



1902 “999” Racer Model



Manufacturing Information

Manufactured By	Henry Ford, CH Wills and Edward Huff
Assembled At	81 Park Place, Detroit, Michigan
Model Production	2 (the “999” and the “Arrow”)
Annual Production	2 (same)
Body	Racer
Horsepower	80 (reports range from 70 to 100)
Weight	2,730 pounds / 1,240 kilograms
1902 Cost	\$5,000 (USD)

Innovations

Inline 4-cylinder engine
Mammoth 1,155 cubic inch displacement
Atmospheric intake valves and mechanical exhaust valves
No real “transmission” - just a simple in and out clutch

It’s All About Publicity!

The “999” was Henry Ford's second foray into auto racing. He worked with bicycle racer Tom Cooper and a team of assistants to build two nearly identical racers. One was dubbed “999” and the other was named Arrow. The “999” had none of the comforts we've come to expect from cars today. There was no suspension, seat belts or even a windshield. In place of a steering wheel, the “999” was controlled with a unique pivoting metal bar. The car was said to spew oil all over the driver. It was reportedly too fast and too dangerous for Henry Ford to race himself, instead, Ford recruited bicycle racer Barney Oldfield, who had never driven a car before. Henry would later take the wheel of the “999” in 1904. Ford drove the “999” on the frozen Lake St. Clair's Anchor Bay, reaching a speed of 91.37 mph and setting a new land speed record. When the “999” refused to start two weeks prior to its first scheduled race, Ford sold the car to Oldfield and Cooper for \$800. Ford did, however, retain right of promotion and publicity for the car.

Joe Van Evera

Donated by Joe Van Evera of Wallace, Michigan (in the Michigan Upper Peninsula) to the Ford Piquette Avenue Plant. He has made numerous excellent models of early Ford vehicles and engines.



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