; 3.3" bore x 4.4" stroke; 95 h.p. at 3300 rpm; Max. torque, 180 lbs.-ft. at 1200 rpm; Compression ratio 6.8 to 1.



"PARTS AND SERVICE AVAILABILITY!"

"Ford far exceeds our expectations in roadability and comfort . . . the quick availability of parts and service throughout the state and cities and small towns alike, relieves us of time lost through necessary repairs."

C. R. McMillan, Chief Highway Commissioner, Columbia, S. C.

"HIGH SPEED IN A HURRY!"
"Fords attain high speed quickly, are easy to maneuver and park, much safer, easier riding . . . We're well satisfied."
Wayne V. Thompson, City Manager, Richmond, Calif.



"GREATER SAFETY!"

" . . . easy steering, quick pick-up, maneuverability and safe performance . . . operators are well pleased in the performance and most of our cars are on a 24-hour schedule."

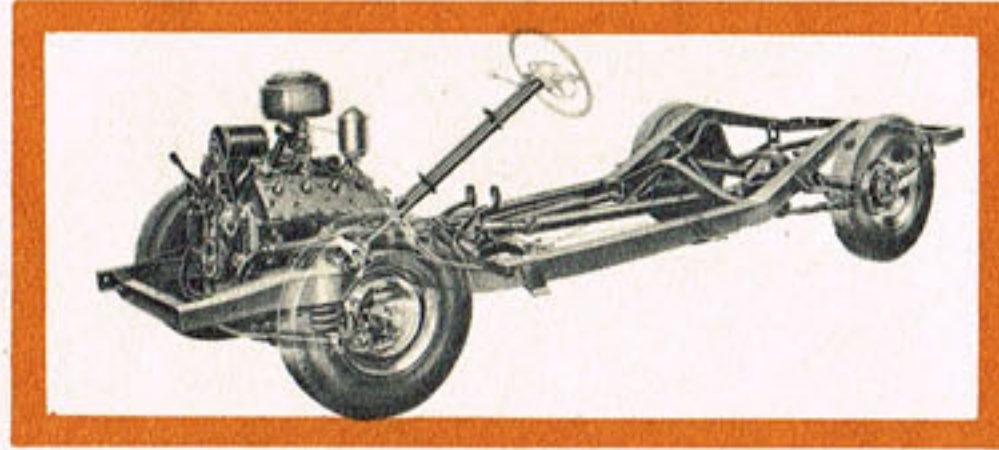
J. H. Jennings, Chief of Police, Greenville, S. C.



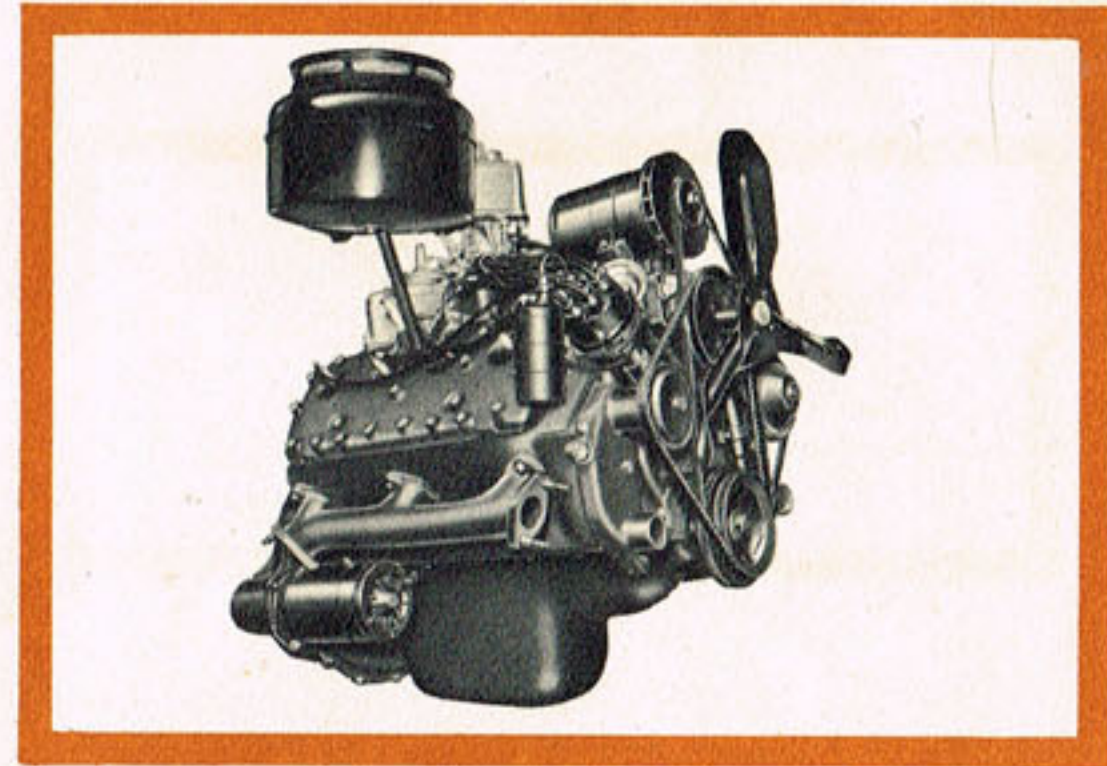
A Natural for Quick, Easy Conversion

There's no fuss, no bother, no time lost in equipping Fords for police service. Simply specify the equipment you want on your original new car order. Practically all of the equipment shown on this and suc-

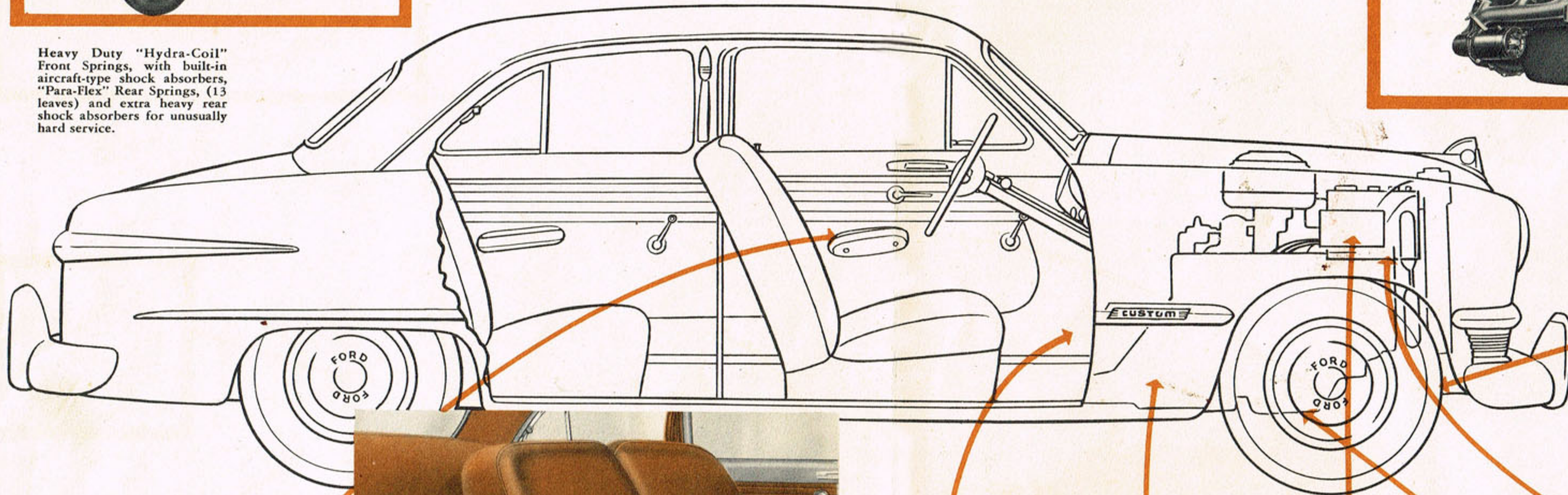
ceeding pages applies to either Fordor or Tudor models, available at traditionally low Ford prices, for extra safety, comfort and police work efficiency for continued twenty-four hour service.



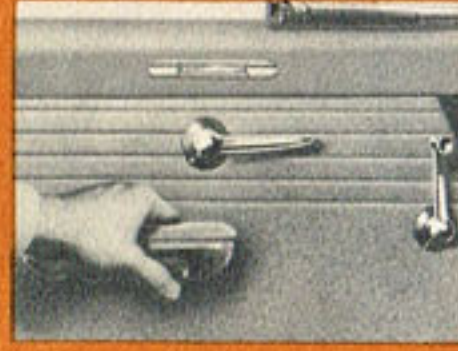
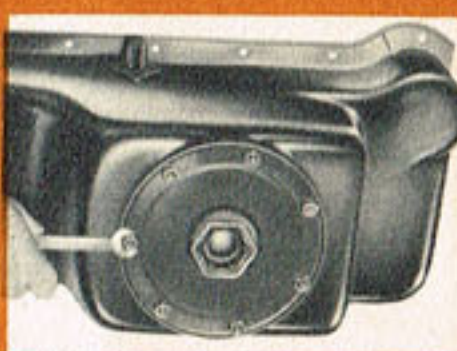
Heavy Duty "Hydra-Coil" Front Springs, with built-in aircraft-type shock absorbers, "Para-Flex" Rear Springs, (13 leaves) and extra heavy rear shock absorbers for unusually hard service.



Ideal police car power—New FORD V-8 H. P. SPECIAL. 110 h.p., V-8, L-head, 255.4 cu. in. displacement. Dependable power to meet any emergency.



6.00 x 16 6-ply (5 tires), or 6.70 x 15 6-ply (5 tires) are available for continued safe operation on the roughest roads, high speed (in place of standard 6.00 x 16 4-ply).



Strap type rear door pull handles for Fordor models, offer greater ease and convenience in closing doors and better leverage from a sitting position.

Arm rests, like commercial line in appearance, function as heavy duty front door pull handles. Available for Tudor and Fordor models in standard or special material options.

Special "24-hour Duty" front and rear seats. New, non-sag front seat springs are firmly buoyant, hold their shape, reduce fatigue. And with thick foam rubber front seat pad, drivers are assured the comfort that is so important for efficient police work. Famous washable and durable Vinyl Plastic tan upholstery (illustrated). Vinyl Plastic, Dark Green Duck, and Standard upholstery available in Ford Deluxe and Custom Deluxe, Tudor and Fordor.

Heavy duty floor mats, front and rear, designed to stand plenty of wear. Extra-thick rubber. Front mats reinforced at the critical "wear-point" at base of accelerator.

Police car service demands a clutch that can take a heavy beating. So Ford makes available a heavy duty semi-centrifugal, 10" diameter clutch for V-8 or Six.

Ford offers an Extra Heavy Duty Generator, (40 amp. 6 v. for extra output at normal speeds; 60 or 45 amp., 6 v. for extra output at normal and low speeds).

An Engine Oil Pan with a removable Clean-out Plate is available for either V-8 or Six. Plate provides easy access to oil pump screen for cleaning.

Extra Heavy Duty Battery with 120, or 130 ampere-hour capacity offers greater dependability where big electrical loads, such as police radio, are involved.

"From Any Angle Fords are Preferred for Police Work"

VETERAN DRIVERS AND POLICE OFFICIALS WRITE



January 7, 1949

Gentlemen:

Dallas' crack police force leans heavily on Ford products to maintain law and order. The 100% Ford fleet consists of 123 Ford units at the present time. The 123 Fords in the Dallas police unit travel 3,000,000 miles a year.

The principle factors necessary for police work are a good second gear, wide visibility, economy in operation, safety, comfort, dependability and 'guts'. The comfort factor has become more and more essential since squadmen spend approximately 1/3 of their lives riding in squad cars.

The Dallas Police Department is the first in the nation to train its men in emergency vehicle operations. Recruits receive 32 hours training in order to make an emergency call safely and speedily.

The '49 Fords meet our requirements very well.

C. H. Hansson

W. J. Fisher
C. H. Hansson, Police Chief
Lowell Fisher, Superintendent
of Automotive Equipment,
Dallas Police Department.

CITY OF LITTLE ROCK

SAM M. WASSILL, Mayor

Little Rock, Arkansas

OFFICE OF CHIEF OF POLICE

February, 18, 1949

Ford Motor Company,
1429 Riverside Blvd.,
Memphis, Tennessee.

Gentlemen:

In our years of experience with Ford Cars, they have proven to be the most economical, dependable, and practical cars for police work.

When emergencies arise, we can count on our Fords for faster take offs, quicker stops, and the ability to really do the job in all kinds of weather. Officers say that for performance, ease of handling, riding comfort, and dependability you just can't beat a Ford.

Long hours of sustained operation and the constant starting and stopping in city traffic have shown that the Ford can really "take it".

We have been able to keep our operating costs at a minimum due to Ford's economy of operation, low maintenance costs, and the accessibility of parts and service for immediate repairs when needed.

Very truly yours,

M. H. Potts

M. H. Potts
Chief of Police



ARKANSAS STATE POLICE

Little Rock, Arkansas

December 22, 1948

Ford Motor Company
1429 Riverside Blvd.
Memphis, Tennessee.

Gentlemen:

The Arkansas State Police Department has been using Ford passenger cars for many years, and we have found them to be the best all-around car for highway patrol work.

We find that Ford has the "get up and go" acceleration and speed necessary for highway patrol work, in addition to its economy and ease of maintenance, which is a vital part of fleet operation. The safety of its all steel body is also of prime importance.

Our patrolmen state that the Ford is reliable under all operating conditions, quick to start, ready to go, anywhere at anytime, and has the power and stamina to withstand hard usage and continued operation at high speeds over all types of roads. Patrolmen also say that Ford's driving and riding qualities have done much to reduce driver fatigue.

We are pleased with the quick and efficient service on parts and repairs that we have received from Ford dealers in the State of Arkansas.

Yours very truly,

Jack Porter
Jack Porter, Director
State Police
ARKANSAS STATE POLICE DEPARTMENT
Little Rock, Arkansas.

City of Omaha
Department of Police

W. W. CARMICHAEL, COMMISSIONER

FRED FRANKS
CHIEF OF POLICE
MISS ADRIEN SAVAGE
SECRETARY

January 19, 1949

H. P. Smith Motors, Inc.,
Omaha, Nebraska

Gentlemen:

The Omaha Police Department has been using Fords almost exclusively for the past 20 years. Our fleet now consists of 14 1949 Fords and 30 1946-48 Fords as well as 2 Ford ambulances and a Ford Patrol Wagon. All are 8 cylinder units.

While we have noted a constant improvement in performance, durability and lower maintenance costs each year, we want to say that the '49 Ford is far superior in pick up ability, speed, riding qualities and ease of handling. So far our '49's have been practically trouble free, we also find a decided improvement in gasoline mileage.

I am personally driving a new 1949 Ford and have nothing but praise for the way this car performs.

Very truly yours,

Fred Franks
Chief of Police



S P E C I F I C A T I O N S

GENERAL

| | |
|--|---------|
| Wheelbase | 114" |
| Tread, front | 56" |
| Tread, rear | 56" |
| Turning radius (outer front wheel) | 20' 5½" |
| Minimum road clearance, normal load | 7.9" |
| Maximum over-all height, Fordor Sedan with normal load | 63.2" |
| Maximum over-all length over standard bumper guards | 196.7" |
| Maximum width over molding | 72.8" |
| Fuel tank capacity, U. S. Gallons | 16 |
| Crankcase oil capacity, qts.: | |
| normal refill | 4 |
| refill when filter element is changed | 5 |
| Cooling system capacity, qts.: | |
| V-8 with no heater | 21 |
| V-8 with heater | 22 |
| Six with no heater | 16 |
| Six with heater | 17 |

V-8 H.P. SPECIAL ENGINE

| | |
|------------------------------------|-----------------|
| Type | L-head, 90° "V" |
| No. cylinders | 8 |
| Bore x stroke, in. | 3¾ x 4 |
| Piston displacement, cu. in. | 255.4 |
| Taxable (S.A.E.—A.M.A.) horsepower | 32.5 |
| Max. brake horsepower at rpm | 110 @ 3600 |
| Compression ratio | 6.8 to 1 |

100 H.P. V-8 ENGINE

| | |
|------------------------------------|-----------------|
| Type | L-head, 90° "V" |
| No. cylinders | 8 |
| Bore x stroke, in. | 3¾ x 3¾ |
| Piston displacement, cu. in. | 239.4 |
| Taxable (S.A.E.—A.M.A.) horsepower | 32.5 |
| Max. brake horsepower at rpm | 100 @ 3600 |
| Compression ratio | 6.8 to 1 |

95 H.P. SIX ENGINE

| | |
|------------------------------------|-----------|
| Type | L-head |
| No. cylinders | 6 |
| Bore x stroke, in. | 3.3 x 4.4 |
| Piston displacement, cu. in. | 225.9 |
| Taxable (S.A.E.—A.M.A.) horsepower | 26.1 |
| Max. brake horsepower at rpm | 95 @ 3300 |
| Compression ratio | 6.8 to 1 |

TRANSMISSION

| | |
|----------------------|--|
| STANDARD | |
| Type | 3 speeds forward, one reverse |
| Shift lever location | On steering column |
| Gear ratios: | |
| First | 2.819 to 1 |
| Second | 1.604 to 1 |
| Third (direct drive) | 1 to 1 |
| Reverse | 3.625 to 1 |
| Type of gears | All helical |
| How engaged: | |
| First and reverse | Sliding gear |
| Second and third | Constant mesh with blocker-type synchronizer |

OVERDRIVE (optional at extra cost):

| | |
|---|-----------|
| Type | Automatic |
| Ratio | 0.70 to 1 |
| Automatic cut-in at speeds above (Approx.) | 27 mph |
| Automatic return to direct drive when speed drops below (Approx.) | 21 mph |

CHASSIS

FRONT SUSPENSION

| | |
|------------------------------|--|
| Type | Independent, swinging link with "Hydra-Coil" Springs |
| Coil spring diameter, inside | 4.0" |
| Shock absorbers | Hydraulic, double-acting tubular type |
| Caster and camber | Independent adjustment for each at each wheel |

REAR SUSPENSION

| | |
|------------------------------|--|
| Type | Longitudinal, semi-elliptic leaf springs |
| Spring length x width | 50" x 2" |
| No. of leaves | 7 |
| Type liners | Impregnated fabric inserts between tips of four top leaves |
| Bracket and shackle bushings | Rubber, concentrated-pressure type |
| Lubrication required | None |

METHOD OF PROPULSION

| | |
|--|-----------------|
| | Hotchkiss drive |
|--|-----------------|

REAR AXLE

| | |
|----------------------------|--|
| Type | Semi-floating |
| Final drive gears | Hypoid |
| Gear ratios: | |
| standard without overdrive | 3.73 to 1 |
| standard with overdrive | 4.10 to 1 |
| optional without overdrive | 4.10 to 1 |
| Axle shafts | Integral flanged steel forgings |
| Wheel bearings | Double-sealed, permanently lubricated, single-row ball |

SERVICE BRAKES

| | |
|----------------------------|------------------------------------|
| Type | Self-energizing, 4-wheel hydraulic |
| Drum type | Composite, cast iron and steel |
| Drum diameter: | |
| front | 10" |
| rear | 10" |
| Lining width: | |
| front, in. | 2¼ |
| rear, in. | 1¾ |
| Total lining area, sq. in. | 176.0 |

HAND BRAKE

| | |
|-----------|---|
| Type | Mechanical application of rear brakes |
| Actuation | T-handle on dash through lever and equalizing cable |

STEERING SYSTEM

| | |
|----------------|---|
| Type | Symmetrical linkage with cross link and idler arm |
| Steering gear | worm and triple-tooth roller |
| Gear ratio | 17.7 to 1 |
| Over-all ratio | 23.2 to 1 |

WHEELS AND TIRES

| | Tire | Wheel |
|---|-----------------|-----------|
| Standard | 6.00 x 16 4-ply | 16 x 4½ K |
| Optional at extra cost (Deluxe) | 6.70 x 15 4-ply | 15 x 5 K |
| Optional at no extra cost (Custom Deluxe) | 6.70 x 15 4-ply | 15 x 5 K |
| Special Order | 6.00 x 16 6-ply | 16 x 4½ K |
| Special Order | 6.70 x 15 6-ply | 15 x 5 K |

White sidewall tires available at extra cost.

These specifications were in effect at the time of this printing. However, the Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change, at any time, specifications, design or prices without incurring obligation with respect to any of its products.

GET EXTRA COMFORT, SAFETY—MEET ANY EMERGENCY WITH THESE IMPORTANT ACCESSORIES AVAILABLE AT YOUR FORD DEALER'S

| | | | |
|---|-------------------------|--------------------------|-----------------------------|
| Glare Proof Rear View Mirror | Glove Compartment Light | Spotlight | Luggage Compartment Light |
| Courtesy and Map Light | Turn Indicator | Road Lamps, Back-up Lamp | Engine Compartment Light |
| "Magic Air" or Recirculating Heater—Defroster | Windshield Washers | Outside Mirror | One Quart Fire Extinguisher |

F O R D Division of F O R D M O T O R C O M P A N Y

