1932 MODEL 18 NOTES

By Dave Cole

NO. 1 FLOORBOARD

Here's a good project for some weekend this winter: make a new pair of floorboards for your '32. There's a good chance that the boards that are in the car now leave a lot to be desired with respect to condition (if they are original) or to authenticity (if they are replacements). The original floorboards seem to have been made from ordinary plywood instead of marine quality stuff, and if they got wet very much (and chances are they did), the plies separated and the boards reduced themselves to kindling. Many '32's have replacement boards, owing to this phenomenon, which would be all right except that most replacement board makers were more interested in keeping their feet off the ground than they were in authenticity. Even those reproduction floorboards you see advertised from time to time aren't made strictly authentically, as a rule, but most '32 restorers want to make their cars look just like Henry built them to start with, including the floorboards, even though they don't show. In this article, we'll take a look at the No. 1 floorboard, or toeboard, part number B-35130-B, and the other parts and hardware associated with it. In the next issue, we'll consider the No. 2 board, the one with the transmission cover and the battery hole in it.

The B-35130-B toeboard is common to all 1932 passenger body styles, but the commercial and truck bodies used a different No. 1 board. The "-B" suffix indicates that there were one or two other versions of the No. 1 floorboard; presumably these earlier boards had an "-A" suffix, or none at all. One original floorboard I've seen had a round hole in the middle for access to the grease cup instead of an oval one, and it had a couple of B-35120 turn buttons to hold down the front edge of the transmission cover plate and/or the oiler hole cover. It was in pretty bad shape, but I think it was an example of the B-35130-A board. The photographs and the diagram presented with this article depict the latest and most common type of '32 front floorboard, presumably. There are no numbers to be found on these items that would verify this contention.

The floorboards for the 1932 Ford should be made from 5-ply 11/16" thick. It would be better to make them from marine plywood but since you're probably not going to drive the '32 in the rain much, your new boards will have little chance of getting wet, and ordinary plywood should do as well. Cut out the No. 1 board in accordance with the pattern shown in Figure 2. All the edges are at right angles to the face of the board except for the lower edge and an angle cut on each end. These bevels or angle cuts are shown in the end view of the floorboard at the bottom of Figure 2. The lower edge of the board is cut so that the two angle cuts form a right angle. One cut goes through two plies, the other through three.

In the center of the board, there is a hole 2½" by 4", It can be made by drilling two overlapping 2½" round holes and smoothing the edges between them. The hole allows access to the grease cup by means of which the throw-out bearing is lubricated. There is a cover over this hole which we'll get to later on.

The top surface of the board is completely smooth, but the back has a recess in it to give clearance over the transmission housing. The dimensions are shown in the drawing in Figure 2. The depth of this recess is 5/16", or two plies of wood. The edges of the recess are beveled so that the area of maximum depth is 2¾" by 9½".

There are also a couple of holes, one inch in diameter, to allow clearance for the backs of the rubber pedal bumpers that are fastened to the lower pedal opening cover plate. These holes are about ¼" deep. The one for the brake pedal arm is situated so the edge of the hole touches the edge of the board, while the hole for the clutch pedal arm is drilled even closer to the edge, so that about a third of it is missing. The 1¼" cotton webbing (the so-called anti-squeak) that goes around the edge of the board covers these holes partly, but that's how the boards were made originally.

Now you have 21 holes to drill in the board. They are all shown in the drawing, identified with a letter. The measurements given for each hole are to the centerline of the hole in each direction. Here is a run-down of the eight different types of holes, describing what they're for and what they should look like:

Holes labelled "A" are 3/8" in diameter, counter sunk at the top. These holes are for the screws that hold the board to the body of the car. The

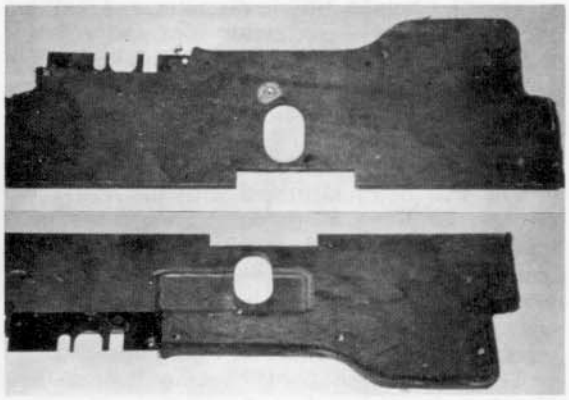


FIGURE 1. THIS NEW OLD-STOCK '32 FORD TOEBOARD BELONGS TO LEWIS McMILLAN, OF LEXINGTON, NORTH CAROLINA. Photo courtesy of the owner.

screws used should be No. 12–24 x 1 3/8" Japanned flat-head machine screws, but you'll probably have to settle for 1¼" or 1½" lenghts, as 1 3/8" is an odd-ball size. Each screw is fitted with a countersunk washer, with a ¾" overall diameter. Model A's and Fords through '38 used about the same set-up, and there are several sources for these screw and washer sets. Of course, a No. 12 screw doesn't come anywhere near filling up a 3/8" hole. The holes are larger than necessary to allow for any misalignment or off-center holes in either the board or the body of the car. There are 6 of these hold-down screw holes in the No. 1 floorboard, and two more screws go through the cover plates around the pedal arms.

Holes identified with "B" in the drawing are ½" holes fitted with floor sockets to accept the carpet or mat hold-down studs. These floor sockets are stamped out of sheet metal, and consist of a steel sleeve about ½" in diameter and 9/16" long, closed at one end, and drilled with a ¼" hole to accept the stud on the carpet or mat fasteners that were shown in Figures 2 and 5 in the last article in this series. There are also three ribs in the sides of the sleeves to wedge against the holes in the floorboard. The floor sockets are installed from the bottom of the board, and they are driven up through the half-inch hole until the top with the ¼" hole is flush with the top os the board. There are three such sockets in the No. 1 floorboard, and there is another ¼" hole in the top pedal opening cover plate to accept the fourth stud.

The hole shown as "C", directly above the 2½" by 4" hole in the center of the board, is 3/16" in diameter, and it accepts the 3/16" x ½" steel rivet that holds the clutch oiler hole cover on. This rivet is installed with the head on the back of the board, and the peened-over end on the top. It is only ½" long because the hole is drilled in the floorboard over the recessed part on the bottom of the board where the wood is only about 3/8" thick.

The hole shown as "D" in the drawing is 7/16" in diameter, and it accepts the starter push rod. There is no sleeve or other hardware involved; just a 7/16" hole.

The "E" hole is 3/8" in diameter, and it allows the shank of the accelerator foot rest to stick through the floorboard. The "F" holes are screw holes for the foot rest base. The screws to use are ¾" – 6 oval-head wood screws. The base is fastened to the floorboard with the flat side toward the clutch oiler opening, as shown in Figure 1.

The two holes identified with the letter "G" are for the ¾" – 12 flat-head wood screws that hold down the front edge of the transmission cover plate. Don't drill these holes until you have both boards made and installed in the car, as some misalignment may occur. The next article in this series will have more dope about the trans cover plate.

The holes shown as "H" in the drawing look like they should have been for a couple of support brackets to hold up the No. 2 floorboard, but I've never seen '32 floorboards with anything fastened in these holes. They don't seem to serve any useful purpose, but if you want your '32 boards to look original, drill four 3/16" holes as shown along the lower edge of the No. 1 board.

Now that you have the board riddled with holes, you can apply the finish. It is difficult to tell just what the original finish was, but it appears to have been a very dark wood stain. If you use the darkest walnut stain you can find, you'll be about right. The color of the original boards was a brown so dark that it looks black until you compare it to something that really is black. It is not paint, as the grain is visible through the finish. After you stain the wood, leave it as is. The '32 floorboards were not varnished or otherwise made shiny after staining originally.

Now comes the weatherseal around the edge of the board. All along the top edge of the board, and down the sides to the angle cut, there should be cotton webbing, 1¼" wide, held on with No. 2½ upholstery tacks spaced three or four inches apart. The webbing was originally treated with wax or something to eliminate squeaking. It's the same stuff as was used on the Model A, and some of the Model A parts reproducers can supply it. It should be installed so that the full 11/16" thickness of the edge of the board is covered, and the other half-inch or whatever of material width is tacked down on the back of the board. If you check the body of the car you'll see that this webbing seals the floorboard against the floorboard flange wherever there is one.

The ends of the board are fitted with strips of brownish-gray felt, ¼" x 5/8", and about ¾" long, each fastened on with five No. 4 tacks. The felt seals the ends of the board against the inside of the cowl where there is no floorboard flange. There is no seal along the lower edge of the No. 1 board. It is just supposed to fit tightly against the No. 2 floorboard.

That's all there is to the toeboard itself. It is not too difficult to make, and most of the materials needed are easily found. The only really hard items to find are the floor sockets for the carpet studs. They were used from '32 to '34, but replacements don't seem to be available any longer.

However, to complete the job, you need three sheet metal plates and a sponge rubber filler. All told, there are five sheet metal parts that go on a set of '32 floorboards, and the three of them associated with the No. 1 floorboard are the top and bottom pedal opening cover plates, and the clutch oiler hole cover. These three items are pictured in Figure 3.

The bottom pedal opening cover plate, B-35198-D, is stamped from 1/16" steel, and it measures 2 27/32" by 9½". It has clearance slots in it for the pedal arms and the steering post, a couple of holes for the pedal arm bumpers to mount in, two holes for a couple of floorboard hold-down screws to go through, and three little holes for the nails that hold it onto the bottom of the No. 1 floorboard. The nails used are about 16-gauge wire nails – they have shanks 5/64" thick and ¾" long, with heads that measure 11/64". They're fat little nails, and they did their job well, as these bottom cover plates are often still found on orig-

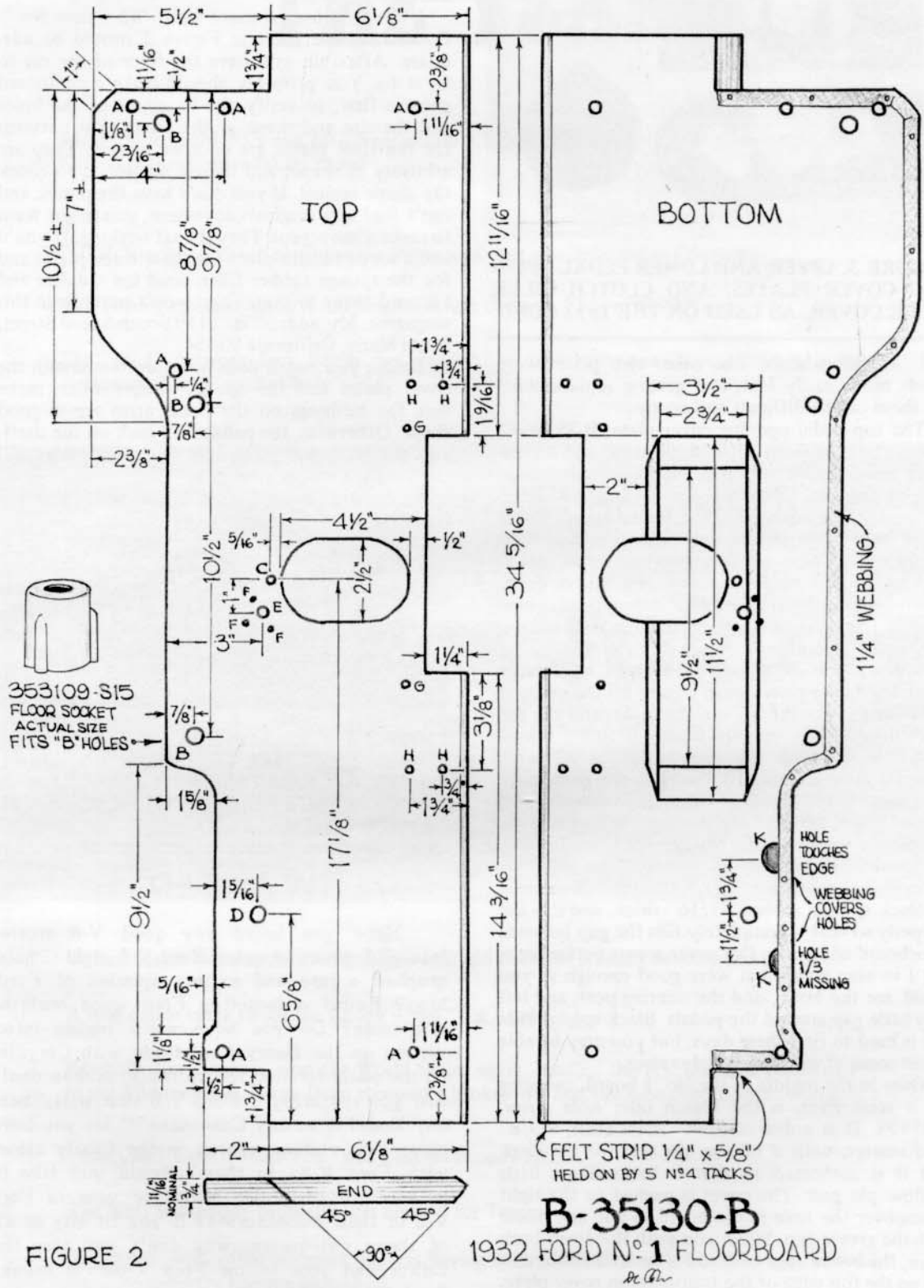


FIGURE 2

B-35130-B

1932 FORD №1 FLOORBOARD

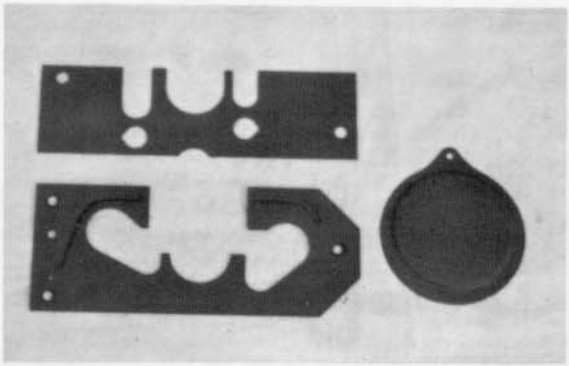


FIGURE 3. UPPER AND LOWER PEDAL OPENING COVER PLATES, AND CLUTCH OILER HOLE COVER, AS USED ON THE 1932 FORD.

inal '32 floorboards. The other two plates were much more easily lost, and getting replacements for them can be difficult and costly.

The top pedal opening cover plate, B-35196-C, is also stamped from 1/16" sheet steel, and it measures about 3 7/8" by 9½". It has some strange looking cut-outs to clear the pedal arms and steering post, three countersunk holes to accept floorboard hold-down screws, and one other hole for a carpet stud. There are also two embossed ruts in the flat surface, to give rigidity. It would be fairly easy to reproduce this plate authentically if it weren't for these two indentations, but of course, they could be omitted.

Neither one of these plates seems to fit very well. The lower plate doesn't quite fill the opening between the floorboard and the body, and the top plate has square corners where it looks like it should be rounded. They are authentic '32 parts, however. The -D and -C suffixes on the parts numbers indicate the design of these items was changed several times, but the plates shown in Figure 3 are samples of those original plates most often found.

Sandwiched between these two plates is the pedal opening cover plate filler, B-35190-C. It is made of black sponge rubber, 11/16" thick, and it is cut properly so that it completely fills the gap between floorboard and body. I've never seen a perfect one, but I've seen some that were good enough so you could see the body, and the steering post, and left very little gap around the pedals. Black sponge rubber is hard to find these days, but you may be able to get some at an Army surplus store.

Over in the middle of the No. 1 board, swinging on a steel rivet, is the clutch oiler hole cover, B-35178. It is a disc of 3/64" sheet steel, 4 3/8" in diameter, with a tab on the side for the rivet, and it is embossed so that it looks like a little shallow pie pan. The cover is pushed to the right to uncover the hole in the board so you can fiddle with the grease cup. When you push the cover back again, the lower edge of it slides under a raised cutout on the top edge of the transmission cover plate, and that holds it down.

All the sheet metal parts for the '32 floorboard should be painted black enamel. The examples shown in the accompanying photographs are in gray primer to make the holes and embossing show up better.

If you choose to make your '32 a new No. 1 floorboard, the plans in Figure 2 should be adequate. After all, you have the floor of the car to fit it to. You probably should make a cardboard pattern first, to verify the locations of the holes and the size and shape of the board. The patterns for the steel plates are another matter. They are arbitrary in shape, and there's not much to check the shape against. If you don't have the plates, and can't find any originals anywhere, you might want to make some repros. They'd beat nothing. If you'd like a set of fullsize plans for these three plates and for the sponge rubber filler, send me a dollar and I'll send them to you. They won't quite fit in this magazine. My address is: 1119 South Speed Street, Santa Maria, California 93454.

Before you install your new floorboard with the cover plates and the sponge rubber filler, make sure the bushings on the pedal arms are in good shape. Otherwise, the pedals will rock on the shaft, and the arms will scrape on the cover plates and chew up the sponge rubber.

In the next issue, we'll continue with the No. 2 floorboard.

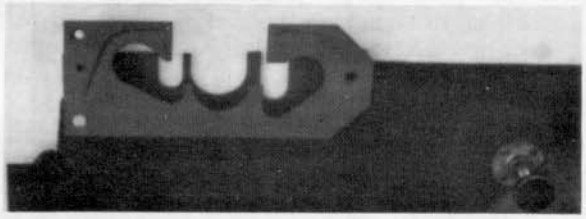


FIGURE 4. THE '32 PEDAL OPENING COVER PLATES LOOK LIKE THIS WHEN INSTALLED ON THE NO. 1 FLOORBOARD. THEY SHOULD HAVE A SPONGE RUBBER FILLER SQUEEZED BETWEEN THEM.

WANTED

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1932 MODEL 18 NOTES

By Dave Cole

Before we examine the wonders of the No. 2 floorboard of the 1932 Ford, as we promised to do in the last article in this series, let's take another look at the No. 1 board. Just a week after the deadline for the last article, I discovered an original early '32 Ford toeboard at a local swap meet. It had a coat of white house paint on the top, a layer of grease and dirt on the back, a big hole for a dimmerswitch where the starter rod should have been, and it had been literally torn out of the car so that the mounting holes were destroyed, but most of the original hardware was still intact, which made it well worth the one dollar that the vendor asked for it. Cleaned up to some semblance of its former glory, it is pictured here in Figures 1 and 2.

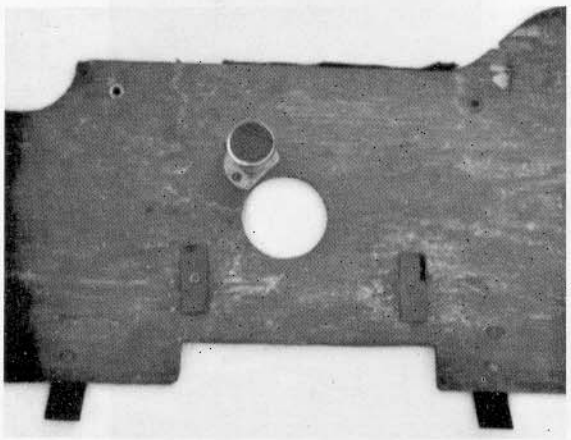


Figure 1. Center portion of an early 1932 Ford No. 1 floorboard. The upper surface has two turn buttons (plates) riveted on above the cutout for the transmission cover.

You'll notice that the center portion of the board is quite different from the one pictured in our last issue, although the ends of the two types of boards are identical. The board shown here can be used only in a Model B or in a very early '32 V-8 with the grease cup for the throw-out bearing on the side of the clutch housing, as the 2½" round hole in the center of the board will not line up with the grease cup on the top of the clutch housing as found on the later V-8's. The grease cups on the Model B transmissions are a bit higher on the clutch housing than are the grease cups on the later Model 18 transmissions, and that accounts for the elongated hole in the center of the later '32 No. 1 floorboard. When these later boards were used in a Model B, the grease cup looked through the top of the oiler hole; when installed in a V-8, the grease cup appeared near the bottom of the hole.

The early board pictured here has no rivet holes or any other indication that there was ever a separate cover over the oiler hole, but there are a couple of B-35120 turn buttons to hold down the front edge of the transmission cover plate. These turn buttons, as Ford called them, are made of 1/16" steel, 2" long and ¾" wide, with rounded corners and a hole for a 3/16" rivet in the center. The ends of the plates curve upward slightly so they can be turned to hold the trans cover plate down.

This early floorboard also has the support brackets along the lower edge, upon which the front edge of the No. 2 board rested. They are held on with 3/16" rivets in the holes identified with the letter "H" in the diagram in Figure 2 in the article in the last issue. The brackets are fashioned of 1/8" steel, 1" wide and 3 5/8" long, with a 45-degree angle bend 1½" from the end. These brackets were apparently used on only the early floorboards, and were probably discontinued when someone discovered that the front edge of the No. 2 floorboard couldn't possibly fall down because the chassis side rails, the center cross-member, and the transmission case all conspired to hold it up regardless of the support brackets. Ford's stock of boards were all drilled with the holes for the brackets, but no brackets were riveted into the holes on the later '32's.

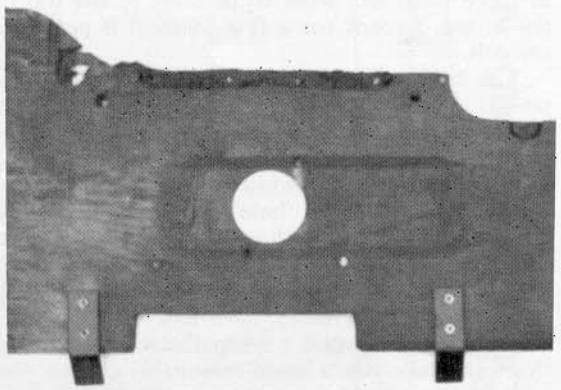


Figure 2. The back of the early '32 toeboard has a pair of support brackets riveted to the lower edge. Later boards had no brackets; only the holes for them. Large hole at upper right is non-standard.

On the back side of this board, shown in Figure 2, you'll see that the two recesses for the backs of the pedal bumpers are equi-distant from the edge of the board. This indicates that this board originally sported one of the earlier versions of the lower pedal opening cover plate — one with the pedal bumpers spaced evenly from the edge, unlike the one pictured in Fig. 3 of our last article.

Other than that, the back of this board was

originally just like the later ones shown in our last article. Incidentally, the recess on the back of these boards for clearance over the transmission housing is much longer than is necessary to fit over the V-8 transmission. The extra length toward the left is required, however, in order to accommodate the Model B transmission, which has the starter housing cast into the bell housing on the left side, like the Model A.

The finish and weatherstripping on this early No. 1 floorboard is just the same as described previously. The felt strips at the ends of the board, which were described in our last article as being ¾" long, are really 7¾", however. Somewhere along the line, the "7" was omitted from the measurement given.

NO. 2 FLOORBOARD

The No. 2 floorboard, or heel board, part number B-35131-A, is shown in Figures 3 and 5, and a drawing giving the principal dimensions is presented in Figure 4. This board is common to all 1932 Ford passenger cars except the Deluxe Coupe, and it can even be used as the basic pattern, generally, for that model, as will be explained.

This board, like the No. 1 floorboard, is made of 11/16" 5-ply (nominally ¾" plywood), stained a very dark walnut color. The drawing in Figure 4 shows only the back of the board and one edge, as there is no mill work to be done to the top of the board. Except for a few holes, it is perfectly smooth.

The back of the board, however, is recessed in several places to fit down snugly over the frame rails and the center cross-member. The original boards were probably cut in a jig with a bunch of shapers and dadoes all running at once, but if you want to make one of these boards yourself, you can do pretty well with either a table saw or a radial arm saw for the depressions in the middle, and a set of sharp chisels for the recesses along the edges. If you don't have any of this stuff, you can probably find a sympathetic cabinet shop that can make you a board reasonably close to the original, using the information given here.

You'll notice that the edges of the recesses in the back of the board in Figure 4 and labelled SQUARE EDGE or RADIUSED EDGE, and if you study the photo in Figure 3 carefully, you'll see what we mean. The depressions are full depth right up to the SQUARE EDGES, but they curve gradually where RADIUSED EDGE is noted. The type of edge is not critical to the fit of the board; it had to do with manufacturing convenience. The depressions along the edges are of varying depth, and a board with the lower side edges cut to the pattern shown at the bottom of Figure 4 will be found to fit perfectly over the flanges in the body and the frame side rails. The recess shown as 3¼" x 4" is for clearance over the stop light switch.

On a board for a Deluxe (three-window) Coupe, a little more recessing will be required on the edges near the front of the board. These Coupes, with their rear-hinged doors, have somewhat different bracing in the cowl area, necessitating a different contour to the bottom of the floorboard edges. A board cut to the pattern shown in Figure 4 won't require much modification to make it fit a three-window Coupe, however.

There are six holes, and parts of two others, all about 1/8" deep, drilled in the bottoms of the recesses. They range from ¾" to 1" in diameter, and they provide clearance over the various rivet heads in the frame of the car. You can probably spot their exact locations more easily by throwing your partially completed board in the car and smacking it with a hammer in the vicinity of the rivets. Where the rivet heads push into the wood is where these shallow holes should be drilled.

The big hole for access to the battery caps can be made by drilling two 4¼" holes (2 1/8" radius) the proper distance apart, and sawing out the area between them.

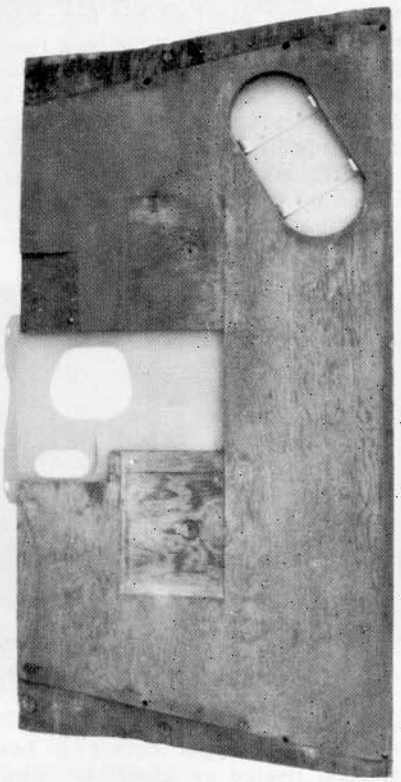


Figure 3. The bottom side of a 1932 Ford No. 2 floorboard, with transmission cover plate and battery hole cover plate installed. Cover plates should be black enamel, but they are in light grey primer here so details will stand out.

There are also seven hold-down screw holes to drill, three on each edge and one at the center of the trailing edge of the board. These holes are 5/16" in diameter, and they accommodate the same No. 12 -24 x 1 3/8" flat-head machine screws and ¾" countersunk washers as are used on the No. 1 floorboard. The same kind of 1¼" cotton webbing goes along the sides and back edge of the No. 2 board as was described in the last article.

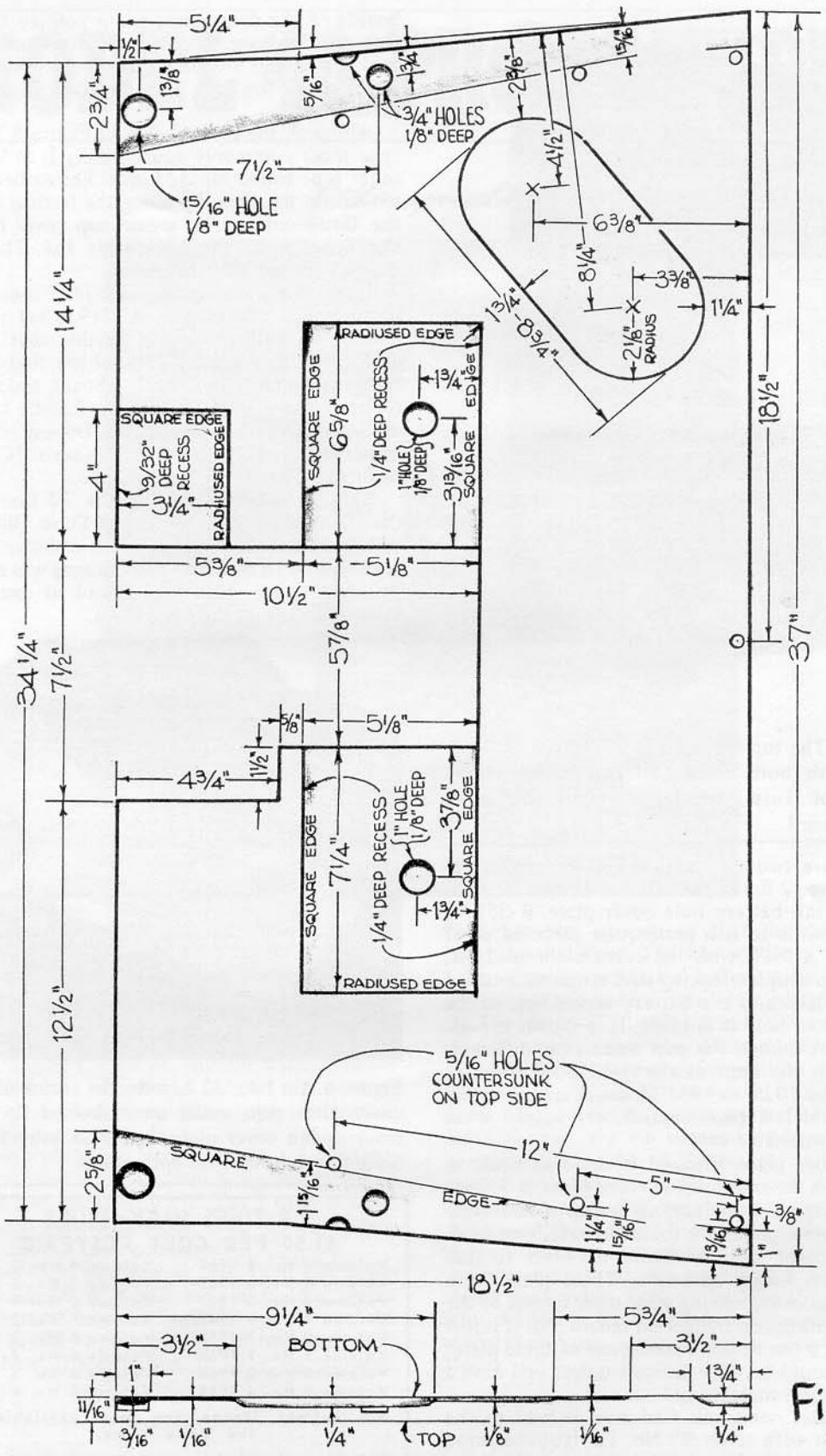

B-35131-A 1932 FORD No 2 FLOORBOARD (BOTTOM SIDE ONLY)
5¼"
1½"
13/8"
2¾"
5/16"
¾" HOLES 1/8" DEEP
2⅜"
15/16"
4½"
7½"
15/16" HOLE 1/8" DEEP
6⅜"
8¼"
3⅜"
1¼"
1¾"
8¾"
2⅛" RADIUS
14¼"
18½"
RADIUSED EDGE
SQUARE EDGE
6⅝"
¼" DEEP RECESS
1¾"
1" HOLE 1/8" DEEP
3¹³/₁₆" SQUARE EDGE
SQUARE EDGE
9/32" DEEP RECESS
3¼"
RADIUSED EDGE
4"
5⅜"
5⅛"
10½"
34¼"
7½"
5⅞"
⅝"
5⅛"
1½"
4¾"
SQUARE EDGE
7¼"
¼" DEEP RECESS
1" HOLE 1/8" DEEP
3⅞"
1¾"
SQUARE EDGE
RADIUSED EDGE
12½"
37"
5/16" HOLES COUNTERSUNK ON TOP SIDE
12"
5"
SQUARE
EDGE
2⅝"
1¹⁵/₁₆"
1¼"
15/16"
13/16"
3/8"
1"
18½"
9¼"
5¾"
3½"
BOTTOM
3½"
1"
1¾"
11/16"
3/16"
1/16"
¼"
TOP
⅛"
1/16"
¼"

Figure 4

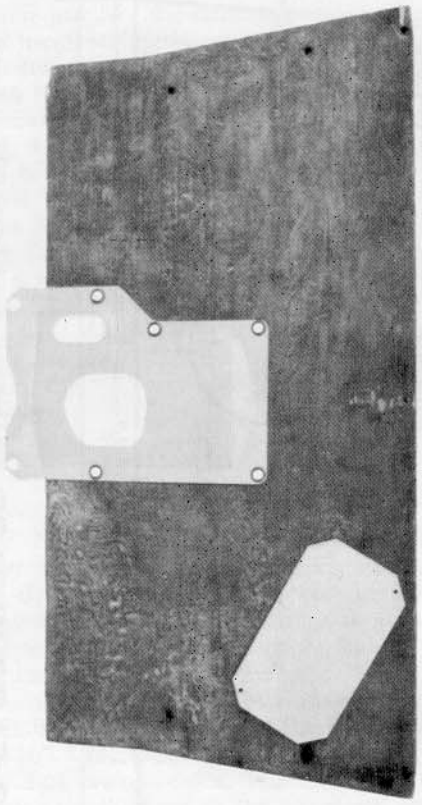


Figure 5. The top side of a '32 Ford No. 2 floorboard, with both cover plates installed. W. F. Secrest, of Tulsa, Oklahoma, owns this good original board.

There are two steel plates used in conjunction with the No. 2 floorboard. By far the easier one to obtain is the battery hole cover plate, B-35130. All it amounts to is a rectangular piece of sheet steel, 5¼" x 9¼", with the corners chopped off, riveted to a couple of spring steel strips with curled ends that jam into the battery access hole in the floorboard to hold it in place. It is shown in Figs. 3 and 5. Although the part number is different, this item is the same as the A-35130-B plate, as used on the 1929 to 1931 Model A's, and several of the Model A parts reproducers supply these plates at reasonable cost.

The other plate required is more difficult to obtain. It is the transmission cover plate, B-35245-B. There are no reproductions available, and many of the original plates are found to have been modified to accept later transmission covers, so that they are no longer authentic. These plates have shallow embossing, giving what must be one of the lowest transmission humps on record, but it is just enough of a rise so that making one of these plates yourself would be very difficult unless you have a complete sheet-metal shop.

The plate, once you find one, is held to the floorboards with seven ¾" No. 12 flat-head wood screws, five in the No. 2 floorboard and two in the No. 1 board. The locations for the holes in the boards can be determined when you lay the cover plate on the floor. The same ¾" diameter countersunk washers as are used with the floorboard hold-down screws are used with the transmission cover plate screws.

Although the plate shown in Figure 5 is of the type most commonly found, there is at least one other type found on '32 Fords. The earlier version would not have any lip along the leading edge for the throw-out bearing grease cup cover hatch to slip beneath, as the later plate has. The plates shown here are late '32 parts.

Under the transmission cover plate there should be a sponge rubber pad, B-35195, but very few '32's still have their original weather seals. Presumably, this filler has an outer shape that fills the transmission cut-out in the floorboard, and a couple of holes for the stick and brake handle to match the openings in the cover plate. Do any of you '32 owners have one of these weather-seals? If so, we'd be interested to learn what it's like.

That just about wraps up the '32 floorboards. Our thanks go to W.F. Secrest, of Tulsa, Oklahoma, who loaned us the No. 2 floorboard shown in these photos, and from which the drawing was made. In the next article, we'll take a look at some other interior details on the 1932 Ford.

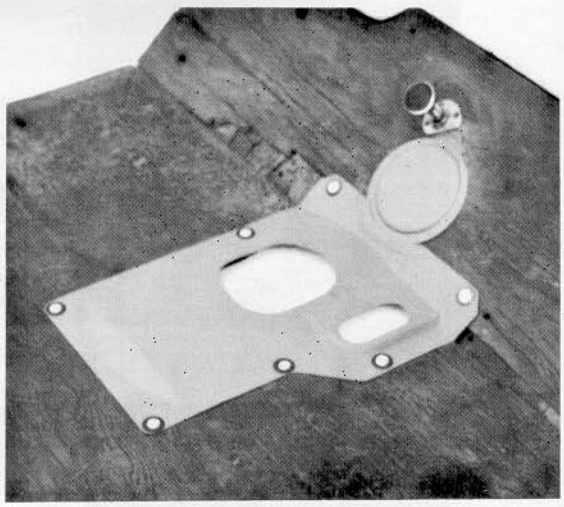


Figure 6. On late '32 boards, the clutch oiler hole cover plate slips under an embossed lip on the transmission cover plate, and that holds it down. Note the embossing on both plates.

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1932 MODEL 18 NOTES

By Dave Cole

The articles about 1932 Ford floorboards in the November-December 1971 and the January-February 1972 issues of the *V-8 Times* generated enough interest to send several '32 owners out to their garages to poke through their piles of parts and dig up examples of '32 floor parts that did not appear in our first two articles. They have been kind enough to share their parts, pictures, and information with us, so here we go again with more dope on the '32 floorboards. Those of you who can't take one more word about floorboards had better flip to the back of the book and read the ads or something, right now.

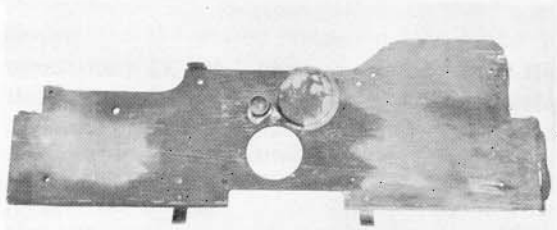


FIGURE 1. This type of '32 Ford No. 1 floorboard was used in the V-8's in early production cars after the throw-out bearing grease cup was moved to the top of the bell housing.

Glen Gardner, of Kasson, Minnesota, sent us the shots of the No. 1 floorboard shown in Figures 1 and 2. This board is identical to the one shown in the drawing in the November-December '71 issue, except that it has a large round hole, 3-9/16" in diameter, in the center, instead of the oval 2½" x 4" hole more commonly found. This board was salvaged from a Model B Ford, serial number AB-5020204, that was scrapped for parts in 1957. The number indicates that the car was the 20,204th Model B; a fairly early one. This style of board may also be found in the '32 V-8, as you will notice that there is a hole for the starter rod on the left side, even though the Model B did not use the starter rod. Glen reports that the hole in this particular board was full of grease and dirt when he got it. If the board had been used in a Model 18, the V-8's starter rod would have kept the hole cleaned out.

This board would be appropriate only for a fairly early V-8, but not the earliest ones. The earliest '32 V-8's used a transmission with the grease cup for the throw-out bearing on the right-hand side instead of on top, and these cars should use the No. 1 floorboard with the 2½" round hole and the two turn plates, as shown in Figure 5. A '32 V-8 with a fairly low serial number, and a transmission with the grease cup on top of the bell housing, would properly wear a No. 1 board with the 3-9/16" hole. In all likelihood, the big hole allowed too much air to leak past the B-35178 cover, so the hole was narrowed to the more commonly found 2½" x 4" size, although the metal cover was made in only the round 4-3/8" diameter size until the end of '32 production.

The No. 1 board shown in Figure 3 was loaned to us by Don Duncan, of Manhattan, Kansas. Don didn't report the serial number of the car this board came from, but it must have been a very late '32. It is identical to the garden-variety late '32 board except for the recesses cut into the back of it. Compare Figure 3 with the drawing on page 11 of the November-December '71 issue and you'll see several extra cuts and notches in this very late board. In addition to the long, rectangular recess,

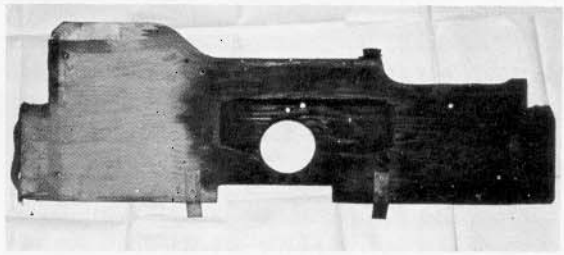


FIGURE 2. The bottom side of the early board. The big hole probably let wind past hatch cover, for the hole was narrowed for the later '32's.

there's another one, centered about the clutch oiler hole, which gives additional clearance over the transmission bell housing. It is about six inches wide, and starts out just as deep as the rectangular cutout, but the lower edge of it is radiused in a wide arc, indicating that it was cut with a dado head at the factory.

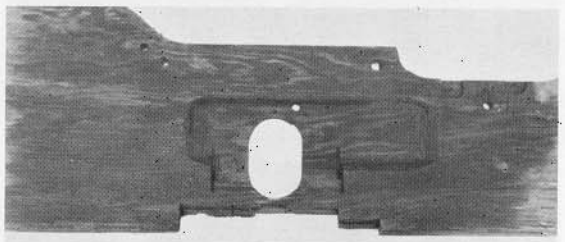


FIGURE 3. The back of a very late '32 No. 1 floorboard, showing extra factory cuts and recesses not seen in most '32 boards. This example has no support brackets, nor any holes for them.

Along the bottom edge of this board, you'll notice another little notch in addition to the standard larger one. This extra little bite measures about ½" x 2", and has a lower edge that is beveled like the lower edge of the rest of the board. It gives clearance over the stop light switch. If the board you make or find for use in your '32 won't quite fit over the trans or the stop light switch, it could be modified like this factory-original board and still not be un-authentic.

An interesting feature of this late board is that there are no lower support brackets, and there aren't even any holes for the brackets! The brackets are usually found on the earlier boards, while later ones have only the holes but no brackets. Now there is evidence that some boards had neither brackets nor holes.

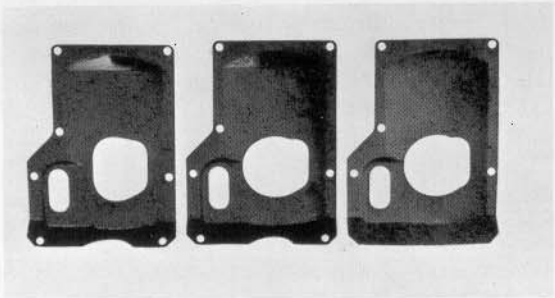


FIGURE 4. Left to right, the early, mid-year, and late '32 Ford transmission cover plates. Make sure you get the right one for your car; they aren't exactly interchangeable.

Don also loaned us his collection of transmission cover plates. They are shown in Figures 4, 5, and 6, and they trace the history of the 1932 Ford passenger car transmission cover plate.

On the left in Figure 4 is the earliest type of plate, for use with the No. 1 floorboard having turn buttons to hold down the front edge of the plate. Since this type of floorboard has no clutch oiler hole cover, there is no raised lip on the forward edge of the trans cover plate to hold the hole cover. An early No. 1 board with the early trans cover plate attached is shown in Figure 5.

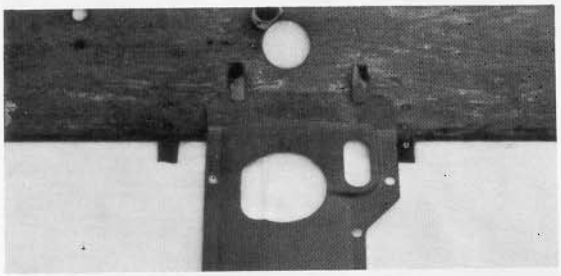


FIGURE 5. The earliest '32 toe board uses turn buttons to hold down the leading edge of the transmission cover plate, and there is no hatch cover over the grease cup access hole.

The plate in the center of Figure 4 would be used in a fairly early car, but not the earliest. Perhaps it should be used with a Number 1 floorboard like the one shown in Figures 1 and 2. This plate has the lip at the front to hold down the edge of the oiler hole cover, but it has the same large round hole in the center for the early-type gear shift housing to stick through. This plate would be used on a '32 V-8 with the grease cup for the throw-out bearing at the top of the bell housing, and with the early style gear shift housing.

The plate at the right in Figure 4 is of the type most commonly found. It is identical to the one in the middle of the picture except for the shape of the cut-out for the gear shift tower – notice the flat side adjacent to the brake handle hole. This plate can be used only with the late type gear

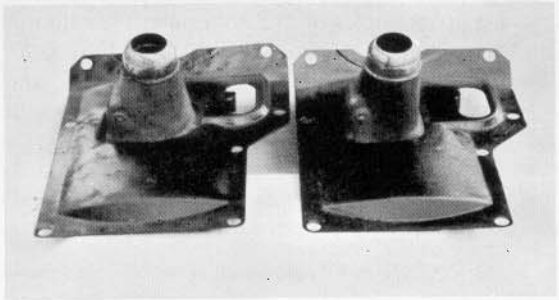


FIGURE 6. Mid-year and late '32 trans cover plates must be paired up with the proper gear shift housing for authenticity and proper fit. The later, more common type, is on the right.

shift housing; it will not fit over the early type, which is too big for it. Figure 6 shows the two types of gear shift towers with the appropriate plates flopped over them. The plate gives uniform clearance from the sides of the housing all around when they are paired up properly.

In a previous article, we noted that there were no reproductions of the '32 Ford floorboard sheet metal parts available. Now comes word from Bill Honda of California Metal Shaping, who informs us that his company is now making all the sheet metal parts for the '32 floor. Bill loaned us a couple of pictures that show repro parts that cannot be told from originals. Their transmission cover plate is of the earliest type, like the one on the left in Figure 4, but it could be modified to work in a later car by drilling two holes in the leading edge, and fashioning a lip for the clutch oiler cover to slide under. Or maybe they'll produce that type later on.

Bill promises to have a sample of all the '32 floorboard sheet metal parts at the big swap meet in Reno this summer, so look for the display. In the meantime, write William T. Honda, c/o California Metal Shaping, 1704 Hooper Avenue, Los Angeles, California 90021, for prices and additional information.

So far, we have discussed only the floorboards in the '32 passenger cars. The boards and plates in the commercial vehicles are somewhat different (surprise!) and do not interchange with those in the passenger cars. Let's take a look at them.

Larry Dadisman, of Tucson, Arizona, sent us several pictures of the floorboards out of his 1932 station wagon, and they are shown here in Figures 7 and 8. These floorboards are used in the other Model B commercial vehicles – pick-up, roadster pick-up, and the B-79 panel delivery – as well as in the station wagon, but they are not the same as used in the trucks and the big panel delivery, BB-85.

Figure 7 shows the top and bottom of the No. 1 board from the '32 station wagon, part number B-76130, with the bottom pedal opening cover plate, B-76198, still nailed to it. The top of this board looks pretty much like its passenger car counterpart, except that it has no notch for clearance over the transmission along the lower edge. Flip it over and you see that it has but one small recess instead of the big rut that characterizes the board out of the passenger cars. The boards sit a little higher in the commercial chassis than they do in the passenger cars, so less clearance is needed. This little recess is required so that the board does not rub on the started housing on the Model B transmission.

Figure 8 shows the No. 2 floorboard, top and bottom. It is similar to the passenger car unit, except for the area around the transmission gear shift housing. This board also sits higher in the chassis, further away from the frame rails and transmission, so fewer recesses are necessary on the bottom of the board to make if fit. The transmission cover plate, B-76180, is entirely different from the plates used in the cars. It is much smaller, with no embossing, and it is rivetted to the board with six rivets, instead of being screwed on, as in the passenger cars. The brake lever stands outside the cover plate. The plate over the battery hole, however, is the same one as is used in the passenger cars, B-35150.

With that, we'll lay the floorboards back down.

The article in the last issue, about inside door handles and window cranks, prompted Charles Seims, of Altadena, California, to let us know that there is indeed a reproduction of the B-46266-C '32 Ford inside door handle, and it was produced by none other than the Ford Motor Company! It seems that the interior door handles on English Ford Anglias and whatnot, of Mid-'fifties vintage, are the image and likeness of the late type of '32 inside handle. Chuck got his handles out of an old Anglia that was sitting across the street not doing anything, and all he had to do to make them fit in his '32 was drill another set of mounting holes to match the holes in the square shaft. The Anglia handles are chromed, not nickeled, but of course, they could be replated if you want the authentic look.

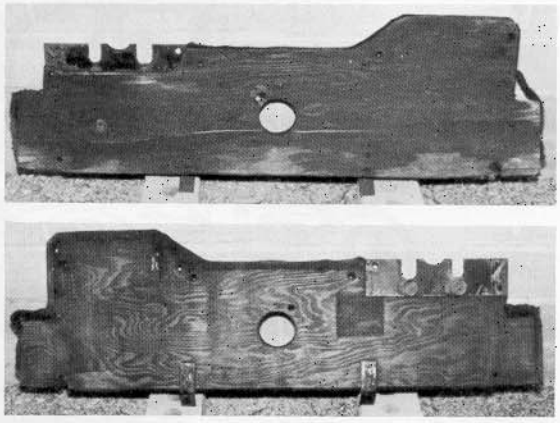


FIGURE 7. Front and back of '32 Ford Commercial No. 1 board, as used in the station wagon, pick-ups, and Model B panel deliveries.

So keep your eyes open for old Anglias in your favorite junk yard. They're not too commonly found any more, but you'll admit you're a lot more likely to find one of them in a wrecking yard than you are a 1932 Ford!

Many thanks go to Glen Gardner, Don Duncan, Bill Honda, Larry Dadisman, and Chuck Seims for their contributions of parts, pictures, and information that made this article possible. We really appreciate your enthusiasm and help.

In future articles, we'll be looking at the 1932 Ford V-8 transmission, and the firewall, or dash, as Ford called it. If any of you '32 fanciers have unusual trans cases or firewalls, you might take a snapshot of what you have and send it to me at 1119 South Speed Street, Santa Maria, California 93454. In particular, we need a picture of the late '32 V-8 transmission, the one with the handhole in the top, and a handhole cover with the grease cup in it like the Model B used. The serial number stamped at the top of the housing should be *18-203126* or just a little lower. Anybody got one handy?

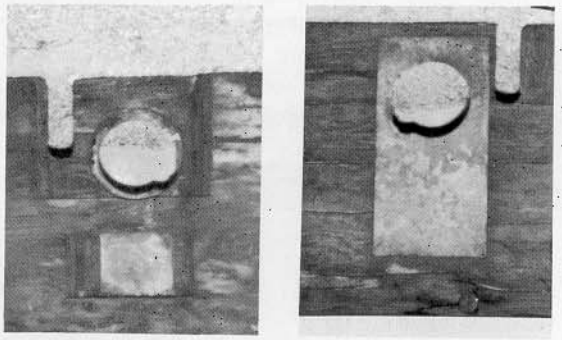


FIGURE 8. Top and bottom of the No. 2 floorboard as used in the '32 Ford Commercial vehicles. The trans cover plate is riveted down.