

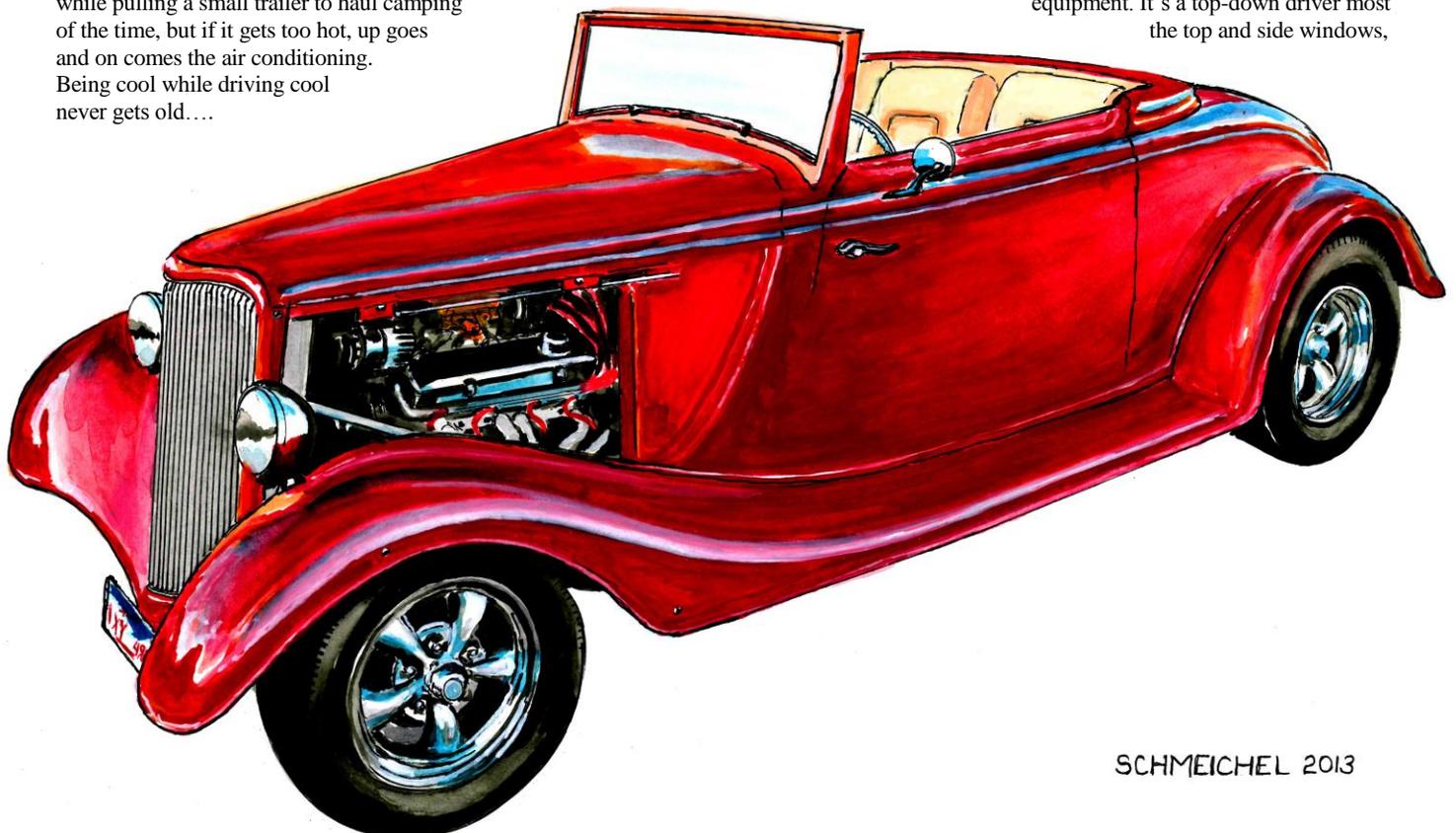
## The Allure of a Body Style

By Bob Schmeichel

Many of my friends get frustrated trying to identify old Fords from the 20s to the 40s. Since I grew up building model cars in the 50s and 60s, the differences and identities come easy for me. Besides the front radiator grills that are absolutely identifiable for each year, one of the things I usually do to try to show the differences between side view body identifications. I will do this by showing and lumping the cars together saying that '28 and '29 Fords look the same. For '30 and '31 Fords, they have the same body styles with a couple little changes. The '32 Fords were a year all by themselves along with Ford introducing its first V-8. 33 and '34 Fords looked the same except for the grills and the side hood panels. From 1935 through 1940 most Ford bodies looked the same with the exception of the front sheet metal and tail lights. When I tell everyone that, it just seems to confuse the issue more because I really didn't answer their question. So, I usually just tell them what year it is and let it go at that. One thing does remain constant, and that is anyone who has been or is in the hot rod scene today knows that the 1932 Ford (any model) is the most sought after car to build a hot rod out of. Along with that the '33/'34 Fords have also become the legendary cars that people want. With many of these original steel cars being sought after by so many and with so few originals around to be found any more, many companies have been formed to reproduce cars from that era in both steel and fiberglass. Today if you want to take the time and spend the money, you can order everything, and I mean everything to build a brand new 1932 through 1934 Ford with many models available. I have heard quite a few times in the last few years that there are more 1932 through 1934 Fords registered and driven in this country today than were produced back in their time. This statement brings me to my present story about Lynn and Ron Hammerschmidt.

Ron and Lynn fell in love with the look of a 1934 Ford Cabriolet while walking through an event called Back to the 50s in St. Paul, Minn. 10 years ago. The idea of a convertible grew on them until 2005 when Ron found a fiberglass one on eBay that was for sale in Florida. Ron and Lynn both liked what they saw as far as the posted pictures with the understanding it was basically just mocked up and not finished. One thing that really got their attention was an area of the fiberglass body behind the interior that lifted up and allowed the folded down convertible top to drop into place out of site, which was covered by that same panel once it was put back down. This same system of hiding a top that started on early Corvettes was now being used by many businesses building new old-car bodies. They were really excited with the idea of getting the car but not sure how to get it home to Sioux Falls. The next day at his work location, Ron spoke to the shipping supervisor and a deal was worked out for a local trucking service that hauled for the business to back haul the car home since it was empty coming back from Florida. Ron called the guy in Florida back the same day and told him to consider the car sold with a check coming in the mail.

After the car finally got into their garage, they both took it apart and began to rebuild it to their liking. The redo and finish took a little over three years with Ron pushing himself to do everything except the upholstery and convertible top. That was handled by Patrick O'Neal. With the car finished now for a few years, it is a proven piece of rolling art that they both continue to enjoy being out and about in. The 350 Chevy engine, 700R4 auto trans, and 8" Mustang rear end keeps everything simple while getting 20 mpg even while pulling a small trailer to haul camping equipment. It's a top-down driver most of the time, but if it gets too hot, up goes the top and side windows, and on comes the air conditioning. Being cool while driving cool never gets old....



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