

Cruiser News

Monthly Newsletter Published By The Capital City Cruisers Car Club



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Capitol City Cruisers Mission Statement

Celebrating Our 15th Anniversary!

Our mission is to promote family enjoyment and interest in restoration and preservation of collector automobiles such as Antique Classic, Special Interest, Muscle Cars, Hot Rods, Street Rods, and Modified Vehicles. To host and conduct car shows and fundraisers to benefit charitable organizations in the Greater Sacramento Area and to have a lot of fun along the way!

President's Message

Hello Cruisers,

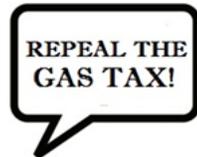
Spring has sprung and fall has fell and the car show season is well under way. A couple of quick updates...Our April SpringFest Show is confirmed and scheduled for Saturday April 21st. At the Palladio. I would like to meet Thursday April 12th at Mimi's in Folsom to go over details of the SpringFest Car Show. Dinner at 6:00 PM with meeting to follow, Please RSVP ASAP.



I'm Starting to get excited about the Gold Rush Car Show coming up in Oroville May 11-12. This is a great show with a show at the Feather Falls Casino Friday evening and the main show Saturday. More info as the date gets closer.

Legislative Report

Well we're only a short 7 months away from the November election and I can't wait to vote to repeal the gas & car tax.



In addition, this ballot measure will also help introduce a constitutional amendment that states that the politicians in Sacramento will be prohibited from raising taxes without a vote from the citizens of California

How the 1932 Ford Deuce became the quintessential hot rod

by Thom Taylor

Without question the 1932 Ford—affectionately called the “Deuce”, is the quintessential hot rod. But how? And why? A convergence of seemingly unrelated occurrences, certain characteristics unique to the '32 Ford, and a touch of serendipity all played a part in Ford's modest offerings for 1932 becoming the iconic hot rod aesthetic.

The '32 Ford featured a lot of firsts and also lasts, which helped endear it to hot rodders. It was the first year of the flathead V-8, which was the first V-8 in an affordable, mass market automobile. Initially too expensive for teenage hot rodders, it offered an easy platform to install a fast flathead once those engines became plentiful and cheap. Supply and affordability were key contributors to virtually anything hot rodders incorporated into their cars in the pursuit of style and speed.

Another first was its steel reinforced body, an improvement from mostly wood structures with stamped metal skins nailed to them that most car makers used in 1932. A steel inner structure meant lighter and more durable bodies less prone to degradation from continual structural stresses. As roadsters and coupes from contemporary manufacturers became exposed to the elements, dry rot and termites guaranteed an early trip to the junk man. 1932 Fords survived much better, leading to greater availability, which kept a lid on prices.

One of the unintended aesthetic advantages with a '32 Ford is that removing fenders and running boards (done to save weight and increase aerodynamics for dry lakes racing) resulted in a clean body mass without gaps, aprons, and wonky body lines. They were harmonious and clean with or without fenders. Uniquely, a fenderless Deuce—or “high boy”, featured styled, exposed frame rails. Those exposed frame rails incorporated a stamped style-line that followed the front fender and running board attachment points. No

other automobile, ever, had this styled frame detail. Because it was meant to be exposed, there were no brackets, brake lines, or body bracing a covered frame might contain. As automotive styling evolved, the 1932 Ford was one of the last and most evolved designs of this upright and honest school of styling. Vertical grilles, tops, and door cuts met their end in 1933. In almost all cases, 1933 universally produced laid back grilles (or grilles hiding radiators), bodies extended down to meet running boards and to cover gas tanks (eliminating aprons), hoods overlapped cowls, and more angle was applied to both windshields and grilles. Streamlined styling swooped up the design and body details. Before the end of the 1930s headlights were integrated into fenders, tops blended into the body more elegantly, and fenders became more exaggerated. 1933 ushered the first unified, clamshell-like body styling, so the 1932 Ford's styling marks a linear end from the inception of the automobile.

Finally, cars got larger after 1932. Smaller cars can poke through the air better so, everything being equal, they're quicker due to less drag. Deuces were lighter, smaller, simple, easy to stuff a V-8 into, and plentiful



on car lots and bone yards—all helping the 1932 Ford become the car of choice for racers. As street cars began emulating what ran at the dry lakes like Muroc and El Mirage in the desert northeast of Los Angeles, they also became the go-to hot rod for the street.

It was never planned. How could it be? No, the Deuce was an organic phenomenon. It developed from a need to go fast cheaply and easily, with some style thrown into the mix. Even though Fords are an entry-level automobile never known for the styling flourishes that distinguish high-priced Duesenberg's, Lincolns, and Cadillacs, they nevertheless offer a good degree of eye candy. By the 1950s, teens were becoming a more publicly visible demographic, attracting attention to everything they did and significantly influence

American culture. With rock and roll came songs about hot rods.

The sport of drag racing developed from dry lakes racing, with surfing, slang, and a whole style and culture raising the intrinsic value of hot rods, which has uniquely elevated the Deuce high on the car collector's consciousness.

Barrett-Jackson has auctioned off the very first 2019 Mustang Bullitt the hammer fell at \$300,000

Heading to auction as part of the Barrett-Jackson Scottsdale sale, the Bullitt Mustang wearing VIN 001 will cross the block later this afternoon. Lot #3006 will go under the hammer at 7:30 PM EST this evening, and though the auction house doesn't give an estimate as to how much it might cost, it's listed at no reserve, with all of the proceeds benefitting charity. The muscle car was donated by Ford and the McQueen estate, and all proceeds of the sale will benefit Boys Republic. The non-sectarian school and treatment community for troubled youngsters has guided more than 30,000 at-risk teenage boys and girls, including Steve McQueen, who graduated from the facility in 1946.

Under the hood the Bullitt Mustang comes with an upgraded 5.0-liter V8 off the Mustang GT delivering "at least" 475 horsepower (354 kilowatts) and 420 pound-feet (569 Newton-meters) of torque. Estimated top speed is listed at 163 miles per hour (262 kilometres per hour), and all that power comes paired to a six-speed manual transmission.

The match the exterior, the cabin is finished in a few subtle green and chrome accents, including the all-new black leather Recaro seats with green stitching in the headrests. Opt for the Bullitt Electronics Package, and buyers can add on features like navigation, memory seats, an upgraded sound system, and assorted driver assists. The new Ford Mustang Bullitt will go on sale later this summer. No word on pricing just yet.



Upcoming Car Shows in the Greater Sacramento Area.

- April 14 – Valley Springs Car Show – Dave Cahal - 209-754-5400
- April 21 – Capital City Cruisers SpringFest Car Show – Palladio Folsom
- April 27-29 - Kool April Nights – Redding – 530-226-0844
- May 5 - Thunderbolts Electric Thunder Sierra College - 916-505-6952
- May 11-12 - Gold Rush Car Show Oroville - (530) 282-4667
- May 19 - Townsmen Car Show Loomis - 916-798-8766
- May 20 - Cruisin' For K9's Fry's Electronics Roseville - 916-988-6376
- June 2 - Downtown Lincoln Car Show -916-543-9113
- June 3 - Pioneer Day Car Show Meadow Vista - 530-878-0405
- June 9 - Recycled Relics Show & Shine Loyalton - 775-232-8904
- June 23 - Burgiemmen Car Show West Sacramento -
- July 28 - Nostalgic Cruise of Dreams Folsom - 916-543-9113
- July 27-28-29 - 2018 Fortuna Auto Expo Fortuna - 707-572-7855
- August 3-4 - Hot August Nights Virginia City - 775-356-1956
- August 7-12 - Hot August Nights Reno – 775-356-1956
- September 14-15 - Big City Rod Run Sierra City – 530-862-1560



More shows will be listed as the dates become available

Always call before you go!



JULY 13, 2018
COLLECTOR CAR APPRECIATION DAY