

THE 1933-34 FORDS

We cannot in retrospect overlook with nostalgia the 1933-34 models that garnished a page in Ford's history. These were the ones which had a powerful potential of 221 cu. inch engines that were fueled by a lone single barrel Detroit Lubricator Carburetor which was soon to be replaced by a Stromberg series dual throat model. Erroneously enough, car manufacturers were saying that any auto with the pistons almost lying on their sides, such as in a V-8, were sure to wear out quicker than the in line engine. Henry Ford, of course, proved that this was just a car manufacturer's gimmick to soft pedal Ford's new V-8 sales.

1933-34's were similar to the novice, however, one could learn to distinguish these two models by the following differences. The grill was a bit wider at the bottom on 1934 models with a slight rake to them, and a different style V-8 emblem on the grill shell was used in 1934 in that it had a cast triangular background and the 1933 did not. The hubcaps were different. The 1933's had a blue center background. The radiator cap was more noticeably peaked in 1934 than in 1933. Two Hood handles were placed on each panel in 1934. The 1933's had one in the center of each panel. The machine turned instrument panel was omitted in 1934. Door pulls, the 1933 models had handles directly mounted under the window sills and were oval. The 1933's had characteristic paint combinations in that the fenders and back splash pan were painted black. 1934 Fords offered solid colors.

The colors offered in 1933 and 1934 were: Old Chester Grey, Brewster Green, Black, Coach Maroon, Emperor Brown and Duncan Blue. The model options were the 4 cylinder and the V-8 motors, either in the standard or deluxe models. All of the following body styles were considered deluxe; 3 window coupe, phaeton, victoria sedan, roadster and cabriolets. DeLuxe appointments could be added to the standard models. The deluxe features were: rumble seat, chrome plated windshield frame, 2 cowl lights, 2 tail lights, 2 chromed plated horns. Any cars not equipped with the above items were to be considered as standard models. Noteworthy to mention were the location of the door hinges on these cars in that they were hinged at the rear, allowing them to be called suicide doors. Also the distributors

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were interchangeable on V-8 models. Best performance will be obtained by the use of distributor models that have "40" marked on the drive end. Although "18" and "68" distributor look alike, they will adversely effect the tune of your engine. "18" should be used with V-8 using 5.5 to 1 ratio cylinder heads. "68" should be used with 1936 and later engines. These are constructed so as to employ a built in spark curve, which is proportionate to the compression ratio of the cylinder heads. Aluminum heads have less compression than cast iron heads.

Much more could be said about these cars if more pages were added. But, needless to say that upon seeing one of these models cruising down the highway or just parked under a shady tree, that these were immediately spotted as a 1933 or 1934 Ford. No other car of that era had such drastically formed fenders or sleek racy lines that made Ford famous for his V-8 cars in the early 1930's. It is a shame that these two years in Ford's history, are almost obliterated by the absence of the proof of his craftsmanship. These cars were produced and sold during the depression years and therefore, not many people could afford a new model. Many were sent to the salvage yards during the war years that followed, leaving a handful left to the antique buffs to restore today. ■

FORD-toons

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