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- Tech Talk
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- Featured Member
- Swap & Sell
- The Market



National Ford Tool Collectors logo

# Doc's Doodling

I am simply going to open the first issue of FORD TOOL TIMES with a Welcome to all members.

Secondly, I want to congratulate everyone for believing there was a need and desire for a Ford tool collectors organization.

NAFTCO has come a long way in a year. Last year at this time everyone was asking everyone else, "Do you know any Ford tool collectors clubs"? Now after considerable work and dedication, several mailings and questionnaires, we have a functioning Ford tool collectors organization. Which I might add is growing rapidly and is here to stay

As you might already know, I can write some lengthy letters. I will try to keep this message short as possible while addressing the matters at hand before we continue to fun, informational sections of the Ford Tool Times.

Just a short note of explanation. For over 20 years I've had the nickname "Doc." Doc is just a nickname. I am not a doctor of any type, however I do work as an industrial mechanic so I guess you could say I am an equipment doctor. This will explain the title of this article "doc's Doodling" and why you see a reference to me as "Doc" from time to time

First, I apologize to all members for not getting the FTT in their hands during the month of March. I take full responsibility for the lateness of the FTT. Since I work full time plus overtime. It may take me awhile to get the timing right to get the FTT out on time. This first issue will establish a standard that following newsletters will better. While talking to Val McKenzie in February I told him that the first FTT might be a little rough. Val's comment was "it's better than what we have now." My goal is for the current issue of the FTT to better the last issue I welcome any comments, ideas, or suggestions that you might have to improve FTT.

With this first issue of FTT, you will find several attachments:

1. A copy of the National Ford Tool Collectors Logo. Jeff Hipp did an excellent job with the design of the logo and has produced a logo that everyone can be proud to display. Jeff, this is a collective "Thank You" from all the NAFTCO members for a job well done. NAFTCO is in the process of getting a registered copyright and trademark on the logo.
2. You will find a membership roster of all members As of the date of the FTT mailing. You will continually receive updates as new members are added to the roster since one of the primary purposes of NAFTCO is so fellow Ford tool collectors can be in contact with each other.

3. Steve Thompson has designed a very attractive brochure so NAFTCO has a handy source of promotion. A few of these brochures are included with the newsletter so you can have them in hand to pass out when you go to club meetings, swap meets, flea markets, tractor shows, auctions or any other event you might attend. We had 1000 copies of the brochure printed so there would be plenty for our members to distribute in all areas of the country. If you need additional copies, please contact Phil Richway. Let's all give a collective "Thank You" to Steve for a professional looking brochure that should draw a lot of attention to NAFTCO in the future.

4. A copy of the informational news release which I have mailed to 20 different national organizations and publications. If any of you know any national or regional publications or organizations that should receive a copy of this information, please let me know as there may be some organizations and publications I have overlooked and would be an excellent source to promote NAFTCO and attract new members.
5. A NAFTCO membership card for all members.

(Doc's Doodling con't pg. 2)

# Doc's Doodling con't from pg. 1

Organizational business which NAFTCO needs to address:

1. Before January 1, 1999, NAFTCO should have a printed constitution. It would be best to have a committee draft the constitution. Please contact me if you can work with other members to draft the NAFTCO constitution. Also, if you have a constitution from another organization which might be used for ideas, please let us know.
2. We will address a board of directors and a slate of officers in the next issue of FTT.
3. As we get NAFTCO more organized we need to start looking ahead towards NAFTCO's first national meeting. Since it will take awhile to get NAFTCO's organizational issues under control, we might realistically plan the meeting for sometime during the year 2000. Please forward me any thoughts, ideas or comments you might have regarding the meeting, i.e. a site, a preferred time of year, etc., so we can start to plan and organize NAFTCO's first national meeting.

I wan to thank Marvin Bau-

mann and Dick Pattee as contributing editors of excellent informational articles for the first edition of FTT. Both members have promised more future articles. In upcoming issues, FTT will try to print a wide range if articles relating to Ford tools. Some of these articles may not always address Ford 'script' tools, however they will be informational articles about tools that were used to service Ford products of the period. I have contacted several Ford related organizations and publications for permission reprinting some of their tool articles.

Lastly, we all owe a big collective "Thank You" to Nancy Richway (Phil's spouse) for her time and assistance with the printing of the brochures, membership cards, and *Ford Tool Times*. Nancy works for a print shop and has given NAFTCO material a professional quality look.

We are happy to announce that NAFTCO is offering official NAFTCO caps and tee shirts imprinted with the NAFTCO logo. The tees are white 100% cotton with the NAFTCO logo in "Ford" blue. The tee shirts

sell for \$12.00 each. The all cotton, one size fits all, baseball style caps are "ford" blue with white NAFTCO logo and sells for \$7.00 each. Please add \$3.00 per order for shipping. Buy a cap and tee shirt NOW so you will have a NAFTCO cap and tee shirt to wear to events this spring and summer by using the Official NAFTCO Cap and Tee Shirt Order Form found later in this publication. If you would like NAFTCO to offer different items in the future, I.e. jackets, polo style shirts, sweatshirts, patches, etc., please send me your ideas.

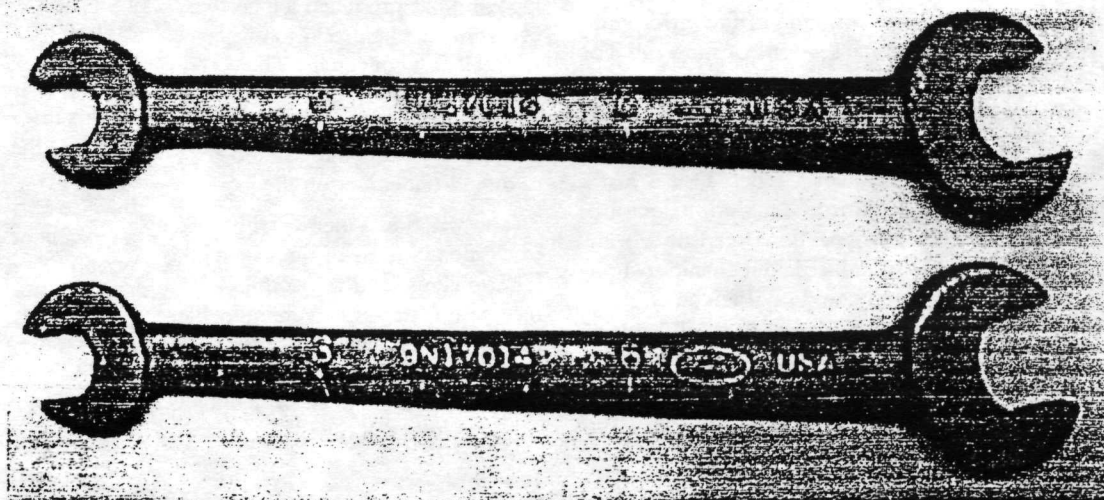
Remember, if you have anything you want included in the next FTT get it to me NOW so I can incorporate it in the next FTT and I can get the next FTT to you on time during the month of June. I will especially need material for Tech Talk, Letters from Members, Swap & Sell, and any specific event you would like included in The Market. Also send me any comments or ideas to how FTT can be improved and give you more of what you want to see in FTT.

Gotta Get. More Later.  
Jerome "Doc" Wigner

**If you have anything you want included in the next FTT get it to me NOW!**

## TECH TALK

The Ford Plow Wrench (9N17014)  
By Marvin Baumann

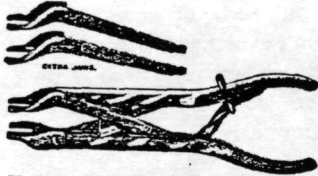


# TECH TALK 2 – EARLY VALVE SERVICE

## “THE SPRING COMPRESSOR – CON’T FROM PAGE 6

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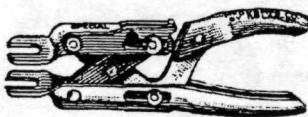
Jaws remain parallel throughout the entire lift, eliminating all possibility of the washer binding on the valve stem.

Locking device will stay locked in eleven different positions, holding Lifter in place when the spring is raised, thus allowing operator free use of both hands.

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Have all the advantages of the “Universal” with the exception of the interchangeable jaws. Enables you to remove all valves from Ford motors without removing carburetor and manifold. Adaptable for other small cars.

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The following release is an inexpensive style offered by Sears and Roebuck in 1917. It is manufactured out of a very light weight pressed steel, and would most likely not hold up well under continuous use. I have never seen one of these compressors. I guess that for 20 cents you couldn't expect it to last forever!

I have found examples of the No. 7 Valve Spring Release rusted so badly that they crumbled in my hand. This particular economy model was marketed by The Pennsylvania Rubber and Supply company in 1923. Only my years of relentless pur

suit of these oddities has afforded me the opportunity to find one in very good condition.

I bring this article of valve spring compressor information to a close, with the offer to aid any one in identifying their old valve servicing tools and equipment. In the interest of space, I will not endeavor to include those special tools designed for working on the Ford V8's of the flathead era.

Of the many different types of valve spring compressors, this is only a sampling. In the next issue of the Ford Tool Times, I will bring you a few examples of hand operated valve reconditioning equipment.

RICHARD PATTEE, an avid collector of EARLY AUTOMOTIVE HAND TOOLS, has been an automotive machinist since 1959, managing or owning machine shops in Northern California until 1978 at which time he earned his teaching credential as a Machine Shop Instructor. He has taught Machine Shop (both General and Automotive) for the California Department of Corrections, writing the first curriculum for Automotive Machine Shop Practices in the department. Mr. Pattee has recently received his Certificate of Supervisor of Vocational Education, and welcomes all inquiries about early automotive machine tools. He may be reached at: 1205 Wall Street, Tracy, CA 95376 or E-mail autool@inreach.com

VALVE SPRING RELEASE



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 No. 28H11810 Valve Spring Compressor. Price .....20c

# TECH TALK con't from page 2

When the Ford/Ferguson farm tractors were introduced in 1939 they were meant to replace the horse on the farm. The invention of the 3 point hitch to utilize mounted implements on a farm tractor by Harry Ferguson was revolutionary. The mounted plow on a tractor probably did more to eliminate the horse in the field than any other implement

Along with this plow came a special wrench to make adjustments for the width and depth of the furrow created by the plow. This wrench was designed as part number 9N17014. The wrench is 10 1/2" long and 9/16" thick. It is an open end wrench being 11/16" on the small end and 1- 1/16" on the large end.

The side of the wrench has the Ford logo, the part number and marks at 1" increments which are identified at the 3" & 6" marks and used as a measuring devise. Along

with measuring the width and depth of the furrow it is also believed that this wrench was used to measure the fuel level in the tank of the tractor. The small end fits through the fuel tank filler neck and the large end prevents it from accidentally slipping into the tank so it is possible that was an alternate use for the wrench. It is also rumored that fires were caused by sparks created when the wrench struck the fuel tank filler neck.

The Ford script logo was used on these wrenches from 1939 to 1950 when the Ford parts logo was changed to FoMoCo. This same wrench wore many faces over the years. Ford and Ferguson dissolved their partnership in mid 1947.

Harry Ferguson began production of his own tractors and implements and the same wrench wore the Ferguson logo and part number TO17014. Some years later

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This wrench is built for heavy duty use and when gripped from the small end resembles the feel of a hammer. I am sure that was another use for this wrench by the looks of the battered large end of some of the wrenches in my collection.

If you ever look for these wrenches at a tractor related swap meet don't ask for a "Ford tractor plow wrench" which it really is, ask for a Ford tractor "Gas gauge wrench", which it isn't, and they will know what you are talking about.

**The Ford tractor plow wrench part number 9N17014 has taken on many face over the years.**

## SWAP AND SELL

**WANTED**— Ant interesting automotive service hand tools, particularly with a script auto manufacturer's name/logo. I am building up a set of the Ford Model T "t" service tools typical for 1917 and earlier, also the "3Z" and "5Z" tools. Have several to trade for the ones I need; send for my list.

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(757) 495-3096

**LARGE COLLECTION** of Ford tools, jacks, etc. including some "Z" tools. Want to buy Ford tractor wrenches, part #9N17014. Call me with your needs.

Marvin Baumann  
(734) 242-1498

## FEATURED MEMBER — MARVIN BAUMANN

My name is Marvin Baumann. I live in Monroe, Michigan on a non profit hobby farm and am retired. I was born and raised here in Monroe. I live on a portion of the farm originally purchased by my ancestors in 1846. I have lived here my entire life other than the time I was honored and privileged to serve my country in Europe during the Berlin crisis and the cold war. My Beanie Baby addicted wife, Jean have been married for forty years. We have a son Brad, his wife Cheri and their daughter Kayla. We also have a daughter Lori, her husband Jeff and their children Julie and John. Our grandchildren are truly the light of our life.

My career has always been engineering oriented. I retired after 31 years from the La-Z-Boy Chair Co. with the title of Vice President, Product Planning and Development, a position I held for 16 years. When I retired I was determined to raise miniature horses on our non profit hobby farm. I had started to accumulate my breeding stock before I retired. By the time my retirement date rolled around I was in the miniature horse business. Now you talk about timelines of making an investment, I missed this one and certainly kept the farm non profit. Two years after my initial investment was made the miniature horse prices were at rock bottom. In the stock market when you have an opportunity to average down on your investment you take advantage of it. I decided not to do that and liquidate my entire herd.

In the early years of my career I was a mechanic specializing in the Ford flathead engines and later the Chevy V8's and also done conversions between the two. I was involved in oval track racing the Fords and drag racing the Chevrolets. I also had a body shop specializing I customizing cars. With my mechanical background I was yearning for a hobby that would allow me to utilize my talents I some way, hopefully with something that would not eat and would appreciate in value.

I had an 8-N Ford tractor that I used on my farm along with a Ford 3600 loader. The more I worked on my little 8-N the more I liked it and thought I'd like to restore one. There was an antique farm tractor auction coming up in Lyons Ohio that had a couple of 8-N's listed, so with an earnest desire to

Only to discover there aren't many Ford tractors restored and shown, they are still used in the fields. Because of their low profile and small size they are ideal for a hobby farmer with small acreage. I bought a book that was written on Ford tractors and proceeded to restore my first tractor, it took me all winter to complete my first restoration but the real interest of the real Ford tractor fans was something else.

When the 78-N tractor was introduced it was a well liked tractor but it lacked horsepower. Enter Funk Aircraft Co. into the picture with a Ford V-8 flathead conversion kit to replace the 4 cylinder engine and nearly quadruple the horsepower. There were only a couple hundred of these conversion kits made and very few have survived the years of use. This is the most collectable of all the Ford 8-N tractors. The Ford tractor fans love these Funk conversions at the tractor shows. The deep throb of any V-8 engine without a muffler or only a straight pipe gets the adrenaline flowing. All of us who participate in shows restore or build something we are proud of, that is why we show it. Well. Without a chance of ever finding a Funk conversion I set out to do my own conversion and show tractor. Using my experience from the past I picked up where I left off 40 years ago and proceeded to fit a 350 cubic inch Chevy V-8 engine into a little Ford 8-N tractor. It took me the entire winter but when the shows started in the spring I was there with my original restoration as well as my Chev/Ford V-8-N. Needless to say the conversion garnered the most attention. The compliments far outweighed the criticism but the #1 criticism was that it was not a Ford engine in the Ford 8-N. Well back to the drawing board, I had planned to continue my restoration work any way so why not put

A Ford overhead valve engine into an 8-N. In a short time I was able to procure a 351 cubic inch Ford engine. I have completely overhauled it and it is now nestled between the transmission and front axle of an 8-N. It will be complete for the show season this year. I have now accumulated twelve of these 8-N jewels and am on schedule to restore one per year. About the same time I got started with my tractor collection I also got interested in collecting Ford tools. My brother Dean lives in Upper Sandusky Ohio. The pastor of his church Pastor Charles Stewart is also an old car buff and has a tool collection. Upon visiting Pastor Stewart with my brother, and he giving me a couple of Ford wrenches I was hooked. I visit swap meets, flea markets, tractor and auto shows as well as travel around the country in search of the Ford tools. They are plentiful in the eastern part of the country and seem to be in abundance from vendors originating in New England. I have not inventoried my collection other than separate them by part numbers and types. That will be a good job to do between tractor projects. My collection numbers about 1000 pieces.

Our NAFTCO newsletter should be a great asset to us as collectors. I have spent time with our editor Jerome "Doc" Wigner at the Henry Ford Museum Research Center where we met, and know the thorough job he is doing researching these tools. The information that will be forthcoming in future newsletters will definitely benefit all who have an interest in the preservation of this thus far undocumented part of automobile history.

*Doc's comments about he met Marvin and a photograph that will make you dream of having a collection half as nice as his follows on the next page*

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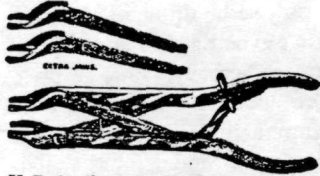
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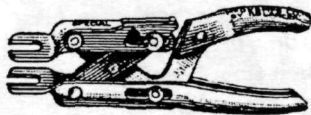
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## LETTERS FROM MEMBERS

From Lloyd L. Spring of Lakewood CO.

"I received the kick off letter for the Ford Tool Collectors organization from Jerome Wigner. I am real excited about joining the organization and receiving the newsletter.

I have a small collection of Ford tools but hoping to increase the numbers in the future.

Thanks in advance to some nice people for starting the organization.

### HOW FRIENDSHIPS AND CAMARADERIE'S CAN DEVELOP THROUGH NAFTA

**Dear Dick,** My name is Marta Loftfield. My brother-in-law owns a 1914 Model T. I would like to get him a set of tools that would have come with his car. Do you know the source of these antiques? Thank you for your time. Sincerely, **Marta Loftfield**

**Marta,** I have a couple of knowledgeable people for you on the Model T tools. One is Jerome Wigner. He is forming a national Ford tool collectors club and he knows a lot of people with Ford tools. The other is Joseph Hurray, a very knowledgeable tool person that I made contact with many times on the internet. He knows old Ford tools and will be willing to assist you. His e-mail is [Hurray@gsn.net](mailto:Hurray@gsn.net). Most of us have to search for tools to match a car, and I would be surprised if you didn't need to also. It is quite unusual to find them all in one place, but Model "T" didn't have that many original tools anyhow. I wish I could be of more assis-

tance. **Dick Pattee**

**Dear Dick,** I am from Jacksonville FL and found your name on the "Tool source" bulletin board. ([toolsource.com](http://toolsource.com)) Thank you for the leads and again for your time. I will let you know the outcome of my search. Sincerely, **Marta**

**Marta Loftfield,** I have just found a tool kit that might be what you are looking for. Go to this internet address

<http://iguana.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=4433467>

This is an online auction service and is reputable. There is a picture. Good Luck. **Dick Pattee**

**Dear Dick,** Thanks for looking out for me. I do not know much about these tools, what do you think is a reasonable bid? **Marta**

**Dear Marta,** Dick is preparing for a car meet so I told him I'd write back for him. He says for someone like him, that collects "Brand X Tools" the current bid (\$75) is a bit pricey. But even so, if you went out looking for these tools you could expect to pay \$5. Or \$6. For each tool, and spend a considerable amount of time searching; and still not have the original case to put them in! So, a perso has to pay what their pocketbook will allow, considering some of the price, the value of surprising your brother-in-law. Now for my own "2 cents worth", I looked at the ad picture and see they have surface rust from accumulated moisture. I wouldn't let it worry you, as that should wash off with a little soap and water for presenting to your brother-in-law. It shouldn't affect the desirability of the tools. Just make sure you dry them thoroughly (maybe a blow

dryer?) Good Luck! **Sandi**

**Dear Sandi,** I must sheepishly tell you that I am the \$75 bidder. I figured \$7 per tool at 11 tools. I also wanted to get the reserve bid. Now I know why my husband won't let me go to auctions. Won't he be thrilled to know I don't even have to leave the house! Actually \$75 to surprise Tom would be worth it. He is extremely hard to buy for. He restored 2 Model T's as a teenager. Now that his boys are grown he bought a 1914 that he tinkers with. I truly appreciate your help. What kind of car(s) do you lovingly show? **Marta**

**Dear Marta,** PLEASE don't tell your husband that WE put you on the online auction!!!! I hope he's not a real big guy! We have some rare Alfa Romeo 2000 Spyder Roadster convertible, made in 1960, that my husband restored from "rust bucket." It took almost 7 years, but it is a showpiece now. It's been a lot of fun. We've been pretty quiet lately, though. Too many iorns in the fire, with 7 grandkids to keep up with! Mom also lives with us, she's 88. **Sandi**

**Dear Dick & Sandi,** Thank you for all your help on my Ford Tool Kit hunt. I was the highest bidder at \$75. for the kit you alerted me to at eBay. The answer to your question Sandi, Scott is 6'4" and 200 lbs. But has a very sweet nature unless he's on the race track! He did find out about the auction and even counted down the last 10 minutes to see if I prevailed. I know Tom will be thrilled with the gift and I owe it all to you. Truly **Marta**

*In the next issue Tom's response to his "gift".*

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