

# Corrections for the 1949-51 Ford Book (1<sup>st</sup> Edition) authored by Cecil Goff, Mike McCarville

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## First Printing Editions: (Corrections in October 1992 & June 2006)

- Page 2-4: **Hood** - Change seventh and eighth sentences to read:  
“Some Hood Locking Panels mounted under the fender lip and some mounted on top of the fender lip, depending upon the assembly plant. The 1951 locking panel was of a different design.”
- Page 3-1: **1949 Ford Sedans and Coupes** - Change second sentence to read:  
“Tan vinyl upholstery was available on special order.”
- Page 3-1: **1949 Custom Sedans and Club Coupes** - Change second sentence to read:  
“Tan vinyl upholstery was available on special order.”
- Page 3-2: **1949 Convertible Club Coupes** - Change second sentence to read:  
“Beige Bedford cord (M-5085-T) was used with either red or tan leather and green Bedford cord (M-5085-U) was used in combination with green leather.”
- Page 3-7: **1951 “Country Squire” Station Wagons** - Change third sentence to read:  
“The instrument panel was two-tone, the lower portion in mahogany grain and the upper portion in Dark Reddish Brown.”
- Page 3-11: **Instrument Panel** - Change last line to read:  
“ - Station Wagons: Black hemispheres with chrome inserts (same as some 1950 Crestliner’s).”
- Page 3-14: **Steering Column** - Change fourth sentence to read:  
“Crestliner columns and gear shifts were black and 1950 Station Wagons columns and gear shifts were Dark Reddish Brown.”  
Add: “1951 Station Wagon columns and gear shifts were black.”
- Page 3-14: **Trim Screws** - Rearrange after “Exceptions were:” to read:  
“Cross-recessed: Interior Quarter Trim Panel retaining screws  
Interior Tailgate Trim Panel retaining screws  
All Tailgate fasteners for 1951  
Rear Deck Linoleum trim retaining screws  
Slotted Pan Head: Rear corner trim panel retaining screws.”
- Page 3-15: **Luggage Compartment (trunk)** - Combine first and second sentence to read:  
“Black rubber mats were installed in all models and model years except for some 1951 convertibles and Victorias which had woven mats with a plaid design.”
- Page 5-5: **Distributor** - Change fifth sentence to read:  
“A cast iron distributor housing, 8BA / 7RA-12127, was used on all 1949 and early 1950 cars.”

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Continue . . .

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**Page 3-2: The third paragraph should read:**

1950 Deluxe Sedans and Business Coupes were upholstered in either gray and rust stripe mohair (M-16503-B) or tan broadcloth with blue and rust stripes (M-16102-M). Mohair was used with all Deluxe body exterior colors and broadcloth with all except Palisade Green. The instrument panel, garnish moldings and ash tray faces were painted tan metallic (different tan than used on Custom convertibles) with the mohair interior and gray metallic with the broadcloth interior.

**Page 4-5: Replace the first two sentences** in the paragraph entitled “Underbody” with the following:

Since the majority of 1949-50-51 automobiles were undercoated by dealers when new, how bodies were furnished underneath at the factory has not been a major concern through the years. Now that these cars are being shown more and more in concourse events, it has become important to those restorers who prefer not to undercoat their cars. One advantage of undercoating is that it protects the finish and when carefully removed, leaves little doubt after all this as to what was there from the factory. There is ample evidence that some cars had a full coat of body color, some were shiny black, and in others, a color completely different from the body color has been found. Apparently there was no standard procedure and it must have varied from assembly plant to assembly plant, or from time to time, or both.

**June 1996  
END**