

# 1932 Ford Roadster

## Details & Specifications

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**Built By:** Dream Machines Ltd., Toronto, Ontario

### Frame

- Dream Machines Ltd.
- American Stamping frame rails.
- Rails are boxed and are tied together with a centre section and rear crossmember fabricated from 1.75" diameter x .125" wall steel tube.
- Front crossmember is reproduction Model "A" Ford.
- Shortened front frame horns and a total pinch of 1 3/4".
- Notches are provided front and rear for spring / rear end clearance.

### Engine & Transmission

#### Engine

Built by Ford Racing Performance Parts based on the model M-6007-XE3M 302 cu. in V8 with GT40 SVO aluminum heads and roller valve train. Stated HP/Torque: 340 / 310

The engine is fitted with:

- Weiand Stealth intake manifold
- Holley Street 670 CFM Street Avenger carburetor
- Pertronix Flame Thrower chrome coil and wires
- Pertronix Flame Thrower billet distributor
- Billet Specialties thermostat housing
- Custom fabricated alternator bracketry by Dream Machines Ltd.
- Nippondenso alternator
- Ford Racing Performance Parts mini starter
- Ford Racing Performance Parts chrome valve covers
- Billet Specialties ribbed aluminum air cleaner
- Ford Racing Performance Parts 90 deg. oil filter adapter
- Lokar dipstick
- Street and Performance chrome pulleys

#### Transmission

The engine is coupled to a Lentech Automatics AOD Street Terminator Ford AOD automatic overdrive transmission with a 12" 1800-2200 stall torque converter.

The shifter and dipstick are from Lokar.

## **Chassis Details**

- Frame as indicated above
- Narrowed Ford 9" rear end by Forrest & Forrest Racing
- Dynamic Shaft special diameter driveshaft (painted).
- Four-bar rear locating assembly (chrome bars)
- QA1 coilover shock rear spring/shock combination (powder coated springs)
- Pete & Jakes I-beam axle (chromed)
- Stainless steel king pins and shackles, chrome spring perches
- Hairpin-style radius rods (chromed)
- Pete & Jakes Steering arms (chrome)
- Mullins pitman arm (chrome)
- Single leaf transverse front spring (painted)
- Front and rear panhard bars (painted)
- Tie rod and drag link (painted)
- Unique, through-frame rear anti-roll bar (zinc plated) with polished stainless steel attaching arms by Dream Machines Ltd.
- Conventional front shock absorbers (chrome)
- Mullins remanufactured Vega steering box (painted)
- Ididit tilt 28" GM-style column (painted), Borgeson open-style polished aluminum column drop
- Borgeson steering linkage components incorporating joints, shafts, vibration reducer and support (plain stainless steel)
- Vintique front and rear spreader bars (polished stainless steel)
- GM-style front disk brakes and Ford Explorer rear disk brakes with integral shoe-type parking brake mechanism activated by Lokar parking brake handle mounted under the dash. Custom cable application system by Dream Machines Ltd.
- Corvette-style dual circuit vacuum assisted master brake cylinder
- Stainless steel brake lines and fittings / stainless steel fuel supply line
- Holley billet-bodied electric fuel pump
- Dual hi and low tone horns (painted)
- Tanks 1932 Ford 11 gallon reproduction gas tank

## **Wheels & Tires**

- Wheels are polished aluminum American Racing Salt Flat Specials: 15" diameter X 6" width in the front and 17" diameter X 8" width in the rear. They have also been fitted with American Racing Carlisle spinners.
- Tires are Goodyear RSA: 195/65 X 15 front and 235/65 X 17 rear.

## **Body Components / Modifications**

- Vintique reproduction 1932 Ford steel radiator shell fitted with a Dale's stainless steel original style insert.
- Hagen Street Rod Necessities one-piece steel hood modified by Dream Machines for fit and the addition of stainless steel lateral and diagonal bracing rods.
- Hagen Street Rod Necessities steel louvered hood sides (3 rows of louvers) modified by Dream Machines Ltd. to include bottom flanges to fill gap between hood side and frame rail. Custom fitted with special locating pins.
- Hagen Street Rod Necessities double-acting hood hinge / radiator bracing system custom fitted by Dream Machines for a fiberglass body application.
- 3" chop windshield assembly made up Vintique chrome lower stanchions, V8 shop upper stainless steel stanchions, Brookville Roadster chrome windshield frame and Vintique hardware. Mounting system enhanced by Dream Machines Ltd. It is fitted with safety glass.
- Topster top frame custom made for this vehicle and fitted by Dream Machines.
- Addition of custom fabricated original-style roadster frame fastening tabs (polished stainless steel).
- Dash / lower dash support modified by Dream Machines to be removable.
- Custom fabricated fiberglass trunk floor insert to allow for kicked-up rear frame crossmember.
- Door tops custom modified to provide for upholstery panel / dash alignment.
- Firewall distributor recess filled to resemble original (not required in Ford engine application).
- Vintique 1932 Ford original-style door release handles custom mounted by Dream Machines including rod latch activation system.
- Lokar trunk release cable.
- Lokar spoon-type accelerator pedal / Lokar cable. Lokar round brake pedal pad.
- So Cal licence plate surround.
- Bob Drake 1932 Ford reproduction mirror.
- Vintique reproduction 1932 Ford trunk handle.
- Dream Machines custom fabricated stainless steel trunk prop rod and brackets.

## **Cooling / Heating System**

The cooling / heating system consists of:

- Kydd Radiator custom made 1932 Ford aluminum radiator / fan shroud.
- Kydd Radiator aluminum tubular overflow tank.
- Spal 16" electric fan.
- Vintage Air bi-level heater.
- Dream Machines custom fabricated heater cover with integrated housing for ignition key. Turn signal and high beam indicator light also integrated in heater cover. Vintage Air "Venturi" louvers for side exit air.

## **Exhaust System**

The exhaust system was custom fabricated by Dream Machines Ltd. from 2 ½" stainless steel tube and mandrel bent elbows.

It is a dual system starting with Doug's tight-tuck style headers (ceramic coated) that have been modified for appearance and ground clearance. Mufflers are Flowmaster 304 SS "Hushpower". All connections of system components are via food industry grade clamp-type stainless steel couplings. The system is suspended by custom fabricated vibration reducing hangers with rubber insulators. Hangers have been ceramic coated. System is routed over the rear axle.

## **Paint & Bodywork**

Bodywork and paint (except engine, transmission and associated parts) was executed by Flavio Cruz and Dave Bell using Sikkens products and specifically, for finishing, Autobase Plus and Autoclear HS.

The colour is a special mix. Engine and transmission were prepped and painted by Dream Machines Ltd.

## **Wiring / Gauges**

The main instrument cluster / dash is totally removable from the vehicle through the use of an American Autowire gauge harness. Main features:

- Base wiring kit: American Autowire Highway 15 kit & panel
- Optima Spiracell YellowTOP battery
- Vintique reproduction 1934 Ford commercial headlamps with body-coloured housings, stainless steel rings and internal turn signals and halogen bulbs. They are suspended by Bob Drake frame-mounted stainless steel headlamp stands. Wiring conduit is Lokar braided
- Tail lamps are Vintique reproduction 1932 tail lamps that have been customized into a rear cone shape and are mounted to the body by integral custom tubular stands/wiring conduit.

## **Wiring / Gauges (continued)**

- Autometer Old Tyme black 3 1/8" electronic speedo, 2 1/16" fuel, volts, oil pressure and temperature gauges
- Autometer Old Tyme black 2 1/16" electronic tachometer mounted inside the column drop via a Dream Machines custom fabricated housing and mount (painted).
- Lite Bolts licence plate illumination
- Hidden headlight switch, heater fan control and overdrive switch.
- Underdash and trunk courtesy lamps
- Hidden 12 volt accessory outlet
- Trunk mounted kill switch

## **Interior / Trunk / Top Upholstery**

The interior, trunk and top upholstery were executed by Tack Upholstery of Mississauga Ontario.

- The seat is based upon a Glide Engineering flip-base 1932 Ford bench seat frame modified by Dream Machines relative to mounting position and for pass through for wiring and parking brake cables. It has been upholstered in mocha coloured leather-like vinyl in a modern interpretation of the tuck and roll style. The Glide seat foam was extensively modified by Tack to provide for outer and intermediary bolstering and lumbar support.
- Door panels, kick panels, upper firewall, rear cabin surround and trunk panels have also been covered in the vinyl material used on the seat. A corresponding tuck and roll detail has been applied to the kick panels, door panels, b-pillar panels and trunk.
- Carpeting is tan, wool, square weave. It is applied to the lower firewall area, complete cabin floor, lower portions of kick panels and doors and the trunk floor. Binding, where applied is mocha vinyl.
- Shifter boot is mocha vinyl
- The roadster top is fabricated from Hartz Stayfast dark blue canvas and is fitted with a Smart Parts 5" X 20 chromed aluminum rear window frame. The frame is fitted with safety glass.
- Rod Doors black seat belts have been fitted. Anchors have been integrated into the cabin reinforcing steel structure.
- Lecarra Mark 4 aluminum / leather steering wheel, black
- Lecarra "Groovy" horn button
- Billet Specialties steering wheel adapter