

SUPPLEMENTAL JUDGING INSTRUCTIONS FOR WOOD BODIED VEHICLES EARLY FORD V-8 CLUB OF AMERICA

SAMPLE

USE OF THESE INSTRUCTIONS

These instructions are intended for use in the judging the special attributes of factory produced wooden bodied cars (i.e. station wagon and sportsman) and are meant to supplement the Judging Instructions of the Early Ford V-8 Club of America. For all areas covered in this supplement, these instructions shall prevail over any conflicting instructions in the Judging Instructions. For all other areas, the Judging Instructions shall prevail.

Judging of the Exterior and Interior portions of wood bodied vehicles is the responsibility of judges for the "woodie" classes. However, engines and chassis are to be judged by those responsible for engines/chassis on open/closed passenger classes for the corresponding year (i.e. judges of engines for 1939 open/closed classes also judge "woodie" engines).

EXTERIOR

Paint/Varnish: Deduct for excessive varnish "orange peel", runs, peeling, pits, chips, etc. Do not deduct for minor, thin original varnish. Varnish should be clear. Deduct for wood decal or varnish colors that are obviously not authentic. The body wheel well area should be the same color as either the floor pan underbody color or body color.

Doors. Quarters. Sides & Back: Deduct for noticeably weathered, patched, repaired, or stained wood or wood decals. Check body for overall fit and alignment of doors and panels. Check joints for rot and fit.

Wood framing should be clear varnished maple (birch is also acceptable for 1938-40). Panels should be rotary-cut (seamless). 1932-39 were birch or gum. 1940-42 were birch, gum, or dark mahogany. 1946-50 were dark mahogany. Decals ("Di-Noc") over metal body panels were used on some late 1950 and on all 1951-53's. All corresponding wood or simulated wood parts (i.e., all maple framing or all plywood panels) should be reasonably well color-matched (They need not be perfectly matched, but also should not vary grossly). Wood grain on panels should be horizontal.

Outside hardware such as exposed hinges, spare tire cover, and drip rails should be body color. Check drip rails for straightness and trim. Most 1932-50 Standard and Deluxe models had one taillamp, but some states required two (allow either). A second taillamp with turn signals was a factory accessory in 1949-50. Dual taillamps became standard in 1951. Dual taillamps and turn signals were standard for Mercury beginning in 1949.

Roof and Glass: 1932-48 station wagons should have a one-piece top cover of long-short grain artificial leather of the proper color. Top material color is brown for 1932-40. 1938 may also be green. 1941-48 should be black.

Side curtains were used for all 1932-35 and some 1936-37 wagons. Fabric should be of the same material as open car tops/side curtains of the same year. Rear door and quarter windows were as follows: side curtains for 1932-35 & some 1936-37; sliding glass windows for some 1935-36 & all 1938-53 (except 1941-48 rear doors which had roll-up glass). Rear window and frame (above tailgate) were: curtain for 1932-36; metal frame & glass for 1937-39; wood frame & glass for 1940-48; metal frame with glass for 1949-53. The rear window to tailgate rubber weatherseal is brown for 1937-40; black for 1941-48. The door rubber seal for 1949-53 is black.

If required, side curtains should be installed on one side; the other side should be available for inspection. Inspect all glass windows for correct trade marks and sliding window handles and latches.

Miscellaneous: Station wagons should have no body striping. Check overall body for correct

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INTERIOR AND TOOLS

Underdash & Floor: Floor sills, risers, and wheelhouse inners are usually black (same as the floor pan) although brown was used in some years (at least 1940-48). Sill cover (scuff) plates were stainless steel or zinc plated. Mats may be either taupe or black.

Headliner & Sunvisor(s): Inspect condition and finish of roof bows and top slats.

Seats: Seat material for 1932-48 is artificial leather. The only exception is that seat faces for 1939-40 deluxe and seat faces for all 1941-48 were leather. The arm on the middle seat for 1939-40 deluxe is chrome.

Interior Sides: Inspect condition and finish of side panels of body. Inner panel wood grain should be horizontal. Inspect for weathered as well as stained, cracked, patched/repaired or improper replacement wood. All corresponding wood or simulated wood parts (i.e. all maple framing or all plywood panels) should be reasonably color-matched (see exterior sheet). Wood framing should be clear spar varnished maple or birch (see exterior sheet). Interior panel finish should be the same as framing. Late 1950 and all 1951 interior panels were wood grained painted metal. 1951-53 door trim panels were vinyl covered to match seat upholstery.

Miscellaneous: Check for proper fastener usage throughout the interior.

CHASSIS

Tires & Wheels: Spare tire mounts were: 1932-34 right hand side fender mount, left side was an option); 1935-37 and 1940-53 rear tailgate; and 1938-39 back of front seat. Rear bumpers were: not available '32 - early '36; option in late '36; standard equipment '37-53.