

Reds Parts Attic & Chrome Plating Service
2017 Newsletter Volume 2 Issue 7

Customer Service, Communication and Quality of work are important to us.
We stand by every job we do! Read what our customers have to say!
\$ We Offer *Volume Discounts*. Contact Us for details! \$



Marty and Tanya's 1947 Ford pick up before and after restoration photos

FEATURE: In this issue we are featuring our customers Marty and Tanya Griffith from Virginia. Marty restored a 1947 Ford pickup for his wife Tanya. When he started, the condition of the truck left very little to be desired. After a lot of time and effort, Marty turned the truck into something that even Henry Ford would have been proud of!

Marty was interested in dressing up the hood of the truck with chrome. While searching online he found a photo of a Ford hood latch that we had previously chrome plated for another customer. Marty like what he saw and contacted us. We had discussed what we could do to help. With the hood latch being front and center, it is important to put the time and effort into doing a great job. When we finished the latch, the Griffith's couldn't have been happier. It is always nice to hear the positive reactions from our customers after they receive their restored parts.

TESTIMONY: Joe, I finally got a good day that I could get a few photos of my wife's truck. Just to give you some back ground, I re-stored the trunk for my Wife about 4 years ago. She has been very pleased with it. I attached a before photo to show you what it looked like in the beginning. Once again, I thank for your great work on the hood latch on our 1947 Ford truck, it really made the truck look great. I will be telling my friends at the shows about your great work and will be sending them your way. I will also be getting with you to get a few other parts done as well. Wish other companies would put the time into their customer's like you did. Great work and hope you have many more new customers. Thanks, Marty & Tanya Griffith (Virginia)

RED'S COMMENTS: Marty and Tanya, thank you for the opportunity to offer our services. We appreciate your business and glad we could help add chrome jewelry to the front of your truck. You guys did a wonderful job on your restorations and I am sure it is fun to drive and show off. Thank you for your feedback and sharing your photos.

SHARE YOUR PROJECTS: Send us pictures and a short description of your project for a chance to be featured in a future Newsletter!

HISTORY: In 1942 the Ford pickup went through a design change. Ford wanted their truck to look less like their passenger cars. Ford trucks up to this point shared similar lines to their passenger car models. The trucks front end was flattened and was designed with more contemporary lines. The headlights were mounted into the front fenders and side hood louvers were added. Ford trucks would sport this new design from 1942 until 1947.

In 1942 Ford trucks consisted of two types of V-8 engines. They also had a six cylinder and a four cylinder option. Other options included rear shocks, a heater, right-hand wiper, right-side tail lamp, sliding rear window, duck-covered seats, and an oil bath air cleaner. The Ford half-ton pickups were known for their rugged, ladder-type chassis with four cross-members, which provided greater strength.

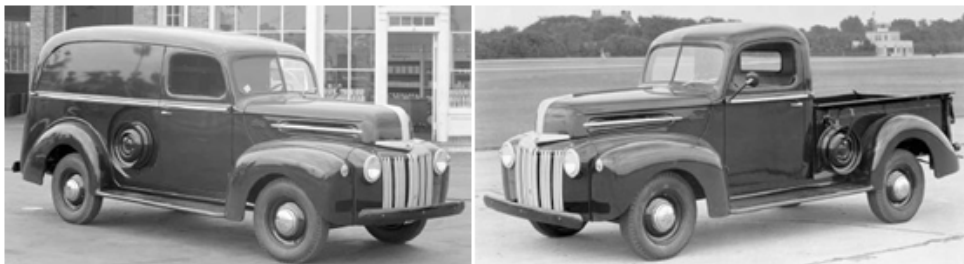
In 1942 it turned out to be a short production year for Ford trucks. The government issued a stop to the production of civilian vehicles on February 10th 1942. All assembly plants were to be converted to helping the war effort The Ford Motor Company helped with the production of the B-24 bombers, aircraft engines; tanks; Jeep type military vehicles; wooden gliders; and military versions of the 1942 pickup and heavy-duty trucks.

In 1943 Ford had a set back with the death of Edsel Ford. Edsel was Henry Ford's only son. He was president of the Company at the time of his death. After Edsel's death Henry Ford stepped back in as president at the age of 80. It was unsure if Henry Ford could handle the job at his age. With the Ford Motor Company playing a key role in the war efforts the government stepped in to assign him a successor. Henry Ford II or better known as "Henry the Deuce" was Edsel's son. At the time Henry was 26 years old and serving in the US military. The government pulled him from his military duties and assigned him to his new position as vice president of the Ford Motor Company.

With the demand of war-related vehicles easing in 1944 the government allowed Ford to run a limited production of civilian, heavy duty trucks. These trucks were built and sold to businesses. In order to purchase a truck the business had to prove they played a role in the war effort.

In 1945 Ford was allowed to resume production and boosted their truck production. After the war there was a rubber shortage and limited amount of tires available. When you purchased a Ford truck you would have a tireless spare rim mounted on the side of the bed. If you ever seen an old photo of a Ford with a spare rim with no tire, this is why. In 1945 Ford produced different variations of trucks with the same front end design they introduced in 1942. Ford offered an improved V8 and a number of other modifications, but no design changes. Ford manufactured 2 ton trucks and Cab-Over-Engine trucks (COE) known as "Ford Heavies." They came with reinforced frames, 2 speed rear axles, heavy duty springs and large tires. Ford produced delivery panel trucks in a half ton and a one ton. On May 3rd 1945 Ford built their 31,000,000th vehicle which was a ½ ton pickup.

Ford trucks all looked the same from 1942 – 1947, only the VIN # can help determine the exact year. This would soon change in 1948 when Ford introduced their new F series trucks. This would mark a new era of trucks for the Ford Motor Company that continues till this day. Sadly on April 7th 1947 Henry Ford passed away at the age of 83. The entire country mourned the death of a true automotive pioneer.





Typical V8 FORD
Vacuum
Modulator

CLASSIC REPAIR TIPS: Is your Classic smoking out the tail pipe? Is the transmission fluid showing low with no evidence of an external leak? The culprit may be the vacuum modulator. The rubber diaphragm inside the vacuum modulator can become porous over time and the engine will suck in transmission fluid and emit a blue smoke from the exhaust. Often times the smoke is mistaken to be piston rings or valve seals. The cause may be only an easily changed and inexpensive vacuum modulator.

A few tips when selecting a replacement vacuum modulator. Engine size determines the size of the diaphragm which is identified by a color coded stripe on the can. There is an adjustment screw to fine tune the shift points but, it is necessary to match the diaphragm with the engine size to get the best performance. Use vacuum hose not wiper hose. Wiper hose will collapse and cause a restriction in the line. If your vehicle has a screw in fitting in the intake manifold remove it and enlarge the hole. Carbon builds up here and the small diameter of the fitting needs to be made larger. Check the line that connects the fitting to the vacuum modulator. If there is a crimped section cut it out and extend the rubber vacuum hose to compensate for the removed section.

REDS PARTS ATTIC & CHROME

PLATING: We specialize in restoring vintage and classic auto parts. Our crew has over 100+ years combined experience. Every part we restore is Triple Plated using Copper, Nickel & Chrome. This is the best way to restore old parts to a deep mirror, chrome finish that will last. Every day we are helping our customers restore parts to complete their restoration projects. Spring time and warm weather are just around the corner. Are you ready? Contact us today for a quote and delivery time estimate!



NEED HELP DECIDING? CHROME OR POLISH? Our staff of experts will evaluate your parts and suggest the best option finish for your parts!

BIKERS: We can help with your motorcycles plating & polishing needs!

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