



TELLING THE difference between a '33 or '34 Ford may appear on the surface to be a simple matter, but not so. There are a number of major distinctions between the pair but because of many subtle changes in accessories, the problem can become confusing if a previous owner has done some parts swapping.

For instance, it is possible for an individual to perform the necessary changes to the firewall and then change to a '34 hood, grille and inner fender panels making a '33 look much like a '34. Other items such as wheels, hubcaps, bumpers, etc. can be changed to make it very difficult to distinguish between the two.

To further complicate matters one must be sure whether he is dealing with the standard or deluxe versions, since the standard of one year may have been the deluxe of the previous one. But in an attempt to get some of the major differences clearly established and list some of the more common or popular accessories we have enlisted the help of Early Iron. (Located at 1000 S. East End Ave., Pomona, CA 91766, (714) 629-3182 — they specialize in Fords and Mercurys from 1932 to 1951.) Working with them we have come up with a list that shows the most commonly accepted differences and accessories for '33 and '34 Fords.

Starting with the hood it should be noted that the '34 is longer and has straight

louvers while the '33 is shorter and has tapered louvers. With the grille the most obvious difference is the width of the polished trim running around the grille. Also the crank hole at the bottom is noticeably different on each. The '34 grille also has more of a taper face to it and has a different radiator cap. The inner fender

panels inside the fenders and next to the frame rails are also another means of telling the difference. Here you are looking for a different-shaped bubble. On the frames the '34 is much more strongly built in the area of the front cross-member. (Note photo for a more detailed look.) The '33 dashboard has an insert that

is lacking on the '34 and this is generally the quick way to differentiate between the two.

Ashtrays, too, can be a clue. The '33 had a flip-top lid while the '34 didn't have this feature. The firewall presents one of the most common changes. The dimple used to hold the hood open is found on '34s but does not exist on '33s. One quick way to tell a '33 door from a '34 door is the vent feature found on '34s only. It was possible to roll the '34 window all the way up and then give the crank another partial turn and the window would move back just enough to yield an opening. This served as a side vent, but didn't appear on '33s. The headlight configuration is another popular means for distinguishing between the two. Basically, the easiest way to describe the difference between the headlights is in physical size. The '33 is taller, when placed on its face, than the '34.

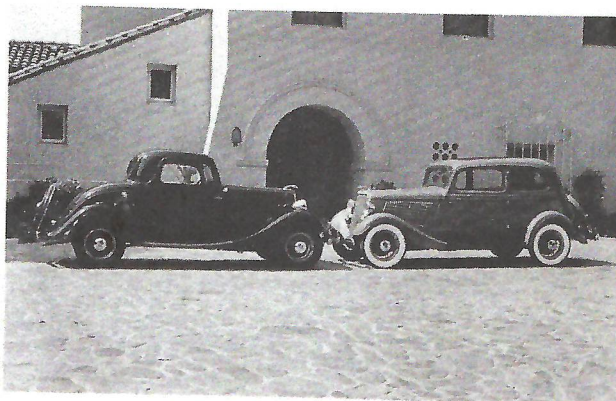
Bumpers and bumper irons fall into the same category. Because of the bolt spacing it would be very difficult, at best, to interchange '33 or '34 bumpers and bumper irons. On the bumpers the difference is very slight but you will note the curvature between each is different.

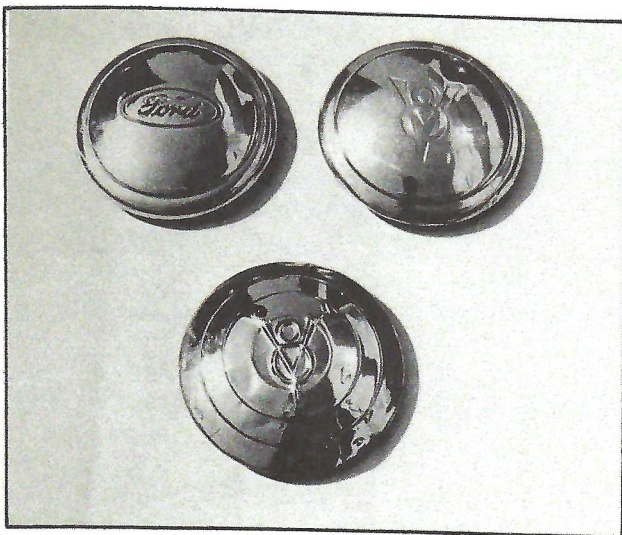
Sun visors have a very subtle difference but a difference nonetheless. The true '33 sun visor was strictly a pivot model that folded straight down, but the '34 Deluxe was capable of not only folding down but

## IS IT OR ISN'T IT?

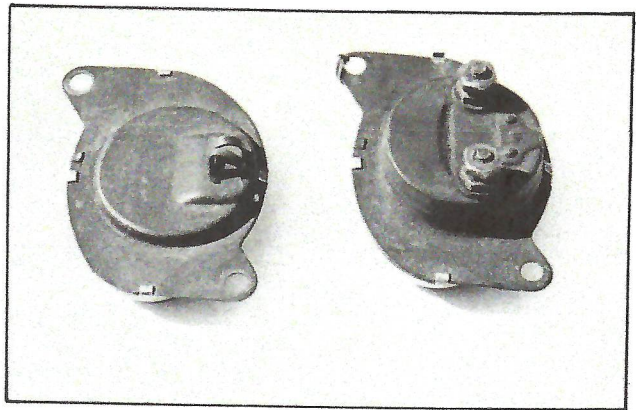
By Brian "The Difference" Brennan

Here are some comparisons and accessories that may help you differentiate between the '33 and '34 Ford.

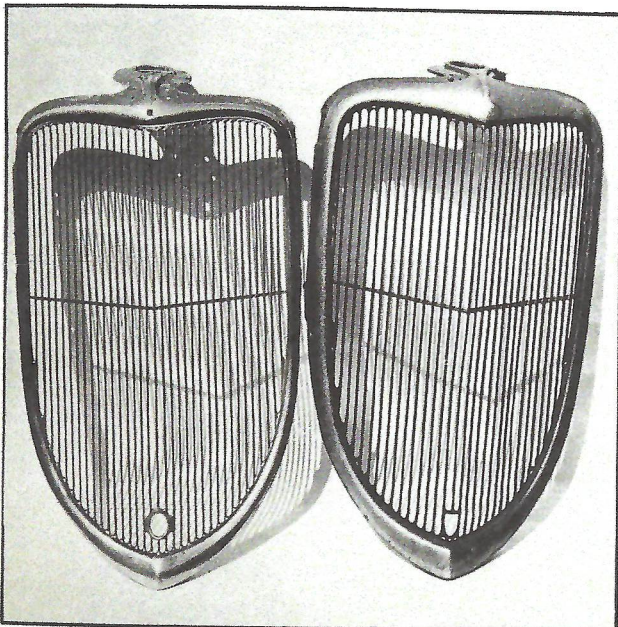




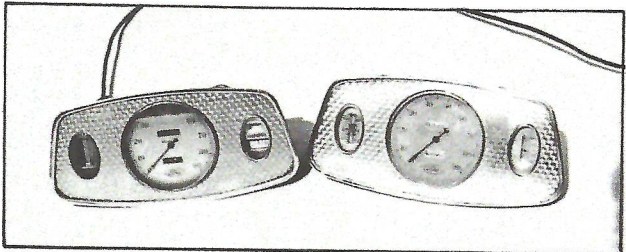
Top two hubcaps are '34 items while the bottom ones are '33. Top left cap is 4-cylinder type while right is V-8.



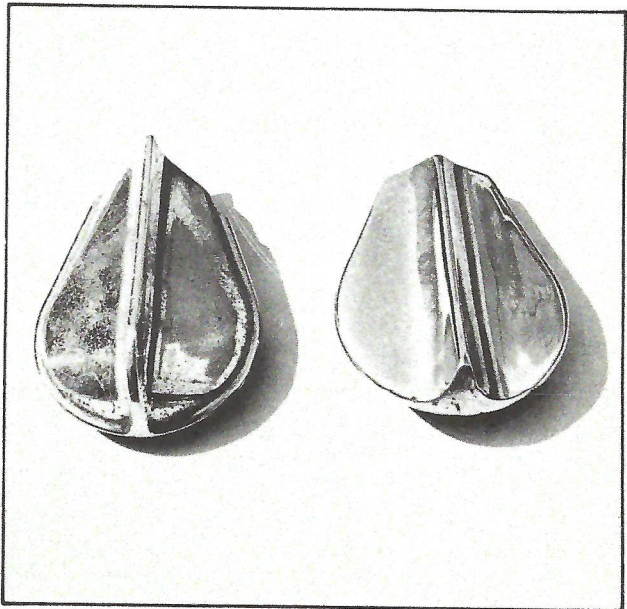
While the faces on these two ammeters are alike the difference is on the back. The one to the left is '34 and the right is a '33 model.



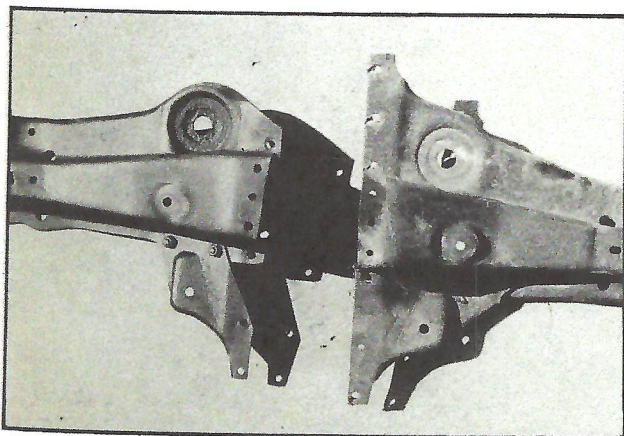
While some people seem to have trouble telling the '33 from '34 grille shell, there is some difference. Close examination should reveal three differences very quickly.



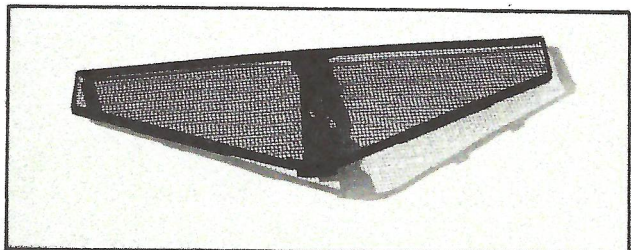
Dash assembly to the left features all the optional gauges while the one on the right is standard. Note the use of the dual temp gauge on the panel to the left.



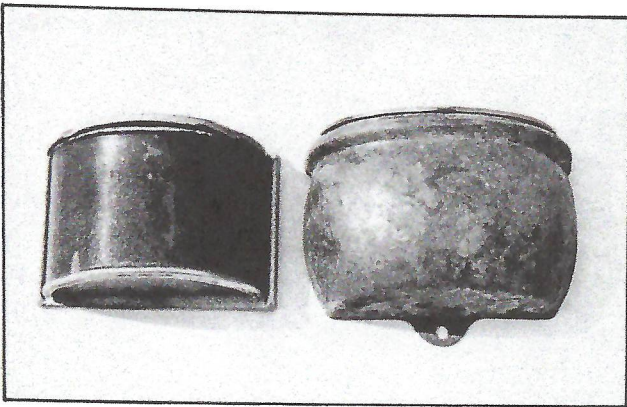
Radiator caps are another popular means of telling the difference. Left one is a '34 while the '33 is on the right.



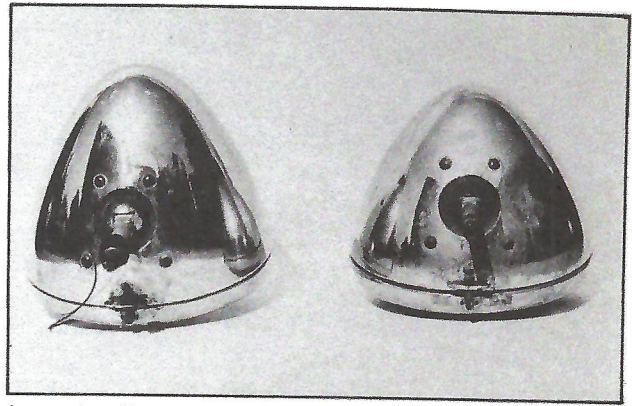
Front crossmember to the left is '33 while one on right is '34. In '34 it was made with more heft to support the now-more-popular V-8.



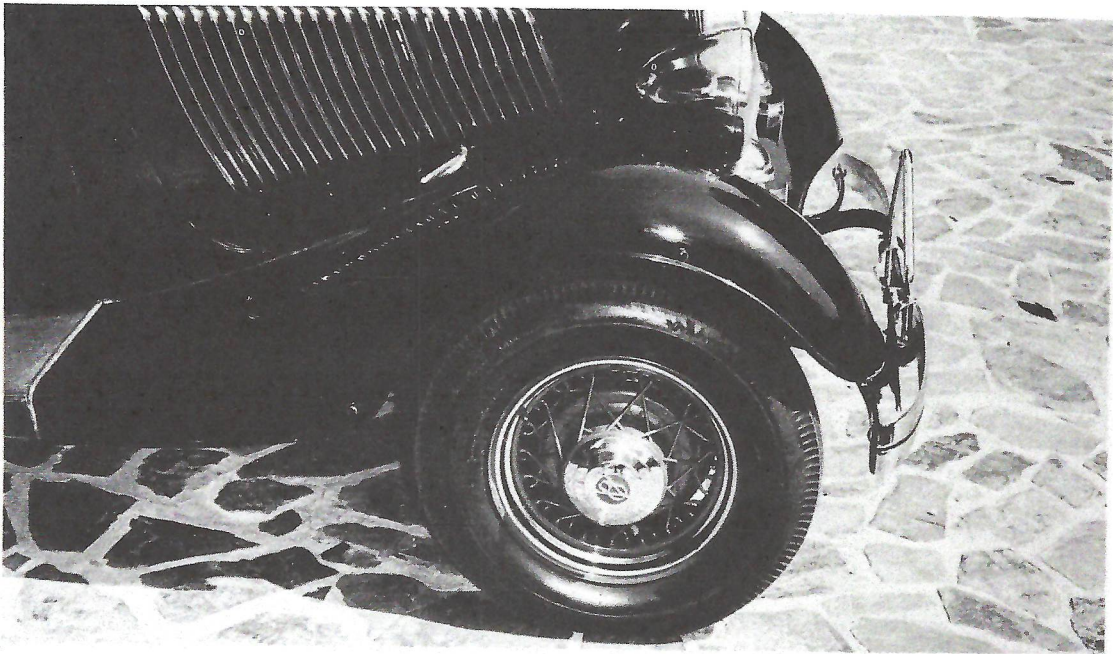
Vent screen was found on only the '34s as a standard item. If you see one on a '33, somebody has been playing around.



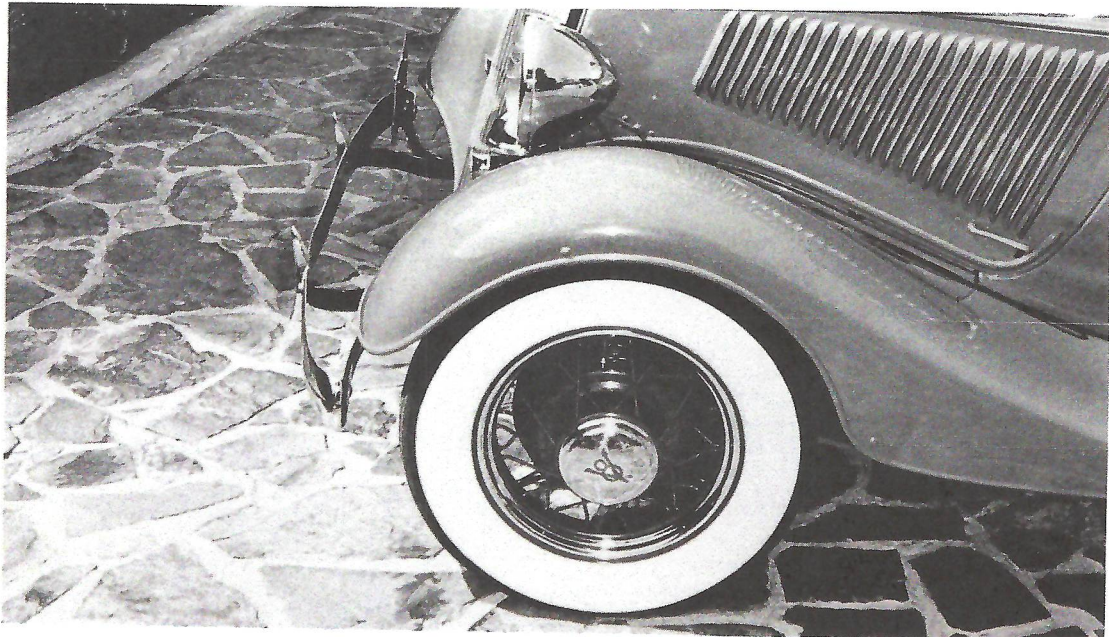
*Ashtray to the left is '33 while the '34 unit is on right.*



*Larger headlight to the left is a '33 while the '34 is on the right.*



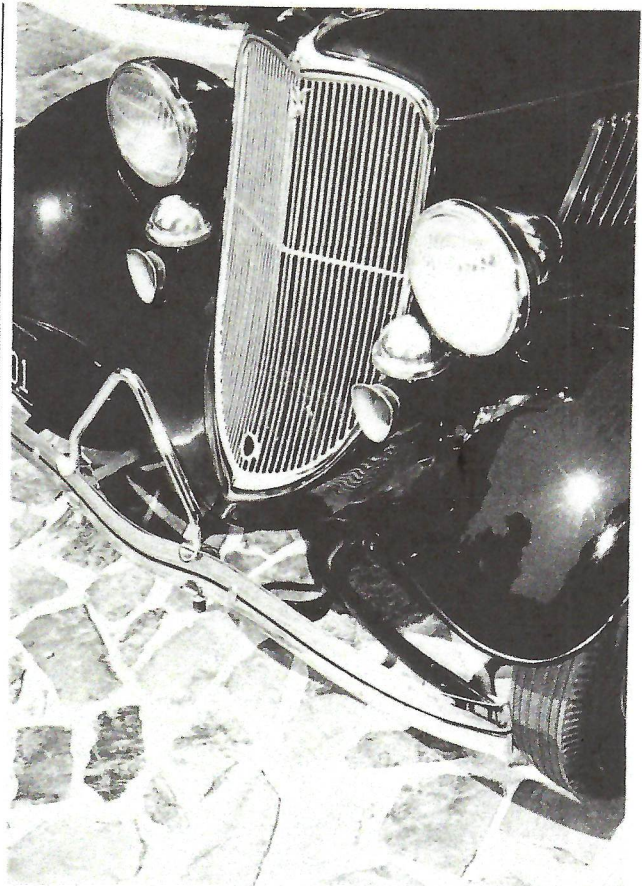
*Note the use of the beauty ring on the wheel and the '33 hood, single handle, and the '33 lights.*



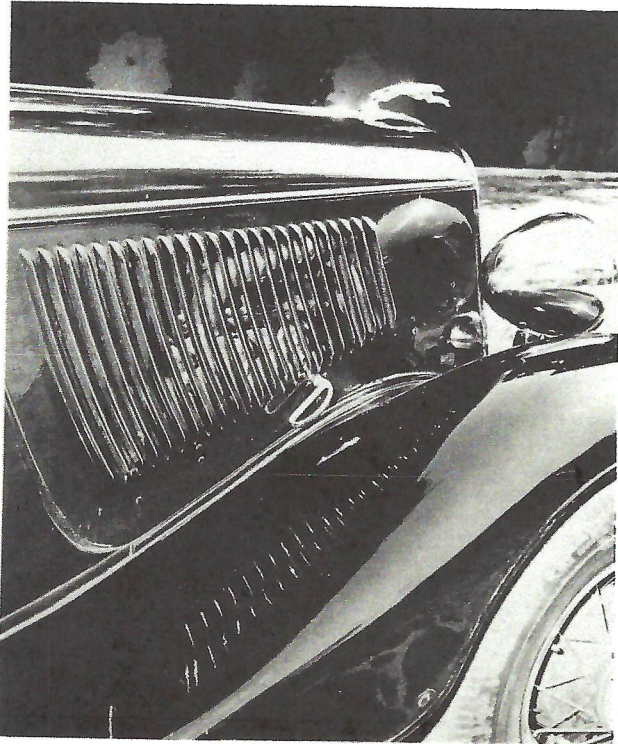
*Same shot as before but this time of a '34 to show the differences. Can you come up with six differences?*



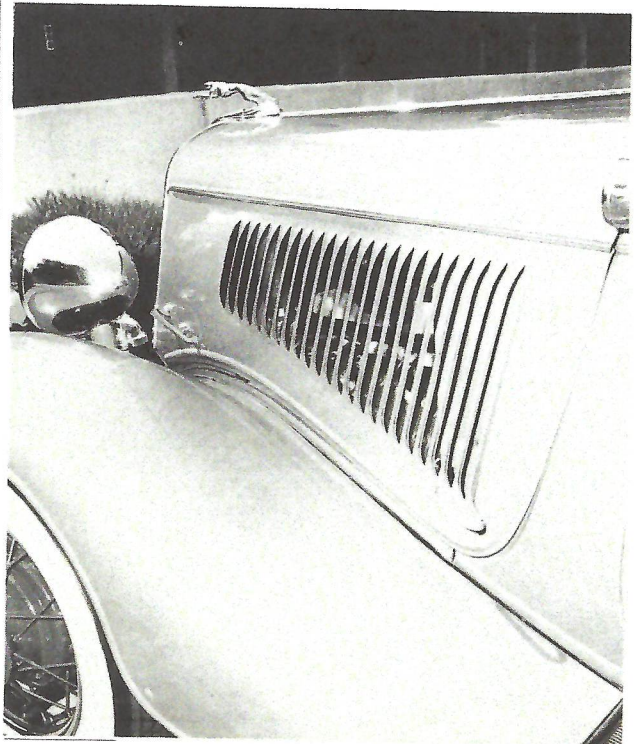
Front view of a '34 gives good look at the items peculiar to a '34. Note the V-8 emblem on the grille since it is much different than a '33. Bumper guards on this Ford are Ford-factory items.



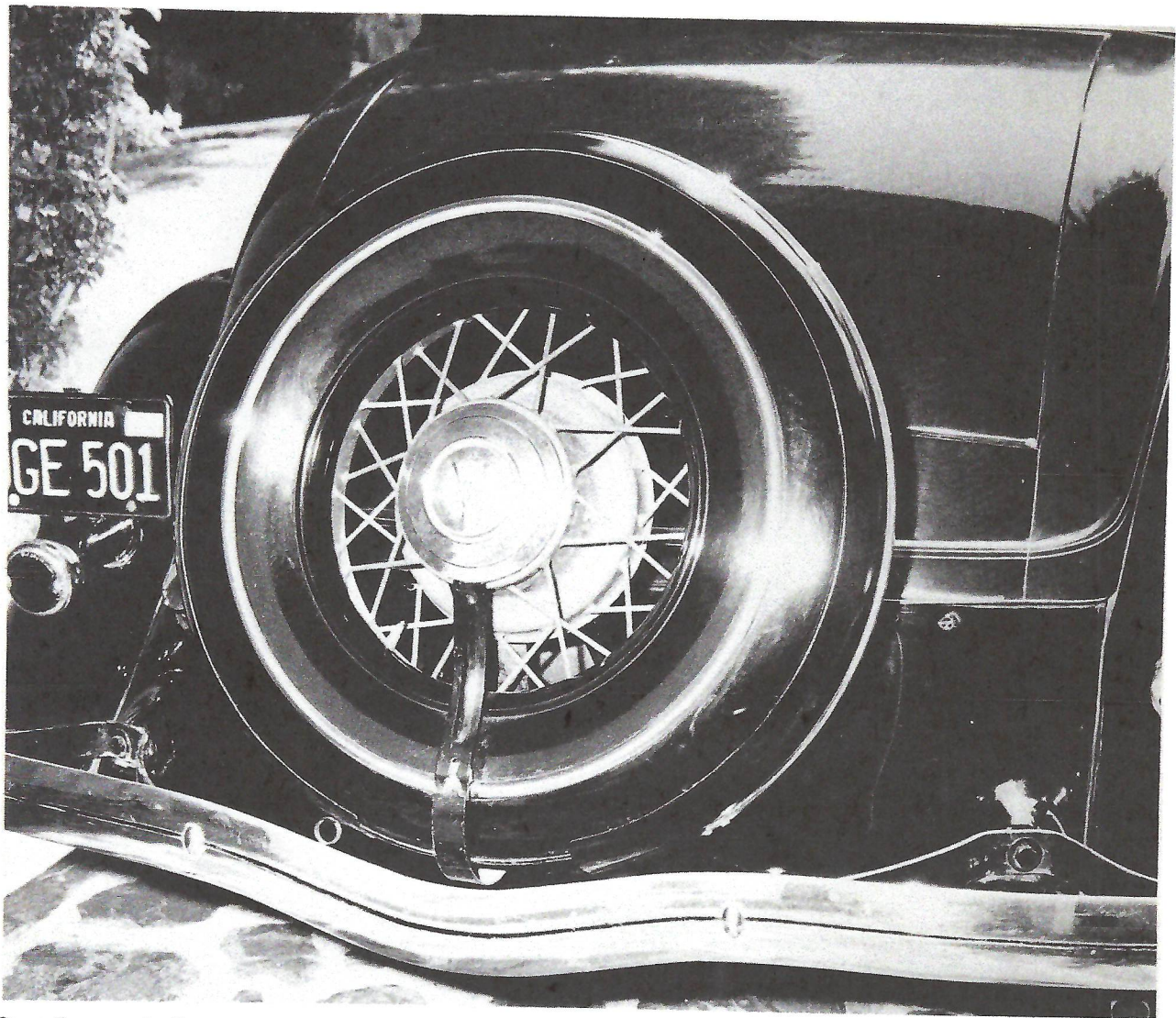
Compare this photo with previous one to note differences between '33 and '34. The grille guard is a much-sought-after item. This particular one is from Ford.



Hood on '33 uses single handle and the louvers have a mild taper. Note greyhound, as it originally came on '34s only. Item is a reproduction.



Cowl lamps and headlights have same basic shape. Hood uses twin handles and straight louvers.



Spare tire cover for '33 has outside trim ring where '34 doesn't. Note '33 hubcap and absence of bumper guards.

swinging toward the side window. Hubcaps were different, too. In '33 there was one style used while in '34 a hubcap was used to single out a V-8 from a 4-cylinder-powered car. Best way to show the differences here would be to look at the photos. And back onto the interior, the header panels bore a few differences. In the upper corners the '33 was squared off while the '34 had rounded edges. Two more quick distinguishing features were the grille emblem and the spare-tire covers. Here again, is another one best left for the photos to show.

An interesting point, and one left open for discussion, is the subject of pinstriping. Our sources say that the '33 had two lines running around the body while the '34 had three. Three additional changes to note if you really have a sharp eye: the choke and throttle rods, locking rear spare tire

mount and hood handles. On the subject of handles, the inside units were different on the standard and deluxe models for each year. The standard version were plain while the deluxe ones had a marble-type finish.

The front seats tell yet another story. The '33s were hinged on the back so that the unit could be folded entirely forward. On the '34 the back was solid, no hinges, and the whole seat folded forward without losing its shape. It takes a sharp eye indeed to differentiate between window moldings on the two. Not because they are that difficult to spot, but one must be aware of whether or not they are on a standard or deluxe model.

On the engine there were several quick ways to tell the difference. The '33 engine employed the helmet-type air cleaner while the '34 used the

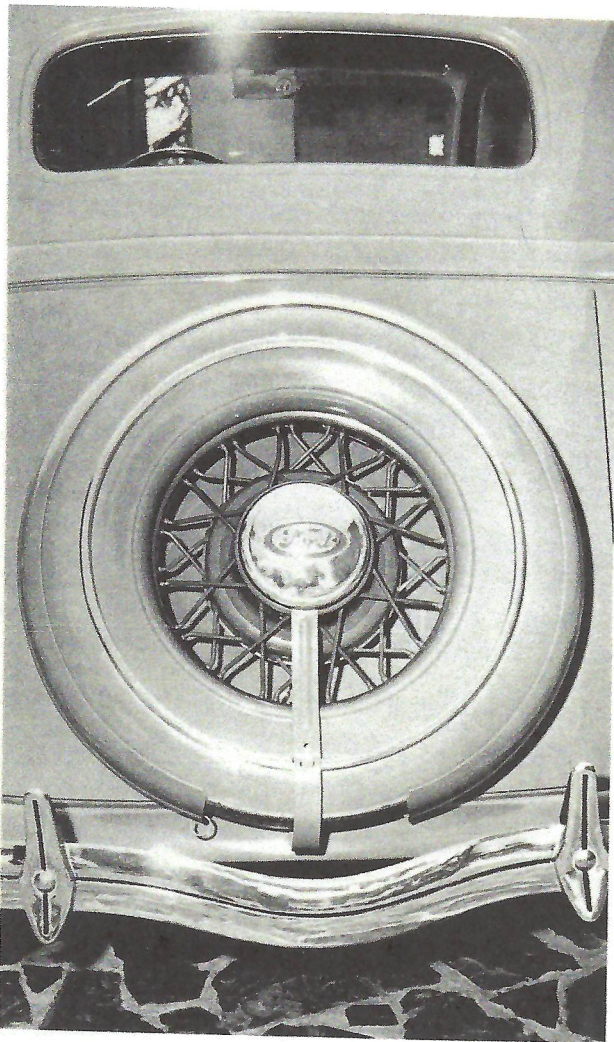
fresh-air type. Carburetion on the stock '33 was a single-barrel Detroit Lubricator and its counterpart on the '34 was a two-barrel Stromberg 48.

This next short list gives some of the most widely accepted Ford authorized factory accessories. The dual temp, which is shown in the dash (note photo), is a very much sought-after accessory today. Bumper guards were available from both Ford and outside sources. The easiest way to tell a genuine pair is to look for the colored body line running through the guard just as it would appear on the bumper. A radio was offered by Ford and this is in great demand today as since it was a real luxury then and not many were purchased. An accessory just for the '34 was the Greyhound ornament for the top of the radiator cap. The oil-bath air cleaner and the Stromberg two-barrel were designed for the '34s but could

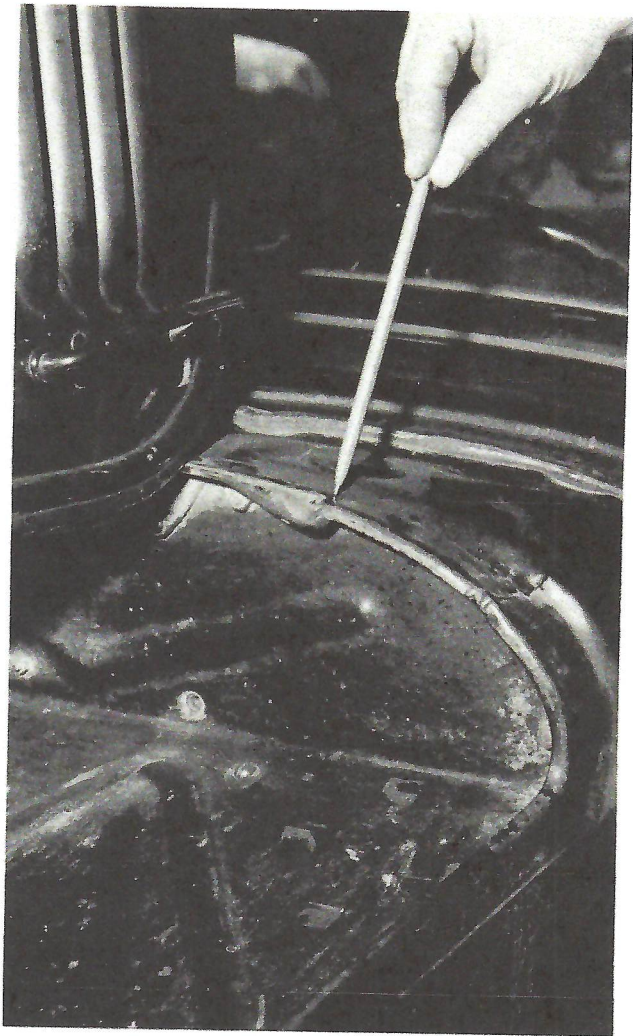
be used on '33s when this carburetor was used in place of the Detroit Lubricator.

Other items to be found in both Ford and aftermarket parts books were grille guards. There is a difference so be on the lookout. A popular non-Ford option was the oil check. Even though it wasn't a Ford item many dealers installed them. Other rare items much in demand today are fog lights, accessory trunk and dual wipers. Beauty rings were items dealers would install to "juice" the car up for quicker sales.

But if you were really looking for rare items, try finding a locking glove box, glove box clock and accessory tool box mounted on the firewall. These are all Ford items that are really tough to come by. All of the listings given are a bringing together of the most popular and widely accepted parts so we are sure you will find others, but at least this will get you started. ■



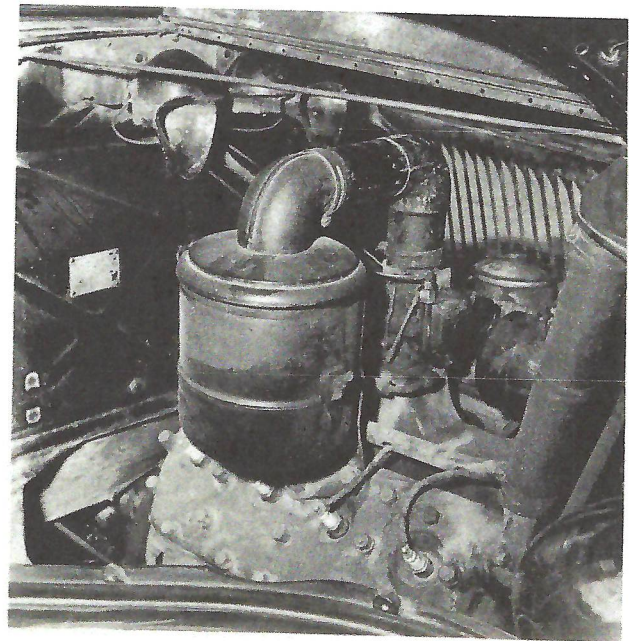
*Factory-installed bumper guards are an option. Note '34 4-cylinder hubcap used on spare tire. Bolt hole spacing is different on '33 and '34 for bumper irons.*



*Firewall dimple appears on '34s only but many rodders put one on their '33s.*



*On '34s the front windows were built in such a fashion that they created a vent window when the crank was given an extra turn.*



*Oil-bath air cleaner was made for the 2-barrel carburetor. They were found on '34s or late '33s which did away with the single-barrel carburetor.*