

1941 Fords...



Chuck Little's 1941 Ford Tudor Sedan on the Concourse at the 2006 Western National Meet in Tacoma, Washington.

...there are some differences

by **Mark Kicsak**

What follows are several pictures and an article on 1941 Fords. Two of the cars pictured are quite early production. The Tudor Sedan is too rusted to be anything but a parts car, while the Business Coupe is garaged and awaits action.

I am in the parts business with most of my parts coming from parts cars. I have been to 15 or so states, plus Canada in that pursuit. I took parts off a 1942 Mercury Sedan back in the 90s that the late Ken Brown would have found of interest. It had one piece of zinc plated trim on the deck lid. The rest was stainless. The plated trim stuck out because it was rusty. Several, but not all, of the fender moldings were plated as well.

In the first paragraph on page 1-8 of the 41-48 FORD BOOK doubt is expressed as to whether any zinc plate finish trim articles were produced. There is no fault with that book. I only wish to add a little information from the perspective of one who takes 1941-1948 Fords apart.

If anyone in the club has a question I can be reached at the following:

Mark Kicsak (*See last page*)

In the late 1950s, when I was a boy of about six, my uncle had a black 1941 Ford Opera Coupe. There was nothing about that car I didn't like. The lines and curves of the body, the fender mounted parklights, the grilles, the dash, the jump seats all came together in one magnificent package.

Sadly, the '41 suffered engine problems of some sort, and the beauty was rolled on its side in a back corner of the pasture on my grandparent's farm. The pasture had many treasures. On weekends, my parents would go visit family at the farm. I would cross the dirt road and stop at the fence which surrounded the pasture. I would look for the herd and if they were in sight, the bull would be too. It was always wise to check for the bull. If the bull was there, my trip to the junkyard would have to wait for another day. If there were no cows in sight, I would cross between the barbed wire and proceed with caution.

Cow "flops," as we called them, were an ever present danger. About 500 feet up the hill was a big tree and under it a '36 Ford Tudor. It was on its side and as I recall the front fenders were cut off.

With one eye on watch for the bull, up the hill I went. Not far from the '36 was a row and a half

of what my parents called junk. An iron wheeled Fordson tractor resided there along with a '52 Merc, a bullet nosed Studebaker, a mid 30s Ford Panel Truck, a fastback Buick, a '48 Packard Sedan and others I can't recall.

All the cars in this area of heaven were on their wheels. Of most interest to me was the '41 Mercury Fordor, and two '46 Ford Coupes. Many hours were spent inspecting every detail and of course seat time. I remember wondering if my feet would ever reach the pedals. If time allowed, I would go down the other side of the hill to where the '41 Opera Coupe rested. A tall T Coupe, a 40s Pontiac Coupe and a hay loader kept it company.

Since the car was on its side, I would look through the windshield. You could see the opera seats where my brother and I sat just a year or two before. I would daydream about fixing it up. I didn't have a clue but I had and still have the desire.

By the mid 60s my grandparents had sold all the cars on and over the hill to the scrap man. If I was ever to have a '41 it wouldn't be that one. I was heartbroken. Only a car person could understand that.

Much has happened in the 50 years from then to now, but suffice it to say, "I have a passion for 1941 Fords." I also like 1942-48s as they have the same basic lines and share many of the same parts. Today I operate Mark's 1941-1948 Ford Parts and my feet do reach the pedals, with the seat forward that is.

I spend most of my time disassembling and some time assembling 1941-1948 Fords and the occasional Mercury of same years. I have noticed some differences in the 1941-48 Fords I have had or seen in junkyards. This article concentrates on the 1941 Fords. I hope you will find the following of interest.

I have pictures here of four 1941 Fords:

Car #1 is a 1941 Deluxe Business Coupe,
frame # 18-5995 888.

Car #2 is a 1941 Super Deluxe Tudor Sedan,
frame # 18-6011934.

Car #3 is a 1941 Deluxe Tudor Sedan.

Car #4 is a 1948 Super Deluxe Tudor Sedan
used for reference.

Car #5 is a 1941 Super Deluxe Fordor Sedan.

Figure # 1 of Car # 1 and Car #2 shows the large dash knobs associated with early '41s. **Figure 1A** Car # 1 and Car #2 is a close up.

There is only one picture of **Car #4** and it was taken to show the upper door bumper which is common to all 1942/48 closed cars and most '41s.

Figure #2 of car #1 and car #2 shows a different upper door bumper. It is the same as the lower door bumper. You will also notice the oval shaped mirror. Late '41s had a mirror like 1942/48, which is a rectangle with rounded comers.

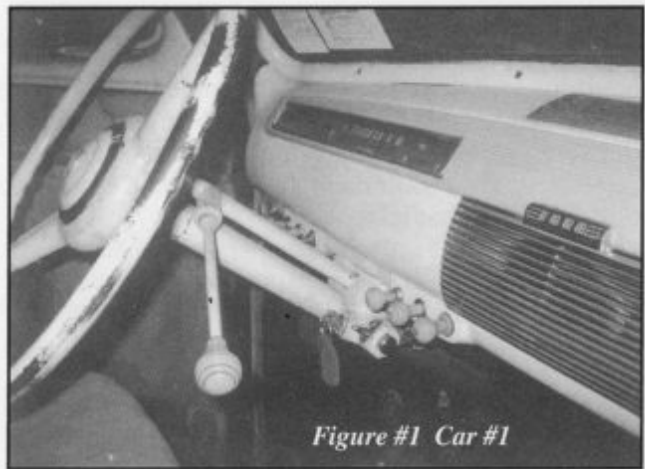


Figure #1 Car #1

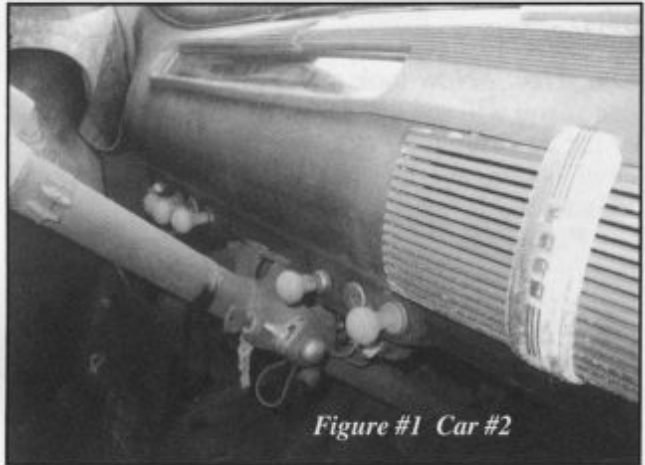


Figure #1 Car #2

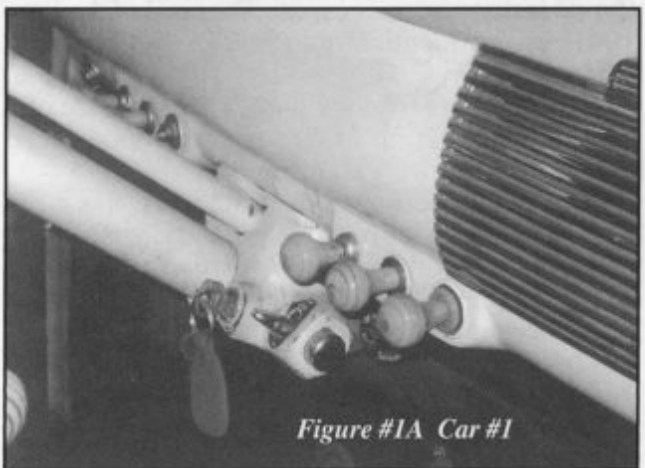


Figure #1A Car #1

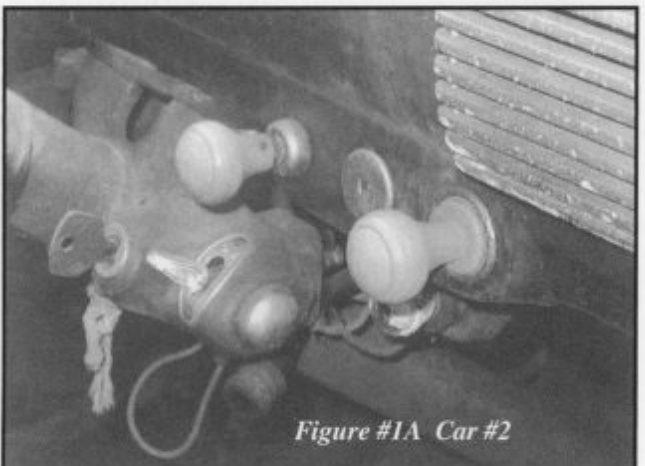


Figure #1A Car #2

Car #5 (Bottom right below) has only one picture and it is to illustrate two points. The first is the hood hinge, which is nearly the same as 1942/48. The second is the cowl lace. The lace is gone but the screws that held it are there. Observe that the last screw is in alignment with the cowl-molding clip. More on that later.

Now look at **Figure #3**, car #1 and car #2. (Next page) Early '41s had a separate hood support that bolted to the firewall. At some point in '41 the hood support and spring became part of the hood hinge assembly, which with the exception of the pin is identical to late 1942/48. The pin is shown in **Figure #4** car #2. The piece the pin mounts to was stamped with a spring mount in late '42 or early '46.

Car #3 is shown to point once again to the cowl lace screws. Now look at **Figure #5** car #1. (Next page) You will see that the cowl lace stops far short of the cowl molding. A closer look reveals that the cowl is concave from the end of the lace to the round hood bumper.

Figure #5 Car #2 (Next page) shares this early feature. This must have been a problem as I have had a couple of '41s that had a sheet metal piece that screwed to the cowl to allow for a longer cowl lace. I suspect it was used to better align the hood to the side body.

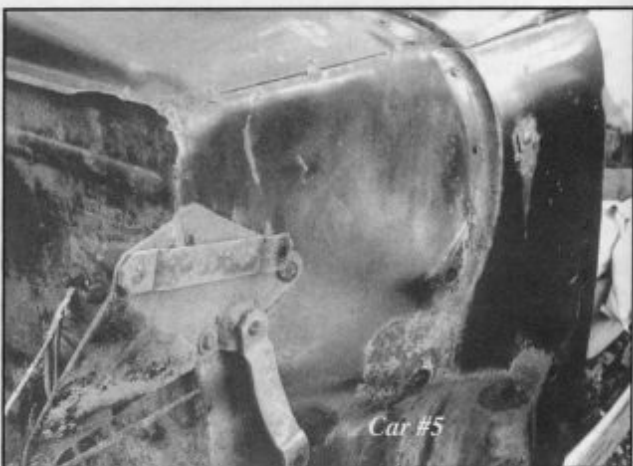
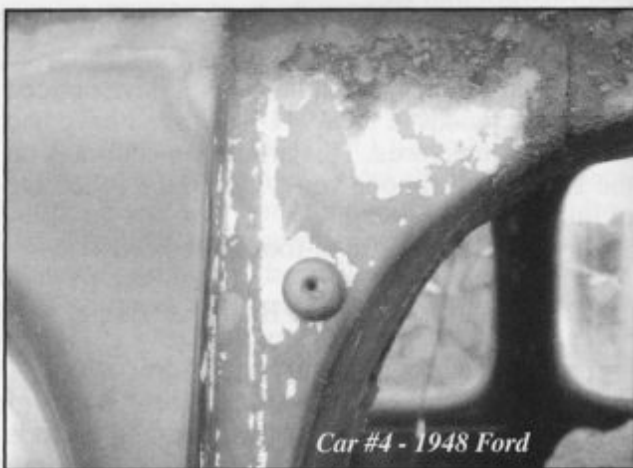
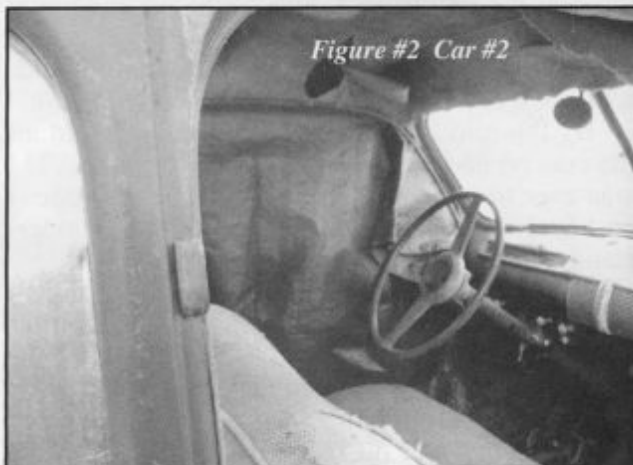
By late '41, the cowl was stamped to raise the area of the cowl lace to eliminate the add on piece. Car #3 is that way as is car #5. The cowl of the later 1941s is not identical to 1942/48, but it's very close.

The later cars have a dimple, about the size of a silver dollar, just up from where the hood hinge mounts to the cowl.

Another interesting thing about early '41s is the gas lid. Look at **Figure #6** Car #1 and Car #2. (Next page) I saw another '41 at Carlisle that had this early feature. It is a flat band spring, in fact two that hold the gas lid door down. Most '41s and all 1942/48s had a wire spring to do the job. **Figure #6A** Car #1 and Car #2 (Next page) is a close-up. I don't mind asking owners of '41s to raise their fuel lid doors. They all have so far.

If you are still awake, I would like you to look at **Figure #7** Car #2. (Page 32) Notice anything different? No flipper on the crank out vent window. This is the only '41 like this I have seen. Once again there must have been a problem. Maybe wind noise caused by a window not fully closed.

Last but not least is **Figure A, A1, B and B1** (Page 32) – all of car one which is a Business Coupe. The trunk latch and striker are what is used on the Sedans. They were different on Coupes and Convertibles. It is true that they could have been changed over the years by a previous owner, but I suspect not. I rather believe this to be the first design on the deck latch. You may also observe that there are round holes punched in the inside lower corner of the deck lid.



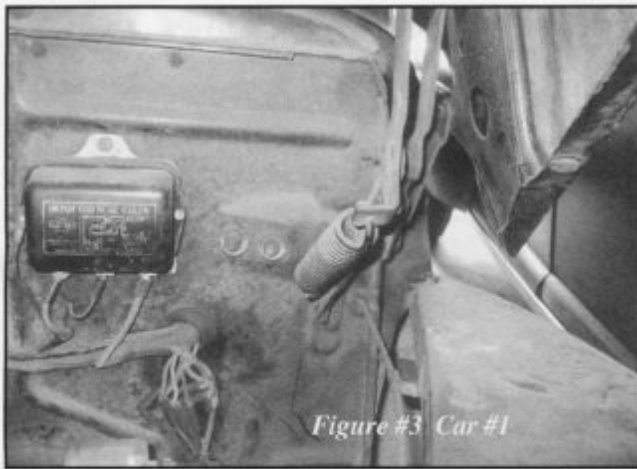


Figure #3 Car #1

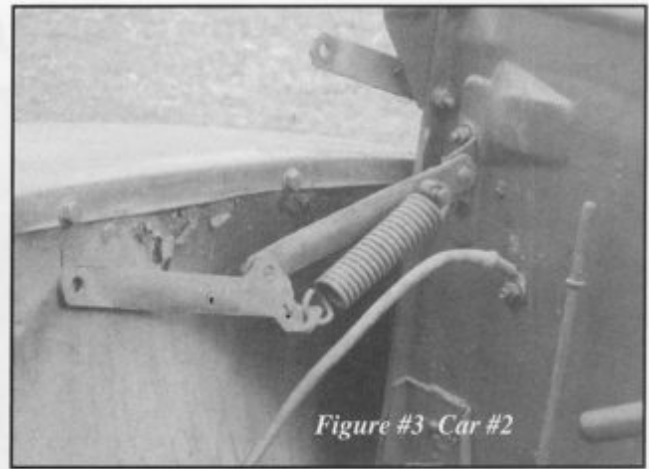


Figure #3 Car #2

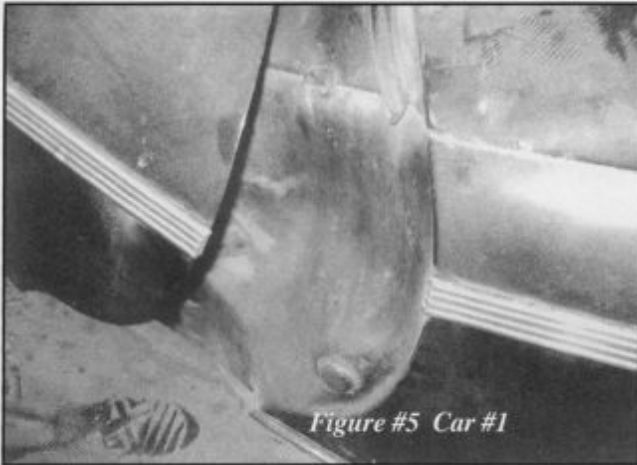


Figure #5 Car #1

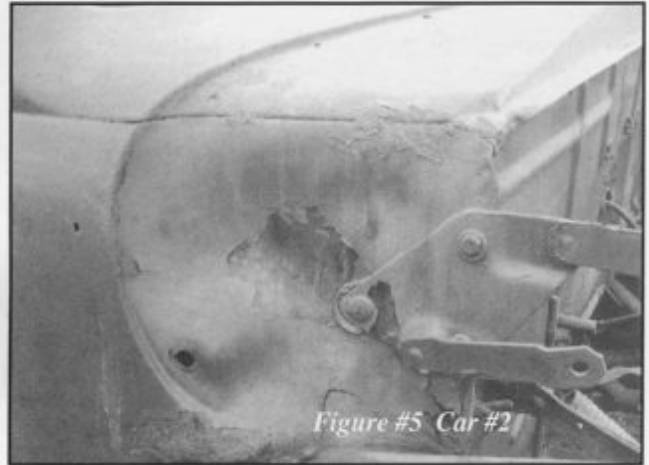


Figure #5 Car #2

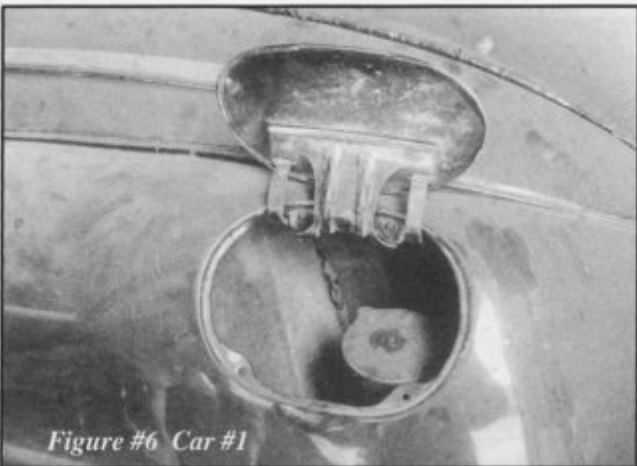


Figure #6 Car #1

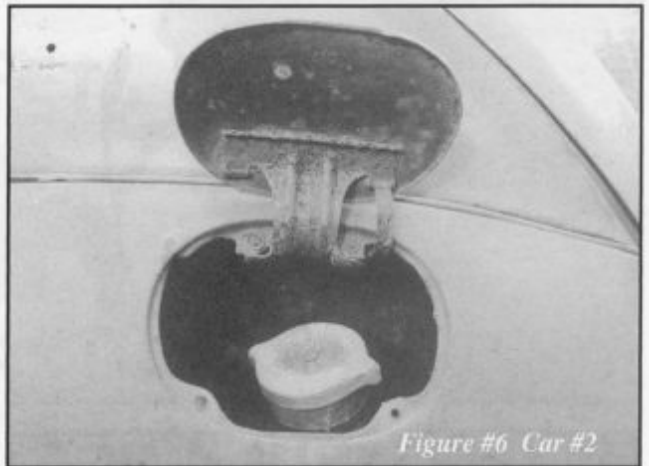


Figure #6 Car #2

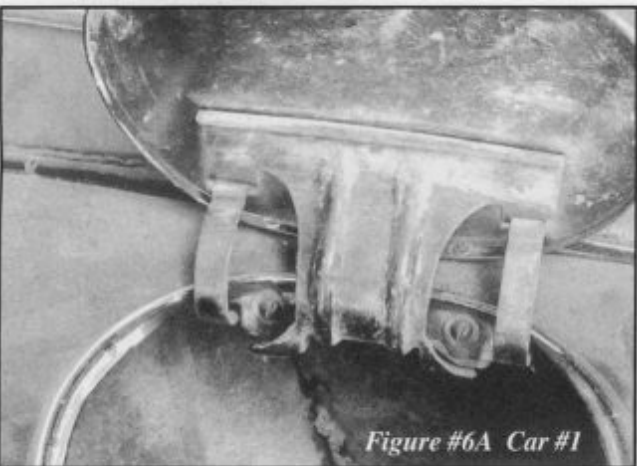


Figure #6A Car #1

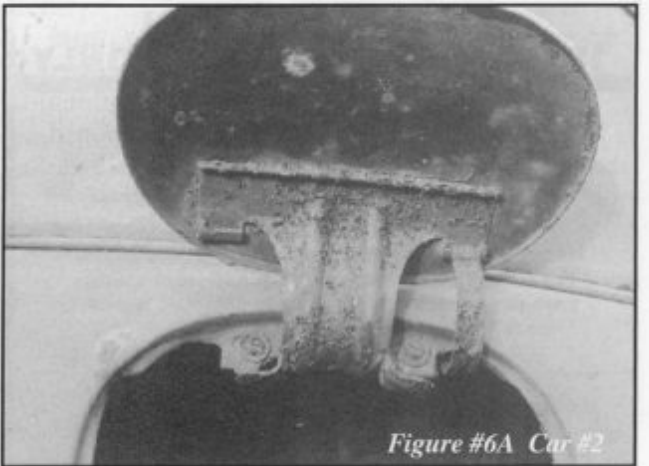


Figure #6A Car #2

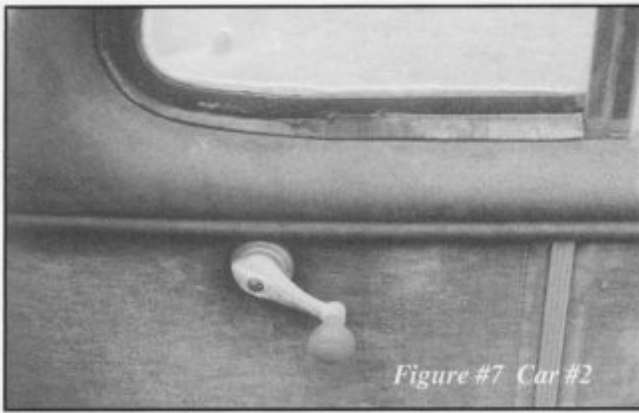


Figure #7 Car #2

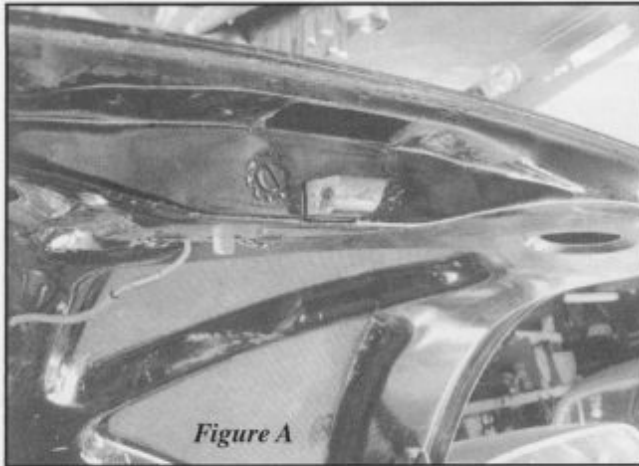


Figure A

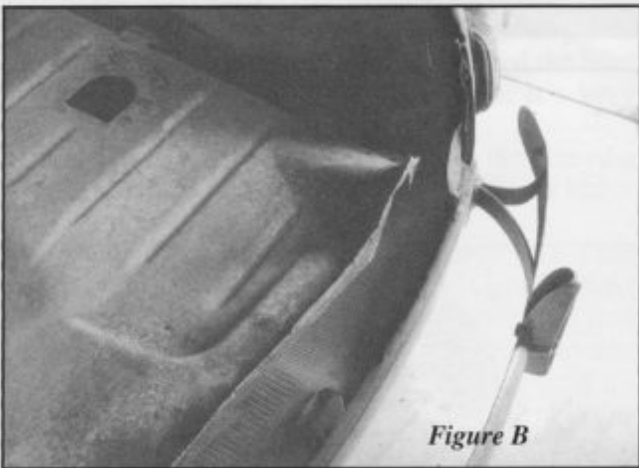


Figure B

The 1942/48s have a triangle shape.
I enjoyed visiting with many of you at the Eastern National in Batavia, New York. I especially liked the, you guessed it, 1941/48 cars. I'm the guy with the big box van, who in the middle of a monsoon, managed to lock the keys in my truck. Keep that in mind as you go over this article. I've been wrong before. I would be remiss if I didn't thank the V-8 Club for the forum and my daughter Amy for the pictures.

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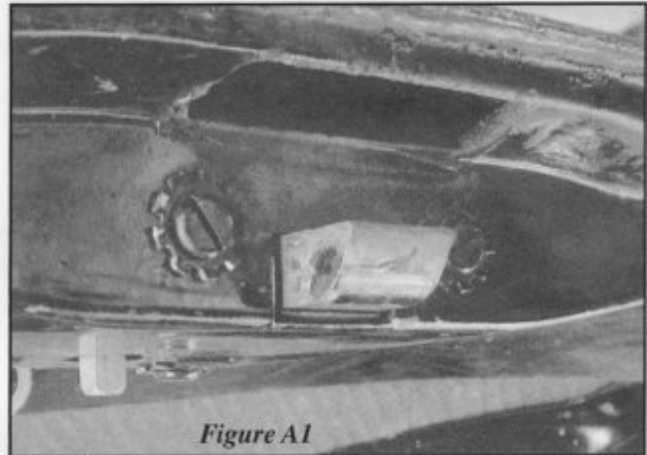


Figure A1

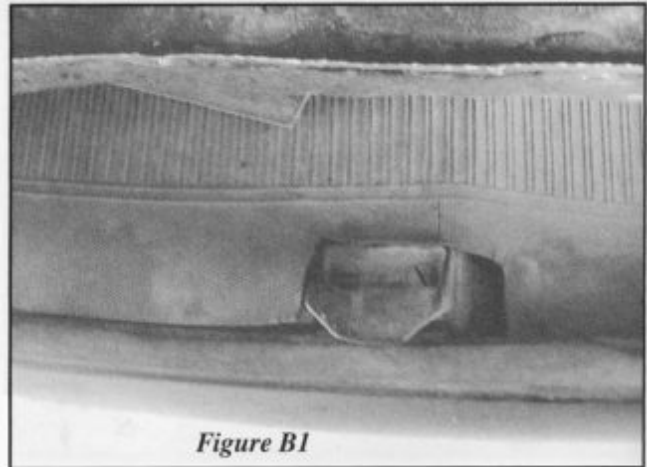


Figure B1