1942 Ford

Well worn 1942 Ford Tudor Sedan.

By Mark Kicsak

Hello fellow V-8ers. I recently acquired a 1942 Ford Tudor Sedan from South Dakota. It is quite rusty for that part of the country. I wanted to share some pictures of the car as purchased to illustrate the bright work.

At some one point, I had a few 1942/46-style mouldings, which were plated. I was a plater for several years when I was young, and I recognized the plating as zinc or cadmium.

Some years later I found a 1942 Mercury in Pennsylvania which had a combination of stainless and plated mouldings on it as the car pictured here does.

The left cowl and right hood mouldings were gone when I bought it, but of those that remain, only the quarter panels and left running board have stainless.

Looking at the front view of the drivers side, you will notice the rusty trim. What you may not notice is that the grill is zinc plated. If the picture clarity is good enough you can also observe that the hood ornament, outside windshield division strip, and perimeter windshield molding were plated.

On the passenger side of the car can be seen evidence of plating on the running board molding and the divider between the vent window and door glass. Both vent window frames exhibit plating too, but that can only be seen from inside. I believe this '42 to be a Super Deluxe, but it has no trim on top of the tail lamps. Perhaps the '42s did not have trim there as 1946/48 Super Deluxe did, I don't know. The trim around the tail lamp glass, the deck handle and base are zinc plated as well.

In an effort to save space. I did not include a picture of the rear. Both bumpers and all guards are chrome plated.

After my first article was published, I received letters from George F. Bingham, a very nice fellow. Among other things, he wondered about door alignment.

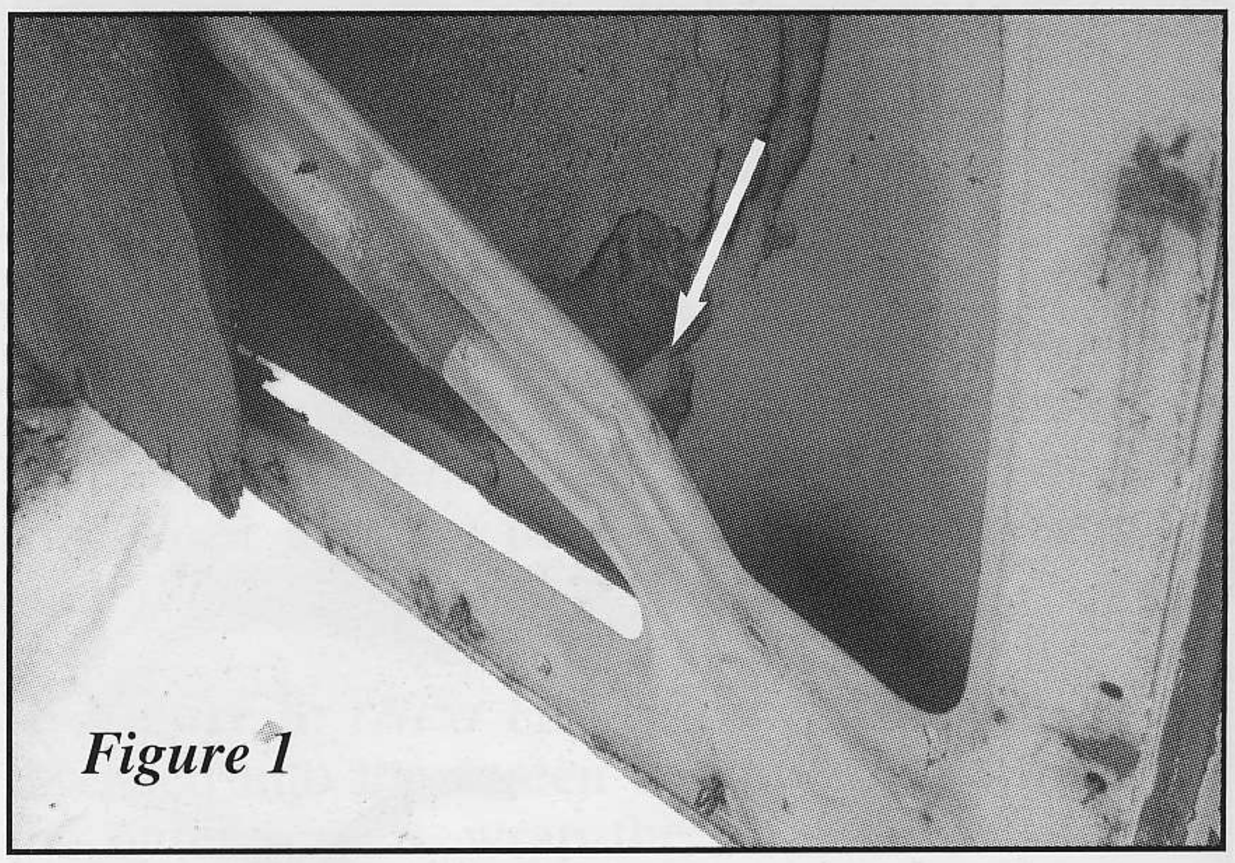

Figure 1

Judging by the number of cars I see with poor body fit (not V-8 Club members, of course). I thought I would share what I know about the subject.

Upon returning from the U.S. Navy in 1973, I

Figure 2

Example of good door alignment.

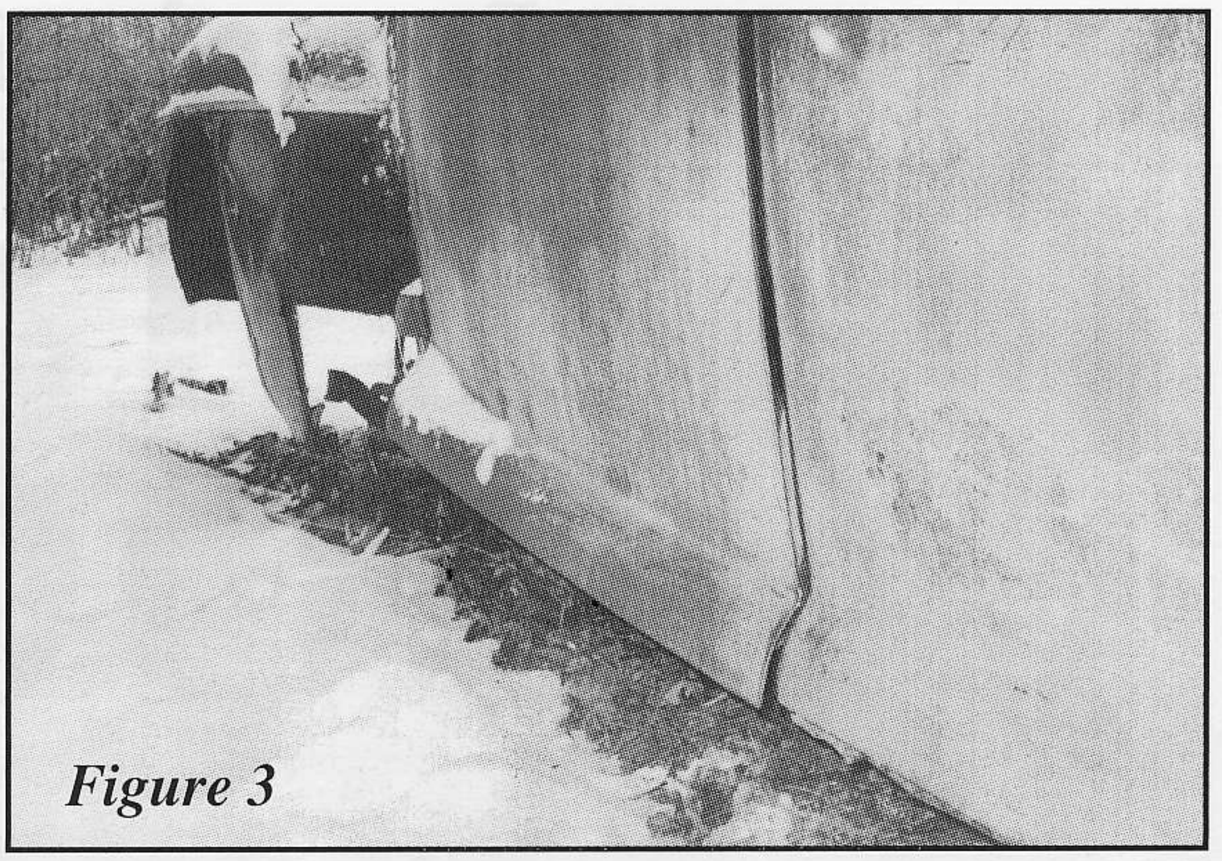

Figure 3

Example of bad door alignment.

set about building my Hot Rod, a 1946 Ford Coupe. It was to be the fastest thing on the planet and perfect in every way. Considering what I knew back then, and my relative lack of funds and skill, I did not reach my goals. I still have the car.

One of the things I tried to do was straighten a rather large dent on the inside door, frame. A similar dent is shown in **Figure 1 (Previous Page).**

In time, I had parted many Fords. Lots of those cars had the same kind of dent mine did, mostly 1946/48s with long doors. A realization came to me at that point.

That brace is bent for a reason and the reason is shown in **Figure 2.** The bend effectively shortens the brace and by doing so, draws the bottom of the door in alignment with the body. The door in **Figure 2** lines up well with the body.

The brace in **Figure 3** is not bent, and the door does not line up.

Fred Palmer, a former customer and now good friend, purchased about every part of his 1946 Tudor from me including a nice door. It didn't fit and when I asked him where, he told me at the bottom. I explained the bent brace method but, he came up with a good solution of his own.

He cut the brace and welded a turnbuckle across the cut and drew the door in by tightening it. When he was happy with the fit he welded the brace where it was cut and removed the turnbuckle.

If you use this method it may require that you overstress the door as when the turnbuckle is relaxed the door will spring back some. Do not weld the brace completely on your first attempt. Tack weld it, loosen the turnbuckle and check alignment. You may have to cut the tack weld and tighten the turnbuckle further to get the result you want.

You could also make a tool that will bend the brace.

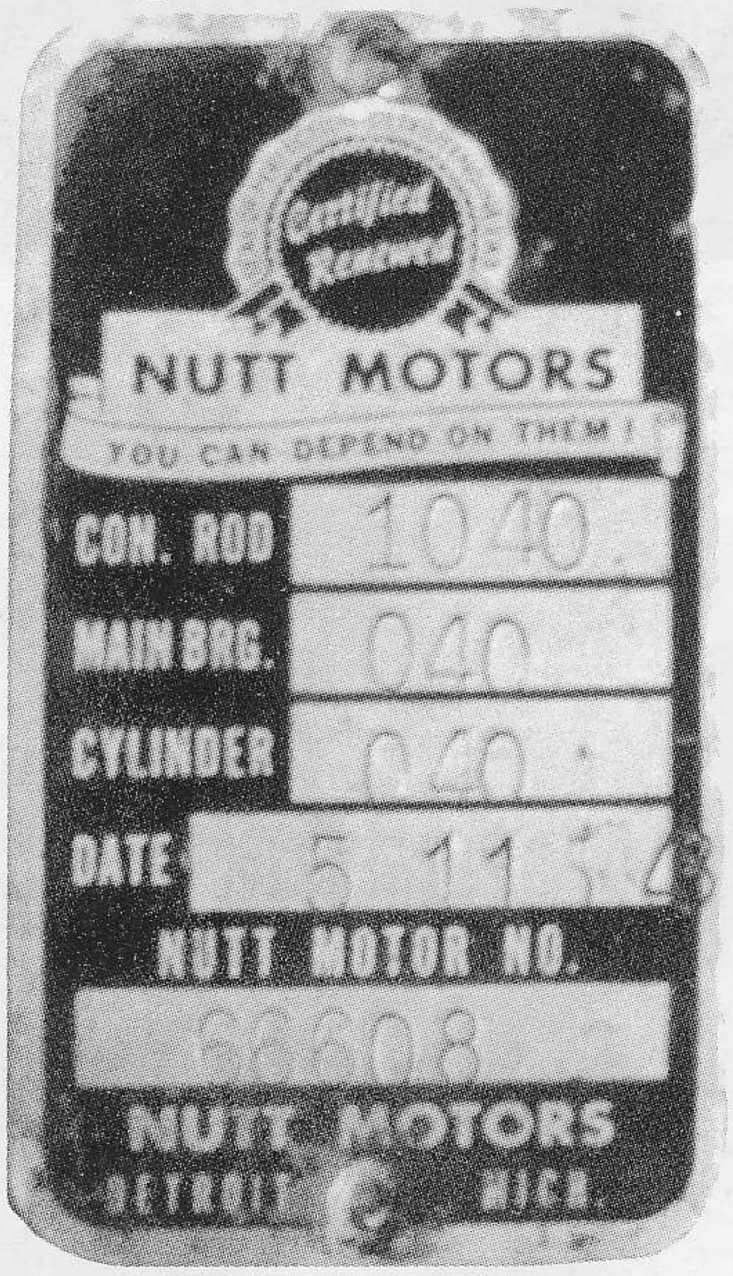

Figure 4

Figure 4 was found on a flathead. I thought our members would enjoy it.

Mark Kicsak

The windshield is long gone, but one piece of original windshield trim remains.