

1935 Ford Phaeton

Owner – Harvey Geiger

MODEL 48. 85 bhp, 221 cu. in. L-head V-8 engine, three-speed manual transmission, solid front axle and live rear axle with transverse semi-elliptic leaf springs, and four wheel mechanical drum brakes. Wheelbase: 112" - original specification –

The 1935 Ford received attractive new styling, the work of Phil Wright, a Briggs designer whose previous credits included the Pierce Silver Arrow. The redesign allowed the engine compartment to move forward 8" allowing the passenger compartment to increase.

Ford advertising copy in 1935 "Greater Beauty, Greater Comfort and Greater Safety." With barely 6,000 built, the Deluxe Phaeton is one of the rarer 1935 body styles. Quotes from the auction catalogue for the Dingman Collection

Great Race Modifications

Fact 1: Rare 1935 Phaeton open touring car extensively modified for Rally Competition. It has participated three times in the famed trans-continental Great Race.

Fact 2: Performance options include a 12V alternator, electronic ignition, electric fuel pumps, dual headers and exhausts and a Columbia two speed rear end.

Fact 3: Engine rebuilt by Rex Gardner - HP has been increased to 115 -145 HP (from 85) by a 3/4 race cam, performance iron heads, and Edelbrock Slingshot manifold with two Stromberg 97 carburetors.

Fact 4: It has been fitted with a '39 Ford steering box, a '36 Banjo style steering wheel and hydraulic brakes to help negotiate rally courses.

Fact 5: Special Rally equipment includes an electronic take off speedometer and radial tires filled with nitrogen.

Fact 6: Other than the performance modifications, the car is all original and completely restored.

Specifications and Modifications

Dearborn Blue

Original radio – converted AM/FM

Fog King Driving Lamps

Dual Horns

Electric fuel pumps (2 with cross over witch)

12 volt system & alternator

Electronic ignition

Hydraulic brakes

(no side curtains- iron frames)

1939 steering box

1939 transmission

Two speed Columbia rear end

Walker radiator with fan – cylindrical overflow tank

Radials with nitro

Trunk rack

Rear Mounted spare tire in metal case

Kelsey Hayes wire wheels

Duel SS exhaust with “Smitty” mufflers

1935 original South Carolina license plate

Rally Speedometer - steering column mounted- front wheel take off — radial tires/nitrogen

Restoration

Frame off restoration by Lou Grasso 2003 – Early Ford V-8 Sales – Ballston Spa, NY - Engine said to be original to chassis

Engine rebuilt- 2005– Rex Gardner, Grove, Oklahoma

Cosmetic restoration - Front seat moved back 2 5/8"; Interior/ top/re-paint 2010 - Frank Craft Restorations , Tillman, SC

History

Car was subject to long term frame off restoration by Lou Grasso of Early Ford V-8 Sales in Ballston Spa NY (now relocated to South Carolina). Car purchased from Early Ford V-8 in 2003 by Nick Maher of Beaufort, SC to be driven as a rally car. Driven in the Great Race in 2004, 2005, 2006 & 2007.

Car purchased in 2010 by Harvey Geiger of Hilton Head, SC and underwent a extensive cosmetic restoration which included a new interior and the repositioning of the front seat 2 5/8" to the rear for greater leg room.

Has been shown in the Hilton Head Concours d'Elegance

