



# **The Nifty Fifties Fords: An Illustrated History of the 1950's Fords (The Ford Road Series, Vol. 5) (His The Ford series)**

*Ray Miller*

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On February 10, 1942, a 1942 Super Deluxe Fordor sedan was rolled off of the end of the assembly line at the Ford Motor Company factory in Dearborn. It signified the conversion of the plant's effort to a military support mission. For the following four years, Ford was to devote its activities exclusively to the manufacture of trucks, planes, personnel carriers, and Jeeps (originally designed by Willys but second-sourced by Ford) and other military vehicles. Four years later, on May 9th, 1945, V-E Day was proclaimed and as the end to military conflict was in sight (our Pacific War with Japan was not yet concluded) Detroit commenced its re-tooling for the manufacture of automobiles.

On July 4, 1945, Ford published a picture of the "new model" tudor Ford with Henry Ford II behind the wheel. Obviously though, it was hardly a new model and existed only as a re-worked prewar 1942 model. It was followed in 1946 with more and an only slightly revised appearance change for 1947 and 1948, The emphasis at that time was on production in an effort to supply the pent up demand at the conclusion of the war.

Late in 1948, Ford previewed a straight-sided car, minimizing the fenders as such, and with the beginnings of a new "modern" look. After that, styling changes evolved each year and made drastic revisions at every third year. D design was refined as the basic car was enlarged. Engines became more powerful, and optional power accessories were offered to ease control of these new behemoths of the road. An ever-growing spiral had begun culminating in the 118" wheelbase Galaxy of 1959, sculptured giants far removed from the early post-war Fords.

With this book you may proceed with the study of these changes and a review of the growth of

.....the NIFTY FIFTIES Fords!

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