

Dealer24x7 — Vehicle Spec Sheet

1940 Ford Deluxe Street Rod

Price: \$59,900

Mileage: 5,500 mi

VIN: 185628652

Stock #: Black

Condition: Used

Transmission: Manual

Exterior colour: —

Interior colour: Black

Body type: American Classic

Fuel economy: — city / — highway MPG

Dealer: Zoom Classic Cars, North Haledo, NJ 07508

Dealer phone: 844-496-6622

Dealer notes

Zoom Classic Cars proudly presents this professionally built 1940 FORD DELUXE California Street Rod. All Steel car with Impala 327 V8, Muncie 4 Speed and Ford 9 Inch Positraction. THIS IS THE KIND OF 1940 FORD THAT STOPPING TRAFFIC WAS INVENTED FOR. Long, low, sinister and beautifully finished in deep black, this professionally built 1940 Ford Deluxe combines iconic prewar Ford styling with a thoroughly engineered hot-rod drivetrain and chassis. Starting life as an exceptionally solid, rust-free all-steel California project, this Ford was transformed into a stunning California-style street rod with a build quality that remains impressive more than a decade after completion. The story begins in 2010, when the car was acquired from Modesto, California. Rather than allowing the project to sit, the owner immediately embarked on a complete frame-off restoration, with a very specific vision: build a traditional California-style street rod with the stance, performance and attitude to match its unmistakable appearance. That vision became reality in 2012, when the professionally executed build was completed. And today? It has traveled only approximately 5,500 miles since completion. Open the hood and the personality of this Ford becomes immediately apparent. Power comes from a 1969 Chevrolet Impala 327ci V8, which was purchased for the project and professionally rebuilt by a respected Massachusetts speed shop. More than 300 hours of work went into the engine and its preparation. The 327 features Camel-head cylinder heads, a completely rebuilt four-barrel Carter carburetor, six-quart oil pan, new starter, Walker radiator, chrome alternator, Corvette ribbed valve covers and new wiring. And it isn't simply an engine sitting in an old Ford engine compartment. The entire engine bay has been exceptionally cleanly finished, making the Corvette small-block a focal point of the car. Behind the 327 is one of the most desirable manual transmissions for a traditional performance build: A rebuilt 1969 Muncie 4-speed. Put the two together and you have exactly the sort of combination that makes a street rod more than something to admire — it makes you want to drive it. The drivetrain continues with a Ford 9-inch rear end equipped with 3.50:1 gearing and Positraction. The chassis received serious attention as well, utilizing Pete & Jakes running gear with a front-end setup by Bill Belmont. Braking is handled by front disc brakes and rear drums, with a distinctive three-master-cylinder arrangement providing independent master cylinders for the front brakes, rear brakes and clutch. All fuel and brake lines were replaced during the restoration. The result is a car that doesn't merely look like a hot rod. It drives like one. The body was completely glass-beaded, sanded and professionally prepared, followed by primer, paint and clear coat from D&D Auto Body of Norwood, Massachusetts. The finished black paint is spectacular and results in a car that is BLACK. BEAUTIFUL & MENACING. Deep, glossy and straight, the body presents with the kind of finish that makes the classic lines of the 1940 Ford Deluxe seem even more dramatic. The original trim was carefully cleaned and polished, while the chrome presents beautifully. The effect is pure hot rod:

black paint. Bright chrome. Low stance. Big presence. There is very little visual clutter to distract from the design. Inside, the black theme continues with a custom interior professionally completed by Mark's Upholstery of Foxborough, Massachusetts. The cabin features beautiful black vinyl bucket seats, black carpeting, custom door panels and a finished rear compartment. The driver faces Stewart-Warner instrumentation, complemented by an aftermarket tachometer mounted beneath the dashboard and a beautiful custom wood banjo steering wheel. New glass was installed throughout the car, including light green-tinted glass, giving the cabin a finished and cohesive appearance. Even the trunk received attention, with carpeting and concealed storage incorporating the battery installation. The car sits on Coker American Classic tires, with 165R75s up front and P235/175/R15s in the rear. Custom-painted wheels are finished with chrome Ford hubs, creating the perfect traditional hot-rod appearance. The proportions are right. The stance is right. And the combination of the black body, chrome details and wide rear tires gives this Ford an unmistakable road presence. For many street rods, what happens underneath the car is an afterthought. Not this one. The undercarriage remains exceptionally clean and reflects the comprehensive nature of the frame-off restoration. New fuel and brake lines, upgraded chassis components and a properly finished exhaust system are all part of the package. The dual exhaust provides the appropriate soundtrack for the Corvette 327. And when the throttle is opened, the car delivers the sound and personality you'd expect from a professionally built traditional street rod. It still presents as a car that was built with pride, maintained carefully and driven selectively. This isn't a half-finished project waiting for someone to complete. The work is done. The fabrication is done. The paint is done. The interior is done. The drivetrain is done. The sorting has been done. All that's left is to enjoy it. The Ford is currently stored in Massachusetts and comes with a clean title in the owner's name, extensive documentation covering the pre- and post-build history, and a California Car Cover. For the enthusiast looking for a professionally constructed 1940 Ford with genuine California roots, an all-steel body, Corvette small-block power, a Muncie 4-speed and a Ford 9-inch Positraction rear, this car checks all the right boxes. It is the kind of street rod that looks spectacular sitting still — but was built for something much more important: Driving. This is a 1940 Ford Deluxe that doesn't need an introduction when it pulls into the show. It makes its own. Please call Jeff for additional information or to schedule a private viewing. Thanks for Looking! Price does not include \$0 processing fee

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