

VOLUME ONE

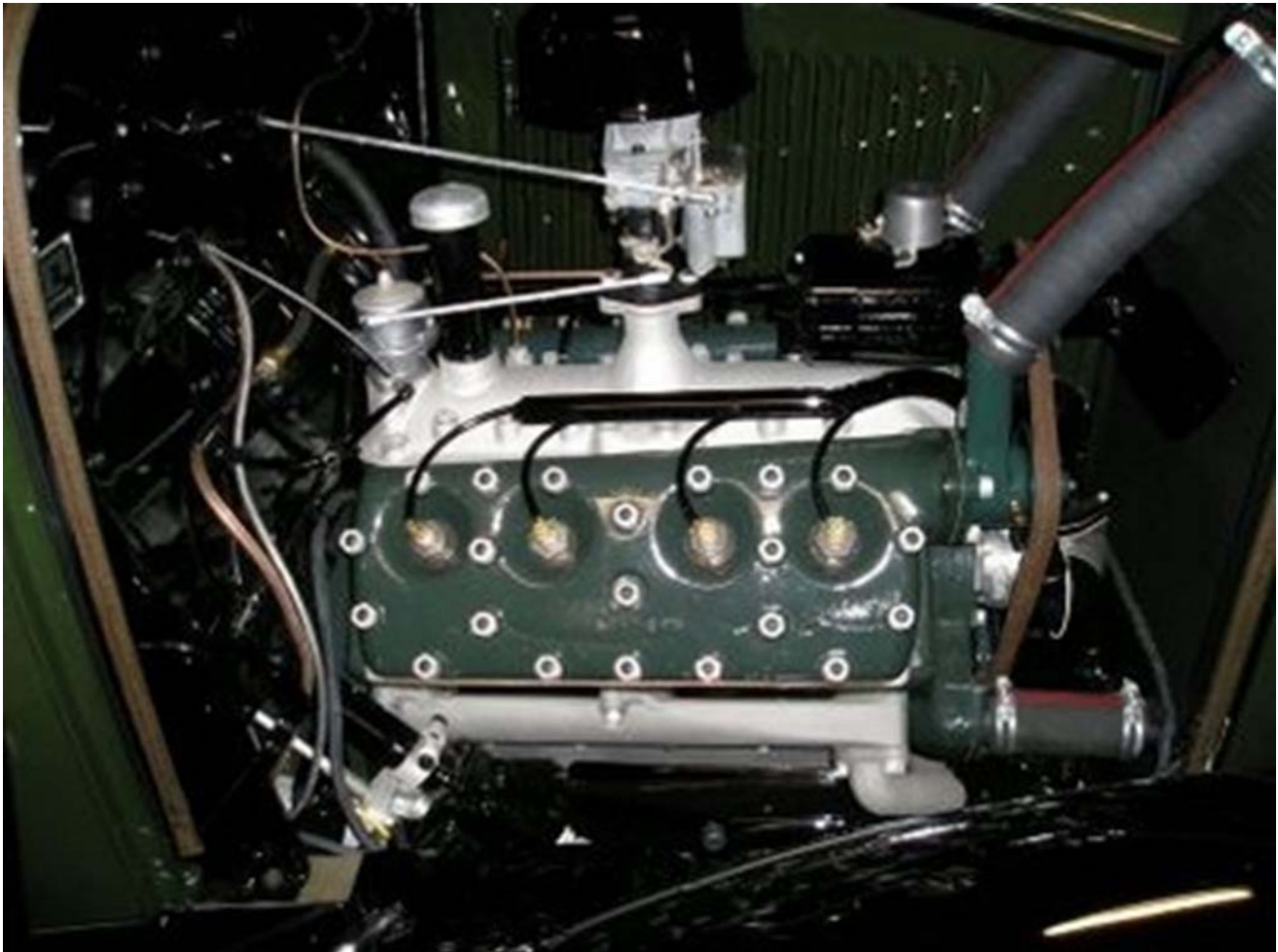
Chapter 1 Page 5 An example of the initial V-8 timing gear cover used with the four bolt distributor that was replaced as part of the April 22, 1932 service campaign (recall) discussed in Chapter 3. The notice of the campaign to the branches included instructions that the replaced components be returned to the Rouge Plant where they were subsequently scrapped. This one escaped the fate of nearly all of the other examples as it is the only survivor known to the author outside of “the Henry Ford” (Museum).



The photo below is a close up of the area of the last version of the V8 cylinder block casting where the oil dipstick was located in the block itself on the right side above the starter motor like that in the photo of W.R. Campbell stamping C18D-1 on this page. The cylinder blocks in both photos have cast-in holes for the attachment of the engine steady rods, unlike the first version where separate brackets were bolted to flat areas on the sides of the bell housing as with the four cylinder engines.

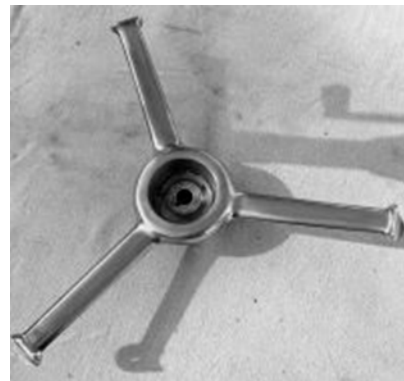


That none of the Ford's engineers responsible for the design of the engine block realized that such a dipstick location was a really bad choice when the engines were installed in RHD is a mystery given the Company's long history of producing RHD vehicles in both Canada and the United States (for export) and in Australia and the United Kingdom. In a finished vehicle it is a real challenge to remove and replace the dipstick to check the oil level in the oil pan without distorting the dipstick and chipping the paint on the steering column tube in the process.



Chapter 4 Page 19 There were two versions of the British two-piece steering wheel. On the left in the photo below is the version used on conventional '32s while the wheel on the right was used on the later Model 14s with the difference being in the shape of the hub reflecting

reflecting the '33-'34 style light switch plate/horn button used on the Model 14s.

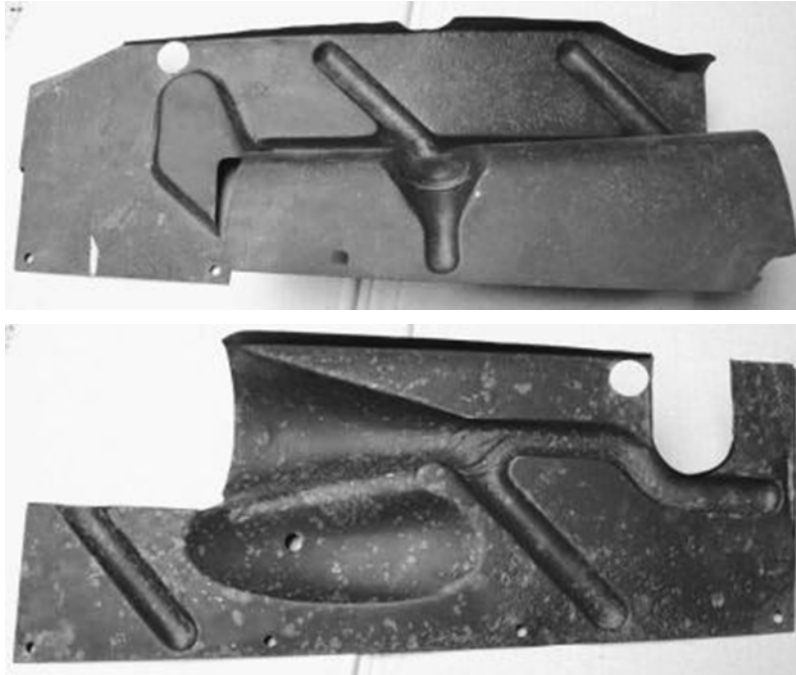


Page 20 The Ford Werke (Germany) version of the ignition switch escutcheon is shown below (less its original black background paint).



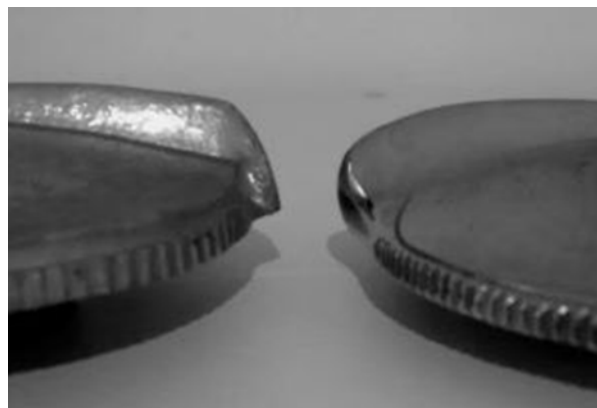
Chapter 5 Page 18

The late version of the RHD left side V8 engine splash pan is shown on top below and the previous version for the RHD right side is below. These were removed from the same car giving further evidence that Ford did not adhere to matching pairs of components until existing inventories of previous versions had been exhausted.



Page 31

The difference in the rear profile of these radiator caps from Europe suggest that at least two different suppliers were used by Ford in European production.



Page 32 32 In the photo on the left is another variation of the shape of the hand crank access hole stamping at the bottom of the grille. This is on a European grille. Another European grille variation is shown on the right where the outer molding of the grille is chrome-plated brass, not stainless steel.



Page 33 Two Ford of Britain cloisonne radiator shell emblems are shown on the left and center below and a German variation from Ford Werke on the right.



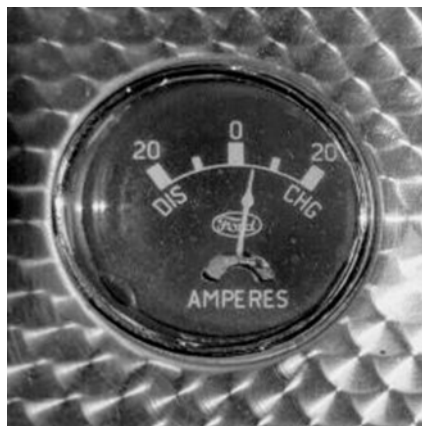
Page 41 Fuel gauge face variations found on European vehicles.



Page 52 Ford Werke (Germany) choke and throttle knobs.



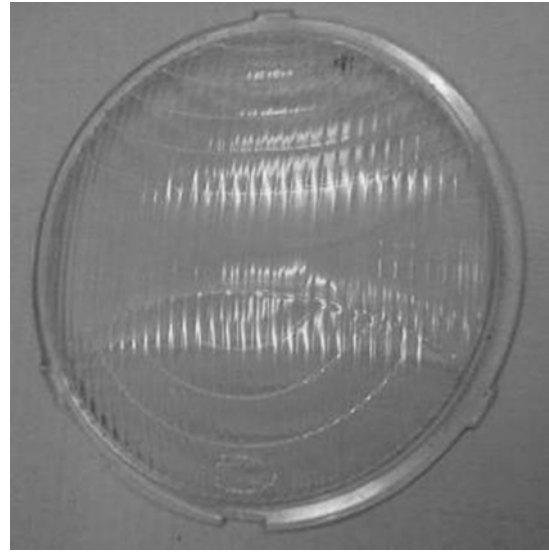
Chapter 6 Page 6 Ford of Britain and Ford Werke ammeters.



Page 17 The front ends of 1932-only V8 spark plug wire conduits.



Page 19 A second version of the Ford of France Marchal headlamp and a Ford of Britain script “Depressed Beam” headlamp lens. (Lincoln motor cars of the period were equipped equipped with Depressed Beam headlamps).



Page 21 Ford of Britain passenger car and commercial vehicle Depressed Bean fender lamps and Model 14 fender lamps.



Page 27 Dome lamp used in Briggs-built Tudor and Fordor saloon bodies in Europe.



Chapter 7 Page 8 The seven known variations of rear frame horn covers.



Page 10 B-400 convertible sedan and B-190 Victoria-only rear running board brackets.



Chapter 8 Page 2 U.S.-made 130 KPH, French Jaeger 120 KPH, and various British Cooper-Stewart MPH and KPH speedometers.



Page 30 One of two versions of the mounting plate for the ash trays in the rear compartments of deluxe sedans, Victorias, and convertible sedans and on the doors of cabriolets. The other version has V-shaped raised slots.



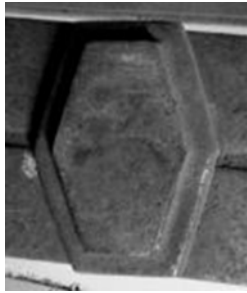
Page 48 B-520 deluxe coupe rumble lid hinge and latch components. (The stamped guard for the latch tongue is bent downward 90 degrees from its original position on the latch in this photo.)



Chapter 15 Page 2 B-520 deluxe coupe seat sight shield wood that was covered with trim panel fabric and attached to the B pillars to fill the gap between the curved pillar and the straight side of the seat frame.



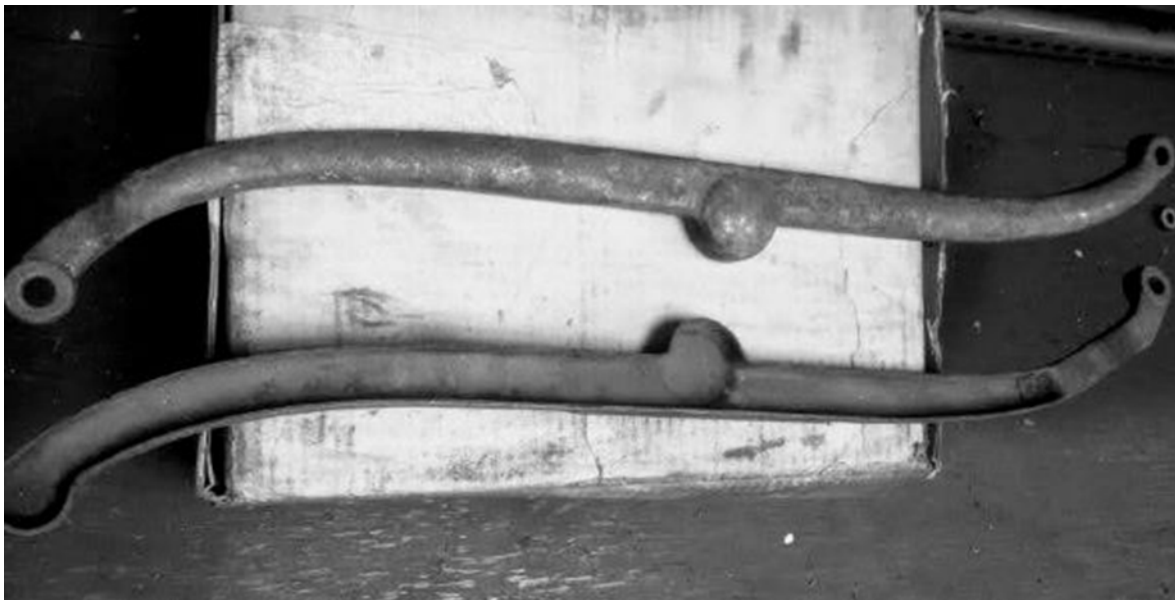
Chapter 9 Page 4 Well worn Model 14 bumper bolt.



Chapter 11 Page 23 All but late North American closed car sun visors (except deluxe coupe) and a close up of their double-hinged attachment bracket.



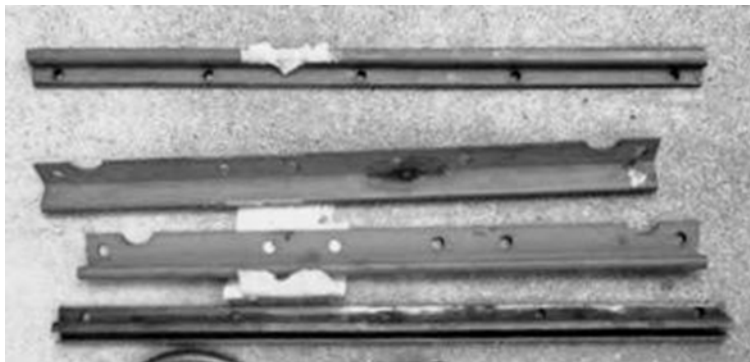
Page 27 B-50 sport coupe landau irons.



Page 4 B-55 Tudor sedan, B-190 Victoria, and B-400 convertible front seat bottom details.



Page 6 B-520 deluxe coupe seat tracks (originally cadmium plated).



Page 8 Typical closed car rear window shade, except for a tassel and looped cord used on B-520 deluxe coupe shades rather than a sewn-on tab as on this example. Note the guide cords on the sides threaded through eyelets on the ends of the bottom wood insert.



Page 9 Placement of the arm rest and ash tray on B-160 deluxe Fordor sedan quarter trim panels and robe rail on the back of the front seat.



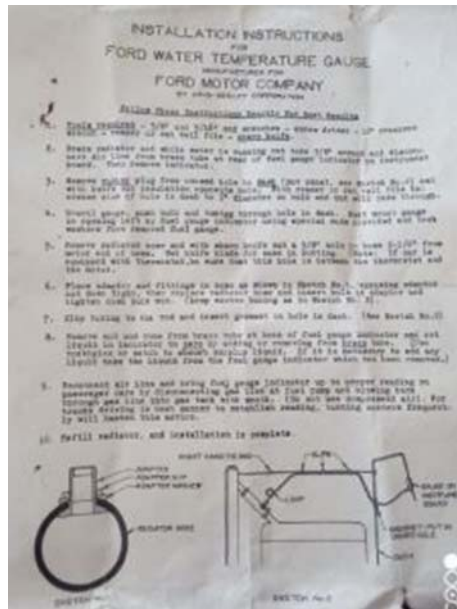
Chapter 17 Page 11 The photos of the B-40 standard roadster side curtains on this page in the book did not include the quarter curtain. The following photos are of a complete set of original B-40 deluxe roadster door and quarter side curtains. The standard roadster quarter curtains are identical to the deluxe roadster quarter curtains except for the fabric used for their construction.



An original B-40 deluxe roadster top boot is shown in the next two photos. Additional photos of the roadster top boot installed are shown in Volume 2 on pages A-1-3 and A-1-4.



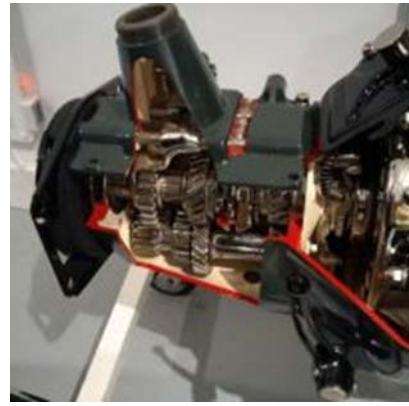
Chapter 19 Page 4 Shown in the photos below are an example of the box for the Ford-authorized accessory King-Seeley combination fuel and temperature gauge and the installation instructions that were included in the box. The instructions detail the routing of the temperature gauge sending tubing throughout the engine compartment, etc. For the 1932 models, this extra-cost accessory was only available as dealer-installed. The third photo shows the face of the British version of the combination fuel and temperature gauge.



VOLUME TWO

Appendix 1

The following additions to this Appendix are as follows:
three views of restored components of a surviving original Ford of Britain four-cylinder display chassis and a period newspaper article regarding the chassis, a Ford Werke (Germany) show-room photo of the front end of one of their semi-custom cabriolets (note the flat headlamp lenses, unique horn, and body-colored fenders), another example of the one of the several versions of German semi-custom cabriolets.



ENGINEERS AND THE ENGINE: Members of the Women's Engineering Society recently visited the great Ford motor factory at Dagenham, Essex, to watch the manufacture of British cars and commercial vehicles. Some of the party are seen examining a special exhibition chassis of the 14.9 Ford



Appendix 8 Page 2 Body tags from a station wagon, a Ford Werke semi-custom cabriolet, and a Victoria.



Appendix 10 Page 11 The cover of a Ford of Japan 1928-32 chassis parts catalog cover.



Page 20 More period European sales promotion literature.



More period European sales promotion literature (continued)



More period European sales promotion literature (continued)

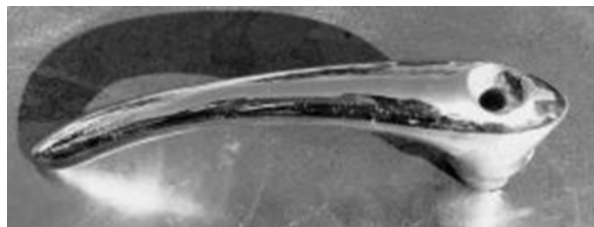


More period European sales promotion literature (continued)



Ford Werke sales brochure offering 11 distinct body types (one more than Ford U.S.).

Appendix 11 Page 17 A late B-520 deluxe coupe rumble lid latch release handle.



First Update

Page 10 of 15

The cabriolet door shown in the photo on this page is incomplete in that the two horizontal channels that span the large opening in the center of the inner door panel have been removed. The photo below is of a cabriolet door with those two horizontal channels in place. Other than being of a unique length, they are identical to the channels in all of the '32 closed car and convertible sedan doors. A cabriolet has no door pockets, unlike the closed cars and convertible sedan, so the channels do not serve as the foundation for door pockets, but rather serve to back up the cardboard door trim panels.



Second Update

Page 7 of 14

At the top of this page the cabriolet should be included with the other deluxe body types that had a band of carpeting along the lower edges of the insides of its doors.

Thanks to Keith Abrehart , Sheldon Bardin and Robert Davis for bringing the various European items in this update to my attention as well as for providing photos of them. And thanks to Walter Smith and other contributors for their assistance regarding, and photos of, U.S. vehicle components

February 5, 2021

END