

# CarStory

with *Bill Sherk*  
The Old Car Detective



## Lyle Cascadden's 1938 Ford Deluxe

He bought it in 1945 and sold it in 1952. It was a "dandy car," recalls Lyle Cascadden of Leamington, Ont., who fondly remembers his 1938 Ford Deluxe two-door sedan.

Unlike the Ford Standard of that year, Cascadden's car was equipped with not one but two windshield wipers, two inside sun visors, two tail lights, a clock, chrome wheel bands, and a banjo steering wheel. His car also had two extra-cost options: a fog light and a built-in factory radio.

The V-type windshield was hinged at the top and could be cranked open for 1938-style air conditioning. All windows featured safety glass, a relatively new development at that time.

The streamlined front end was available only on the Deluxe while the '38 Ford Standard employed a face-lifted version of the '37.

Under the front-opening "alligator" hood was a

"powerful 85 hp V-8 engine with outstanding performance" (sales catalogue quote). This was Henry Ford's legendary flathead V-8 engine introduced in 1932 and in Ford vehicles to 1953 in the U.S. and 1954 in Canada.

The transmission was a three-speed floorshift. Awkward to shift into high with three people in the front seat, Ford switched to a column-mounted gearshift in 1940.



Lyle Cascadden's three-year-old son Raymond sits on the front fender of his father's 1938 Ford Deluxe in 1949.

1938 was the last year that Ford used mechanical brakes, still claiming they were superior to hydraulic brakes ("Ford gives you the safety of steel from pedal to wheel").

Cascadden recalls replacing all his brake cables, which had to be lubricated every six months to work properly. If not, the rear wheels could lock up and the car would skid to a stop, then had to be backed up to free them up. No wonder

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Ford finally adopted hydraulic brakes in 1939.

When Lyle's car was built, a \$500 price gap existed between the Ford Deluxe and the Lincoln Zephyr. Ford was clearly losing ground with car buyers moving up into the medium-priced field that included Buick, Oldsmobile, Chrysler, DeSoto, Studebaker, Hudson, Nash, Graham, the Packard Six, and others.

At the urging of Henry Ford's son, Edsel, a new medium-priced car was unveiled on October 17, 1938: the all-new 1939 Mercury.

Meanwhile, back on the Cascadden farm, the photo you see here was taken in 1949, when Ontario license plates were white with blue and white numbers and letters. Lyle Cascadden's three-year-old son Raymond is sitting on the front fender and doesn't look overly happy at having his picture taken. Raymond now lives in California and

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After driving it for seven years, Lyle Cascadden finally sold his '38 Ford to Donald Ackert in 1952. Ackert was in the air force

and Lyle soon lost track of the car. Maybe it's sitting in a barn somewhere.

Do you have any old car stories to share with our readers?

Email: [bill@carstory.com](mailto:bill@carstory.com)

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