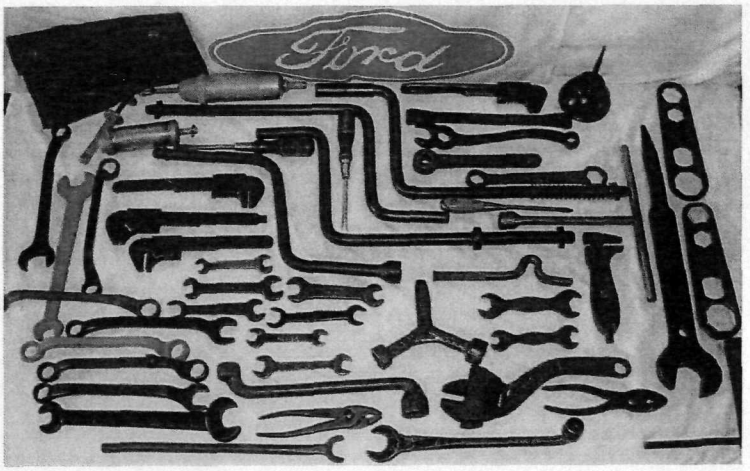
National FORD TOOL Collectors

Ford TOOL TIMES

JUNE 2017 ISSUE #2 VOLUME 21

Only known FORD tool collectors organization worldwide



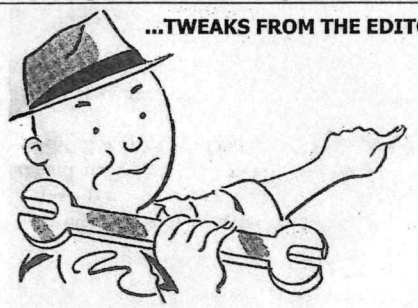
Established January, 1998

~ NAFTCO FOCUS/MISSION STATEMENT ~

"Sharing information about the tools that were furnished with original domestic and export Ford automobiles, trucks, farm tractors, agricultural and industrial equipment, military vehicles, and specialty tools that were used to service these vehicles"

www.FordToolCollector.org

~ FROM THE TOOLSHED ~



Here we are already half way thru 2017! June is always a busy time of year as the car, truck, tractor, and tool shows get into full swing. One big show to be held on June 18, Father's Day, is at the estate of the late, great, Edsel and Elenore Ford on the grounds in Grosse Pointe Shores, Michigan, located on Gaukler Point on Lake St. Clair. The show, called the "Eyes on Design", is the 5th largest car show in the world and is to honor the ones who were responsible for much of the designs and stylings of the vintage cars, trucks, and tractors. Edsel Ford worked with a young design engineer named E.T. Gregory and they were responsible for much of the body styles from the early 30's thru the early 40's. The show will feature not only Ford product but many other makes and models of the era as well. This year the committee has decided they wanted tractors displayed as well. They have only done this once before and I was one of the lucky few to have been selected to attend this year. I will be bringing my early 1948 8N Tractor with a Dearborn Cultivator hitched up to display. Here is a LINK to their web site for details: http://www.eyesondesign.org/carshow . If you do not have Internet access, call me at 810-338-1391 for details if interested.

I hope everyone likes the new look of our Ford Tool Times. With more pages now and color photos, I think we are going in the right direction. We'll try to keep the color pictures coming and still keep costs down without having to increase our rates. We still have the lowest rates in town –the next lowest periodical rate is at $22.95 per year annual dues. We'll evaluate ours as time goes on.

It is important that you receive your FTT on schedule. I had one copy returned to me by the post office as there was no address label affixed so if anyone doesn't get their issue around the dates they are mailed, let me know. If you are the one who got missed, call or write to me or Steve and we will get it out to you ASAP. The mailing dates are: March 15; June 15; September 15; and December 15. As usual, please feel free to contact me with any comments, questions, articles, and photos for future editions; we are always looking for your stories and pictures. In this issue you will find an article on the Ford Export Tools. A few of us have contributed to this and is another topic some has been written on before, but it raises many questions we simply don't know the answers to at this time.

Also in this issue is a 'Featured Member' reprint from May, 2004. A NAFTCO member by the name of Leif Rust, from Hokksund, Norway, had originally written this piece on himself in 1987 for the MARC (Model A Restorers Club) and so shared it with us. In it, Leif describes how he had been a member of MARC since 1968. Leif would be 89 now, no longer a member of NAFTCO, but his story is truly unique in itself. This is also in two parts. The first is his original biography article he wrote in 1987 and the second is his reply letter to our then editor Phil Anderson. Enjoy... ...don't overtighten...

Tim Daley, editor

Model A'er from Norway

by Leif Rust – Hokksund, Norway

(1987)

Leif Rust of Norway has been a MAFCA member since 1968.

I have been a MAFCA member continuously since 1968 and one of its first members in Norway. I have also been a member of MARC since 1968 and participated in their National Meet held in Greenfield Village, Dearborn that year. At that meet I made many friends, especially the generous hospitality of the Ernest Vicary family in Dearborn.

My interest in Ford cars began at the age of about 15 years. When I was 17 years old I bought my first Model T, a 1927 Tudor. I walked about seven miles from my home to the home of the ladies who were selling the car, and bought it for 600 Krone which I had saved myself. I drove the car home on June 6, 1945, only a month after World War II ended. I was too young to get a driver's license and the car did not have license plates, but I was so "hungry" for both the car and driving that I overlooked these important points.

At that time, it was extremely difficult to get gasoline, so I used everything and anything that was flammable. After a few days, I came in contact with some American military men — very nice people who were helping us here in Norway to recover from the war. They stayed weekends in a cottage near my home and they asked me if I knew where they could get some special food: eggs, bacon, good farmer's butter, etc. I drove home and asked my parents, who had a farm. They gave me both eggs and butter. I traded these items to the American soldiers for gasoline.

That was an unforgettable time for me and my friends, because we were the only ones who had gasoline. The other cars in traffic had to use wood gas generators. Gasoline was only available for emergency vehicles like ambulances, police, doctors, etc.

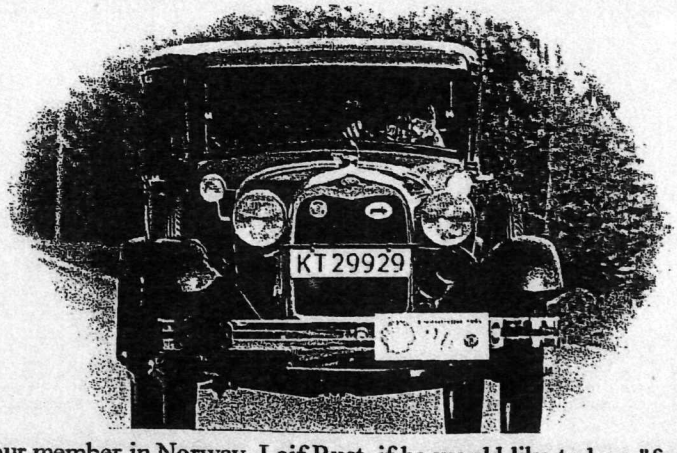
After the fifties, I owned and used Model A's daily. First, a 1929 Pickup, and later a 1931 Town Sedan. We use the last one on our honeymoon to western Norway in 1954. I remember that trip best of all.

In 1967 I began to collect several types of A's. For example, a 35-A, 45-B, 55-B, 50-A, 68-B and C, 190-A, 40-B and a 160-B. Today I have restored and licensed a 1929 Town Sedan and a 1929 Phaeton. With these I travel to different shows in Scandinavia.

I, myself, was born on April 21, 1928 and follow the Model A both in age and on the road.

My wife, three sons and one daughter also like the Model A's. Our oldest son, Svein (born in 1954), owns and runs the Eiker Motorshop, where I am employed and work with old Ford parts and books. We stock over 2000 part numbers at all times and sell lots of parts all over Scandinavia. We buy the parts from many firms in the United States.

There are many Model A Fords left in Norway, Sweden, Denmark and Finland, and many of them need restoration. With my long experience with Model A repair, restoration and parts acquisition, there are many people who come to me with the questions and problems. I can often help them. These people are very nice. The Model A is fabulous and I am a great admirer of Henry Ford!



EDITOR: I asked our member in Norway, Leif Rust, if he would like to be a "featured member" and to send me some information about himself. He sent this article which he wrote in 1987 for a Model A magazine, and a current letter giving us an interesting look at the Ford hobby "across the pond". Thanks, Leif.

EIKER A FORD CLUB, c/o Leif Rust, 3300 Hokksund, Norway, Phone 32 75 39 55, Fax 32 75 44 95

Editor Phil Anderson

Hokksund 11/3-2004

Hello and thank you for Ford tool times of February 2004, and your personal invitation to write an article about how it started for me.
Yes I will try to tell you a story on how I been involved with Model T-A Fords and tools.

I was born in 1928 together with the Model A, and when I was between 5 and 12 years old, some people from Oslo (the capitol of Norway) stayed with us for the summer weekends and holidays at my home.They always come in American cars from the thirties like coupes and cabriolets Model A's.I got permission to sit in the cars when they were parked, and sitting in these beatuies was the medicine that gave me the "kick".I became so interested, that shortly after the ww2 ended I bought my first Model T 1927 tudor. It was in june 1945, and I paid 600 NOK at the age of 17 years old. I was so hungry for driving that I overlooked both drivers license and registration, but it was a happy time which I remember very well.
In 1950 when I moved to Hokksund where I live today, I bought a 1929 pick-up and later a 1929 Briggs Town Sedan. The Town Sedan was our family car for many years. When I married to my wife Esther in 1954, we used the Town Sedan for our honeymoon tour to west Norway, we left the rear seats at home, and at night we took out the front seats and rolled out a home made matress on the floor of the car. The old Fords is great camping cars!

In 1967 I began collecting Model A's an a large scale, and over the years I have owned over 40. Many are sold, and some are dismantled. Today I have licensed one 1929 pheaton, and one 1929 Town Sedan Briggs·body.
When I started restoring these cars in 1967, I was in need of some special tools, and my next step was to write to all the Ford dealers in Norway (I think it was over 60) asking for NOS parts and tools. From many of them I got positive response, and when I first had got some tools, I was always looking after more, studying cataloges from tool makers both in Scandinavia and USA. Enclosed is a copy of VLC (V. Løwner Copenhagen).

My interest in old Fords has also been transferred to my children and grandchildren, we have 3 boys and one girl, 2 of the boys and the girl has old Fords, and this is a good start to bring the hobby further.
Our oldest son,: Svein, owns and run Eiker Motorshop est. 1973, the largest warehouse of its kind in Norway, stocking car parts for modern cars, and also a department for Ford antique parts both new, nos, rebuilt and used. This department is where I work, shipping parts througout Scandinavia. I have also a rebuilding shop in my home garage, and I have lots to do rebuilding distributors, generators, starter motors, gearboxes etc. and this is where I keep my tools. As we say in Norway: The tool is half of the job.
My most important tool is KRW- W-52, W-49 and W-48 which I use almost daily. My highest wish is KRW W-31 aligning jig.
Hope this story was what you were looking for.

Best Regards
Leif Rust

Leif Rust

FORD EXPORT TOOLS

We have discussed Ford Export Tools before, but very little on their suppliers. Sold with Ford vehicles outside the 'domestic' (USA) we know a little about some vendors, and nothing on others. Some previous issues of FTT (August 2000, and August, 2005) ran a tad bit of information on some manufacturers and their logos compiled by Brent Mueller. Export tools were any Ford tool made and supplied to vehicles built outside the USA and include the EnFo (English Ford) or BRITISH MADE line such as T/W; TS&S (Snail Brand); King Dick; J&S or J7F; and GVHP™ brands, these latter two both unknowns; and VBW, Vaughan Bros. Willenhall. Others are KVERNELANDS, Netherlands; SECOGE, Germany; and McKinnon, possibly, Canada. I say that because McKinnon was owned by GM.

Most of us are familiar with the UK supplied tools and can identify them by their logos, usually forged on the tool itself with the FORD logo and sometimes the part number as well. The more popular manufacturer's trademarks include K~D; T/W; Snail Brand and/or TS&S, and VBW -all from England and may or may not include the EnFo (English Ford) script mark. Pictures of some T/W (Thomas Williams Co. of Sheffield, England) marked tools, are the 01A-17015 and the 01A-17016 wrenches with the part numbers also on the tools as shown, but on the B-17025-A pliers, only the T/W logo, Ford script logo, and BRITISH MADE appear -no part number. Along with the T/W mark, some have the FORD script logo or the EnFo logo or both. Brent also supplied some photos of his SNAIL BRAND tools. TS&S we believe is the SNAIL BRAND too, for Thomas Smith & Sons, Saltey Limited, England.

In addition to those tools, I have two Ford Plow Wrench clones, p/n 9N-17014, but not with any Ford script or that part number. One has the VBW Staffordshire Knot (looks like a pretzel) logo and a part number of 4161C. The other clone is identical in all aspects to the Ford wrench as well except, it has the name "KVERNELANDS" across one side. Research shows this company to be founded in the Netherlands, but not much else can be found on this tool.

Recently I came across another VBW tool, a TT 17017 spark plug wrench. This has the FORD script logo as well as the Staffordshire Knot logo, and a part number of 19E-17017, also shown in the photos. My research on VBW discovered they were a foundry and drop forging company in England, in the town of Willenhall, Wolverhampton, founded by the Vaughan Brothers. The area was known as the Staffordshire region and due to the abundance of iron and coal had many foundries. Our former editor Phil Anderson also has one of these TT wrenches except it is supplied by the Snail Brand Company and has their logo and part number of 20E-17017. Originally this tool was the Model T (truck) sparkplug wrench, p/n TT-5893. The interesting thing on both our EnFo tools is that they are *smaller* than the original wrench! The lengths are shorter and the nut/bolt sizes are also smaller. For visual reference, a picture shows a FORD TT-5893 with a McKaig-Hatch (USA) logo along with the 19E-17017 VBW wrench. The part number change was most likely at the time of changeover from Model T to Model A when all the parts got renumbered, but why continue to make a Model T tool, and smaller?

Yet another Ford export tool is the 01A-17017-B spark plug/cylinder head wrench, only this one has markings as: "FORD C01A-17017 MADE IN CANADA". This tool is identical to the FORD 01A-17017-B wrench with one other exception. It has a tang, a tapered square boss forged on the top of one end which measures 3/8" at the top and tapers down to ½" at the bottom where it melds flush with the handle. This version of the spark plug wrench is said to have been supplied by the Canadian company, McKinnon, but research shows they were a GM owned company. What was the tang for?

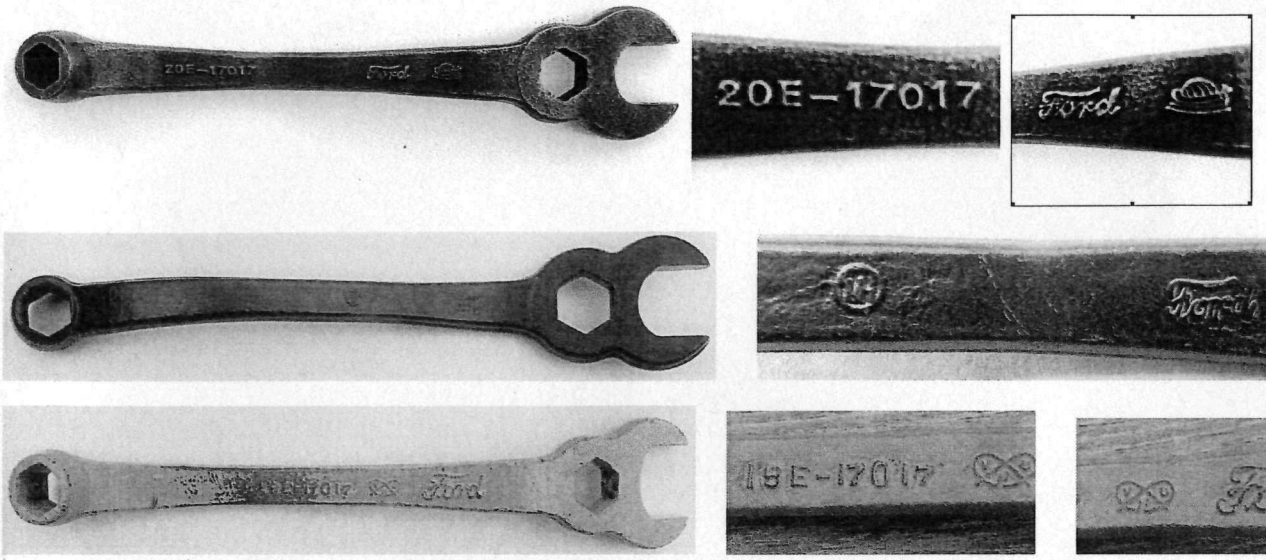
EXPORT TOOLS...continued from Page 5...

It was uncovered a few years ago by Brent Mueller, Bill Barlow, and I that the Globe & Hatchet logo was from a German supplier of forgings for Ford. They were the Werkzeugfabrik Steinbach & Co., founded in 1922, and the tools were sold under the brand name of STECOGE. Examples include B-17015 and B-17016 wrenches. Brent also has a pair of these with the SNAIL Brand logo as well. When WWII broke out, Ford ceased all vehicle production in Germany and cut all ties to their German suppliers there as well. There are still a few unknown export tool trademarks yet to be determined who they were and where they were located. Brent is working on an updated, 2017, list of suppliers.

Export tools were used on Ford vehicles and supplied by vendors located in those countries where they were manufactured. What export tools do you have and can share with us as well as any more pertinent information on suppliers, years used, and vehicles used on?

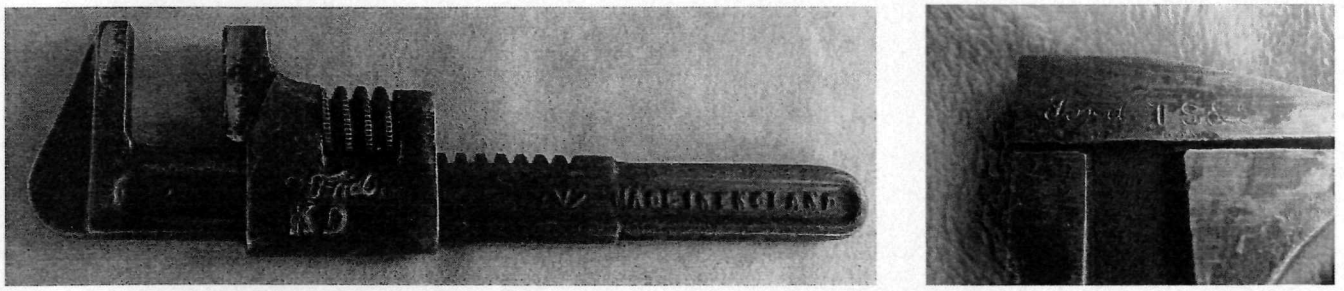
T/W Brand -Ford/EnFo - BRITISH MADE

Globe & Hatchet logo -STECOGE, Ford of Germany



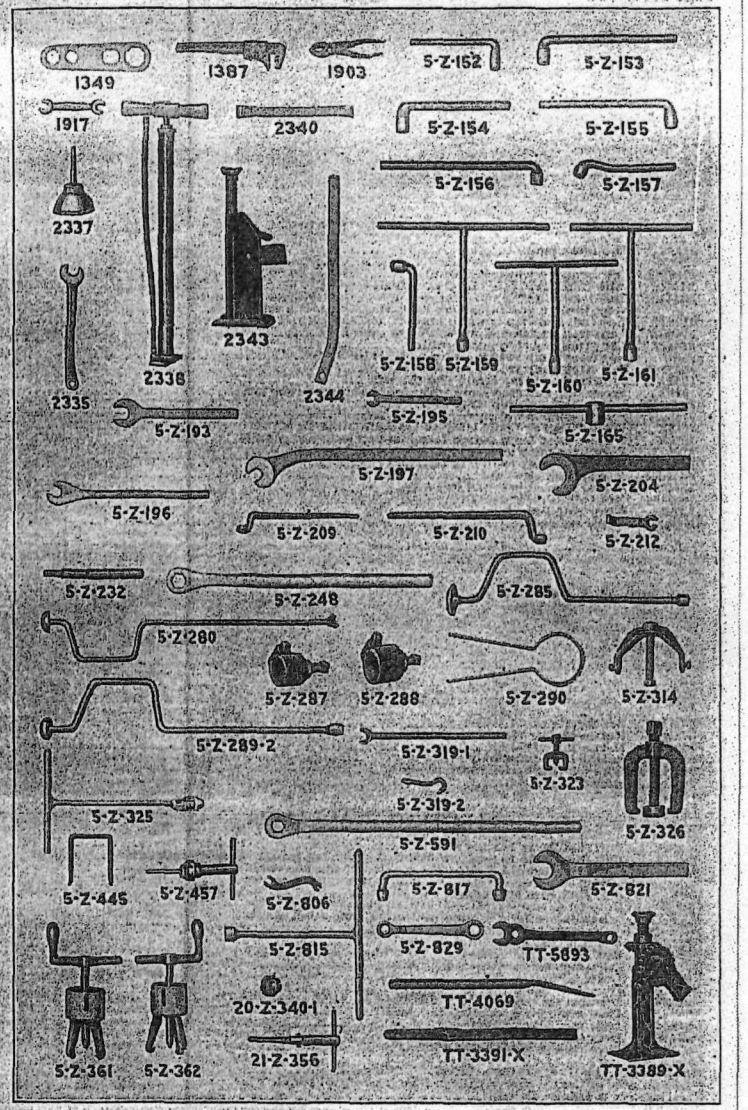
Top: 20E-17017 SNAIL BRAND; *Middle*: FORD TT-5893 MH logo (USA); *Bottom*: 19E-17017 VBW logo

Top: FoMoCo (USA) 9N-17014 Plow Wrench; *Middle*: KVERNELANDS; *Bottom*: VBW 4161c



Ford Made In England, K~D (King Dick) supplier, 01A-17021 Adjustable Wrench and FORD EnFo, TS&S (Thomas Smith & Sons) logo on 'fish belly' wrench, aka SNAIL BRAND?

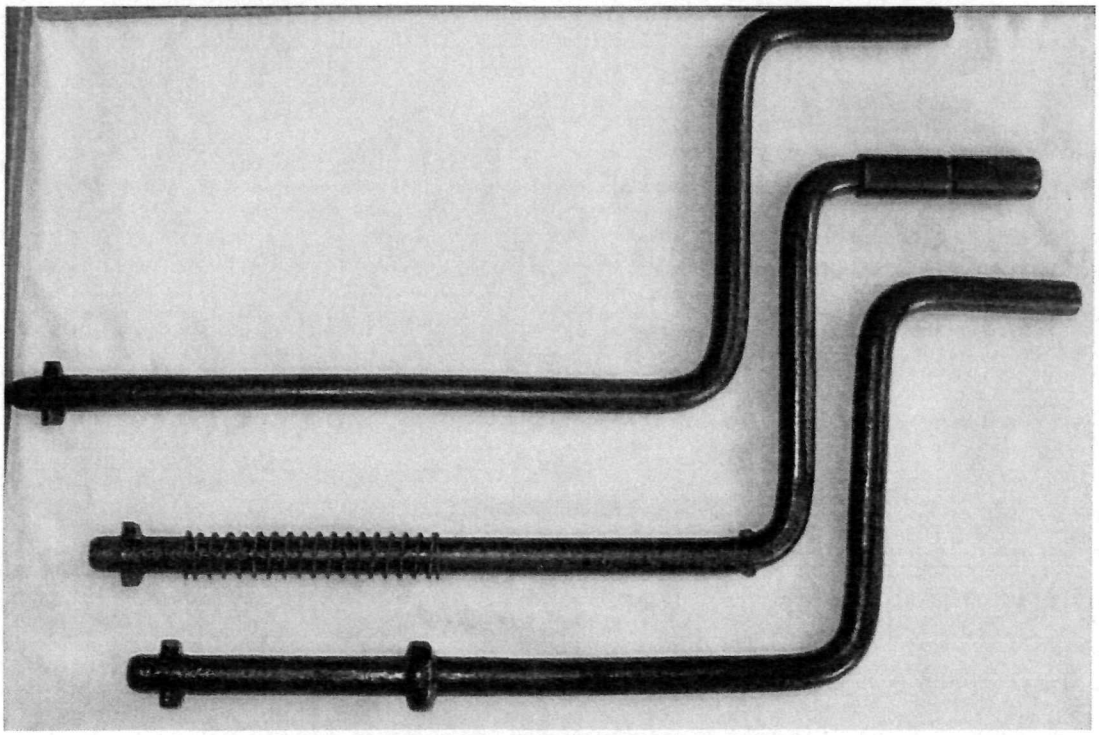
Part No.	Name of Part	LIST PRICE Lots of 100 per lot	Each	Fac. No.
REPAIR TOOLS				
1349	Hub cap wrench		$0 12	1349
1387	Adjustable wrench			B17021
1903	Pliers			B17025
1917	Double end wrench			1917
2335	Spark plug and cylinder head bolt wrench			5893
2336	Tool roll			B17005
2337	Oil can			1384
2338	Tire pump			B17052
2340	Tire irons, each			B17049
2343	Jack (including handle)		1 10	3389
2344	Jack handle			3391
5Z-153	Rear axle housing bolt nut wrench			
5Z-153	Socket wrench for crank shaft bearing bolt nut			
5Z-154	Body bracket con. bolt R. & L. wrench			
5Z-155	½" L socket wrench			
5Z-156	Crank shaft bearing bolt wrench			
5Z-157	Con. rod cap bolt nut L wrench (Cyl. No. 4)			
5Z-158	D S housing stud nut wrench for ⅜" nut			
5Z-159	Connecting rod T wrench			
5Z-160	½" T socket wrench			
5Z-161	Body bracket connecting bolt T wrench—front and center			
5Z-165	Drive shaft pinion T wrench			
5Z-192	Spindle cone adjusting open end wrench			
5Z-195	½" open end wrench			
5Z-196	Rear axle entering wrench			
5Z-197	Rear spring perch open end wrench		1 00	
5Z-204	Exhaust pack. nut open end wrench		1 00	
5Z-209	Connecting rod clamp screw wrench			
5Z-210	Flywheel cap screw wrench			
5Z-212-1	Body bracket connecting bolt holding open end wrench ⅜"			
5Z-212-2	Body bracket connecting bolt holding open end wrench ⅜"			
5Z-232	Spindle arm bushing driver			
5Z-248	Rear axle nut wrench		1 35	
5Z-280	Valve grinder			
5Z-285	⅜" hex. brace wrench			
5Z-287	Rear wheel puller assy.			
5Z-289-1	Trans. cover bolt and nut brace wrench			
5Z-289-2	Rad. stud and C. C. to cyl. nut brace socket wrench			
5Z-289-3	Universal ball cap bolt brace wrench			
5Z-290	Piston ring squeezer			
5Z-314	Transmission clutch disc drum puller			
5Z-319	Valve spring lifter			
5Z-320	Small time gear puller			
5Z-323	Bendix shaft head puller			
5Z-325	Con. rod cap bolt nut T wrench with universal joint for No. 4 connecting rod		1 65	
5Z-326	Trans. driven gear puller		1 65	
5Z-361	Large time gear puller		7 15	
5Z-362	Cam gear puller (3-spoke design)		6 90	
5Z-445	Transmission band clamp		25	
5Z-457	Valve seat reamer		3 30	
5Z-806	Generator third brush adj. wrench—double end		12	
5Z-815	C. S. center bearing bolt T socket wrench		55	
5Z-817	Carburetor to flange and generator to cyl. block double end socket wrench		50	
5Z-821	Large time gear nut open end wrench		55	
5Z-829	Trans. band, diff. housing oil plug and C. C. drain plug double end ratchet wrench		45	
5Z-1080	Front spring perch nut L socket wrench		75	
5Z-1156	Headlamp bracket bending iron		1 40	
5Z-1157	Bar for assembling hub brake spring		45	
5Z-1497	Rear wheel puller assembly (replaces 5Z-1170)		2 50	
5Z-1172	Rear wire wheel puller assembly		1 95	
20Z-340-1	Valve seat reamer cutter		1 65	
21Z-356	Valve seat reamer handle		1 65	
REPAIR TOOLS—TRUCK				
5Z-288	Rear wheel puller assy		90	
5Z-591	Rear axle nut wrench		1 75	
5Z-1498	Rear wheel puller assembly (replaces 5Z-1171)		2 50	
TT3389BX	Jack (including handle)		1 95	
TT3391X	Jack handle			30
TT4069	Tire iron (large)			45
TT5893X	Spark plug, rim nut and cylinder head bolt wrench			40



The K.R. Wilson Company was a big service tool supplier to Ford Motor Company. They catered mostly to the Ford dealers and their garages and mechanics; however, sales were not limited to just those. Any individual could purchase their products as well. Years ago John Locke, a NAFTCO member at the time, reprinted one of their catalogs, the one specifically for the new Ford 8N Tractor, and had copies to sell. He recently contacted me to say he has more copies available to NAFTCO members only so here is his contact info for anyone interested in purchasing one from him. Copies are $18.00 plus shipping:

RUSTY NUTS VINTAGE FORD TRACTORS PARTS, INC.
P.O. BOX 1005
FRENCHTOWN, MT 59834
rustynutsvtp@gmail.com

Also, NAFTCO Secretary-Treasurer Steve Thompson has some copies left of the Ford Tool Reference Manual to sell as well. His contact info is on the back page. Price is $22.00, shipping included.



FORD N-Series Tractor Hand Cranks: *Top*- 9N-17040; *Center*- 2N-17040-A; *Bottom*- NAA- 17040.

Hand cranks were issued with every new N tractor model, at first in the tool kits then after April, 1940, in a parts shipping kit. The 2N version was only available with the war time models, built late 1942 through early 1943. War time (WWII) restrictions on all US manufacturing companies allowed Ford to release a 'new' model, called the 2N, '2' designated model year, 1942, and 'N' was simply the letter used to designate tractor model. Though the true war time model had no electrics, only a magneto, with steel wheels, a special double throw choke carburetor, and a few other unique parts, the 2N-17040-A hand crank had a wooden spinner handle and a spring loaded device to ensure it was kept held in the crankshaft ratchet nut. The carb choke rod had a special link that ran to the front of the tractor right side dogleg so when the operator spun the engine over with the hand crank, he could pull the choke lever from there to start the engine. The NAA hand crank was issued with the new Jubilee Tractor beginning in September, 1952. It had a knuckle near the ratchet pin end. The NAA hand crank will not work in the 9N, 2N, or 8N tractors as the knuckle will bottom out on the grille and/or the front axle support and will prevent the crank from full insertion. *None* of the hand cranks will work in *any* N-Series tractor that has a bumper/grille guard on it. Beginning with the Hundred Series Tractor models in 1954, hand cranks, as well as all the other tools, except the plow wrench and spark plug wrench, were available only as dealer supplied optional accessories.

FINISH OF STANDARD PARTS

(BOLTS, SCREWS, NUTS, WASHERS, Etc.)

The "S" suffix on numbers covering Standard Parts represents the finish of the part as shown by the following list:

SUFFIX	FINISH	SUFFIX	FINISH
S	Plain	S15	Oxidized
S2	Raven finish	S16	Lead coated
S3	Black Japan	S18	Case hardened
S5	Copper plate	S19	Brass plate
S6	Nickel plate	S21	Lacquer for identification
S7	Cadmium plate	S23	Rustless steel—head polished
S8	Zinc plate	S24	Hot tin coated
S10	Tinned	S25	Painted
S12	Lacquer to match trim	S28	Enamel coating
S13	Chrome plated		

DECIMAL EQUIVALENTS OF PARTS OF AN INCH

1/64	.015625
1/32	.03125
3/64	.046875
1/16	.0625
5/64	.078125
3/32	.09375
7/64	.109375
1/8	.125
9/64	.140625
5/32	.15625
11/64	.171875
3/16	.1875
13/64	.203125
7/32	.21875
15/64	.234375
1/4	.25
17/64	.265625
9/32	.28125
19/64	.296875
5/16	.3125
21/64	.328125
11/32	.34375
23/64	.359375
3/8	.375
25/64	.390625
13/32	.40625
27/64	.421875
7/16	.4375
29/64	.453125
15/32	.46875
31/64	.484375
1/2	.5
33/64	.515625
17/32	.53125
35/64	.546875
9/16	.5625
37/64	.578125
19/32	.59375
39/64	.609375
5/8	.625
41/64	.640625
21/32	.65625
43/64	.671875
11/16	.6875
45/64	.703125
23/32	.71875
47/64	.734375
3/4	.75
49/64	.765625
25/32	.78125
51/64	.796875
13/16	.8125
53/64	.828125
27/32	.84375
55/64	.859375
7/8	.875
57/64	.890625
29/32	.90625
59/64	.921875
15/16	.9375
61/64	.953125
31/32	.96875
63/64	.984375
1	1.

~ CLUB CONTACTS ~

Club business, membership dues, back issues, website; etc: Steve Thompson; Secretary-Treasurer; 6620 East Outer Road; Norwood, MO 65717; TEL: 417-942-0806; Email: steveth41@centurytel.net

Research material, Ford Tool Reference Manual Editor: Don Geddis; 116 Ashland Road; Summit, New Jersey 07901; TEL: 908-277-6259; Email: drgeddis@comcast.net

Website & Webmaster: www.FordToolCollector.org; Jim Summers; 2500 Oregon Pike; Lancaster, PA 17601-4823; TEL: n/a Email: jrsummers@comcast.net

Website Coordinator: Dan Manola; 19 West 520 Stonemill Ave., Addison, IL 60101; TEL: 630-543-8744 Email: sponge19501924@yahoo.com

NAFTCO/Ford Tool Times Editor: Articles, Letters, Pictures, Classified Ads, general questions to: Tim Daley; 2665 Boca Ct., Lapeer, MI 48446; TEL: 810-338-1391 Email: daleynews4@charter.net

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~ CLASSIFIEDS ~

Tools To Buy, Sell, and Trade

FOR SALE; many Ford script tools; 3Z-000 & 5Z-000. Hand tools, jacks, tire pumps, more. Gary Clonts, Oklahoma City, OK. TEL: 405-620-2655; email: ggcinvest@aol.com

FOR SALE: Ford & Fordson wrenches. Many different farm implement wrenches and companies.

Richard 'Dusty' Hanan; Stoughton, WI TEL: 608-873-5803

WTB: MANZEL tools; 6701 oil seal forming tool; Ford#T52T-6701 adj. camshaft bearing plugs 6261-C-5; 6261-C6, 6261-C8; 6261-E or Ford#T54T-6250-B. Louis Sumas; Cleveland, OH.

TEL: 440-439-5628 Email: Lsuma@aol.com

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