

## The 1932 Icon

By Bob Schmeichel

Whether you want to admit it or not, the 1932 Ford cars in general, have been a public favorite since their beginning. When Ford introduced their first V-8 that year along with their one year only main body design, the 1932 Ford has continued to gain popularity no matter the body type even up to today. I have been reading Hot Rod magazine since the early 1960's and I can honestly say I don't think I have ever seen an issue from then up to today that didn't have a story or two about someone's 32 Ford and what they had done with it. I may sound a little impartial but the iconic status of the 32 Ford actually led me to build 4 complete 32 Ford street rods myself the last 40 years. I am not the only one who loves 32 Fords and I say this not only because of all companies out there that are reproducing bodies both in steel and fiberglass, but also everything else related to enable anyone to build a completely new 1932 Ford. Because of that availability along with ever growing interest, there are way more 1932 Fords registered and driven in this country today than were ever produced in 1932. It's really kind of ironic for so many to want this one year car while making each one individualized with their owners tastes and liking to make it a little different. Car trends as far as what people do with old cars come and go from year to year, yet with this one year design with subtle little things remains on the fore front of whatever is popular each year.

When I asked Jeff Peters what attracted him to this specific year Ford, his story began with hanging out at the Rod Ensz garage while Rod was building Jeff a 1938 Chevy sedan. Rod had a 32 Ford 5 - window coupe in one corner of his garage that Jeff saw every time he was there. The general body shape and lines grew on him as time went by and later decided he had to have one too. So in 2002, Jeff started gathering parts up to build his own vision of an old time hot rod 32 Ford 3-window coupe. First thing he bought was a set of new American Stamping frame rails from Kevin Bowman in Brandon. Even though these were just frame rails, the picture in his mind had to start some place with the best pieces he could find to create his dream. As time went on other parts were bought from thru out the country to get the frame together into a rolling picture. Jeff commented while laughing as he told me about selling 5 Model 12 shot guns to fund buying a complete Pete and Jake front suspension, rear shocks, and rear ladder bars. It had become a priority change for him. When it came time to start looking for a body, Jeff, Rod Ensz and Rick Munce drove to Nebraska to check out an old guy putting together new metal stamping pieces to create a new 32 Ford 3-window coupe body. This was the beginning of the Dearborn Deuces business in its infancy. What the 3 guys saw then with the new body panels not being as straight as they should be because of their early processes along with a flat steel floor made Jeff shy away from getting one of those new steel bodies. On the way back home it was decided to look at the next best thing which at the time was a Westcott fiberglass body. They are made with a complete steel inner structure for support and have all the correct body shapes straight enough that require little less than sanding to paint. The following week Jeff called Westcott and told them his want list he was looking for in a body. Their response back was they already had one with the majority of his list that they used to display at shows. The only thing the body was missing from Jeff's list was a cowl vent for which they offered to deduct a certain dollar amount. Jeff told them to ship it. With the body on the way the fun began. Rod Ensz put Jeff's new car together to as the new parts came into the picture. A nine inch Ford rear end was used to make it a roller along with a 350 Chevy mated to a 200R AOD trans to push everything along at an easier pace. Rod eventually painted the body, hood, radiator shell, and gas tank epoxy red oxide primer so Jeff could achieve the look he was going for along with the 16" powder coated steel wheels, hub caps, and tall skinny tires. Jeff also added a bunch of original little details and items to the car to further enhance the old hot rod look he was going for. In the fall of 2005 with the car finally

drivable and only 200 miles on it, Jeff decided to venture out on a trip to Bonneville with this new 32. He said the first 10 hours of driving in the rain was bad enough, but driving thru the mountains in western Wyoming in 40 degree temps took it to a different level of cold. And then getting on to the flats around Salt Lake City with 110 degree temps he knew that air conditioning or a heater were not going to be optional. After getting back home he wound up in the hospital for 2 weeks with pneumonia because of the extreme temperature changes he had pushed himself to go thru. He said he loves his 32 and would trade the memories for nothing even with that experience. As I sat in a chair down at the Day In The Hay event in Lincoln this last summer, I saw quite a few guys approach Jeff to talk to him about his old appearing 32 Ford hot rod. With all Jeff's personal old time little details that throw everyone off, it was rather funny to see them walking away later scratching their heads when he told them it was fiberglass.

Job well done Jeff!!

