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FORD TOOL
Collectors

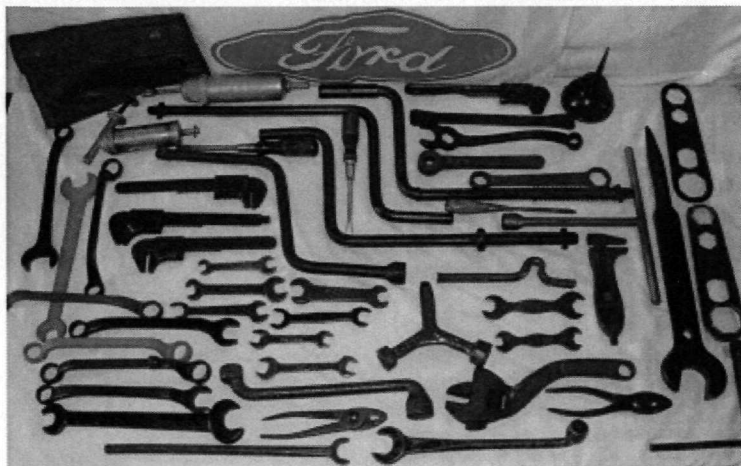
Ford **TOOL TIMES**

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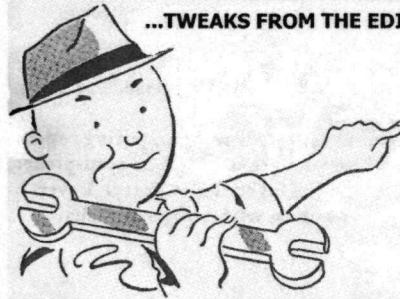
~ **NAFTCO FOCUS/MISSION STATEMENT** ~

"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 ~

...TWEAKS FROM THE EDITOR...



Here we are already midway through 2018. Springtime means it's also the season for car, tractor, and tool shows as well. Many of us will be attending and displaying our vintage vehicles and parts at them too. Shows and clubs are a great pastime and a way for folks with similar interests to get acquainted and share stories. We have discussed having annual NAFTCO shows but the costs involved are greater than what we would be able to sponsor. I once championed a table at the annual Ford/Fordson Collectors Association show in Buckley, Michigan back in 2012 and met a few NAFTCO members there. One young man, Josh Beeman came all the way from Pennsylvania to attend. He brought his Ford tool collection and was still putting it together in his hotel room on that Friday night! The best we can do for regional events would be for any member who wishes to do the same to contact me as I have a banner I had made to hang on the table or booth at shows. This banner is available to rent at no charge if anyone wants to host a table at a tool, car, or tractor show. Most shows also have sellers lined up with new and used parts, vehicles, and tools for sale. This is also a good way to meet other members and collectors as well picking up some old tools.

I would like to mention that if any member fails to receive their copy of FTT to please contact Steve Thompson or myself by phone or email –our contact info is always on the back page. This past March, with our first 2018 issue going out, I had one copy returned from the USPS with no label. Since I have not heard from anyone inquiring about not getting their issue, I think maybe it just got into the mix without an address label and sent with the lot. If there was a missed label I would have caught it by my checklist. We send out 4 issues per year and the mailing dates are March 15, June 15, September 15, and December 15. All but the few international members we have should receive them within three or four day's time.

In our *'Featured Member'* column this issue is a lengthy letter I got from member Andy Michalak. He is a fellow Michigander and we plan on meeting up real soon. I've met a few of the other Michigan members, Richard Smith and Gary Mallory in past years. Andy's letter is the type I like getting. I'd rather have a lot of information rather than too little to work with. Send in your stories and pictures, we want to hear from you!

Finally, wrapping up the '1940 Ford Toolkit' article from long time member and Ford Tool Advisor, Lin Stacey, is his fine document originally published in the Early 'V8 Times' club magazine. There wasn't enough room in the previous issue to get it all in so the last two pages are included here. Also included are two pages from the September/October 2017 'V8 Times' issue on the '38/'39 pickup tools, reprinted with permission. Enjoy. Have a safe and splendid summer.

...don't overtighten... Tim Daley, editor

~ FEATURED MEMBER ~

Greetings fellow NAFTCO members. I'm Andy Michalak, a fairly new member compared to some of you. I always look forward to getting our newsletter. I like learning all I can about the tools we all enjoy. I'm happy to share my story and give you a glimpse into my little collecting corner of northern Michigan.

I'm at the young age of 36, married for 12 years, and the father of one daughter. I grew up in Bay City MI, and reside now a little north of there in Pinconning. I started collecting in 2007. I've always enjoyed going to garage sales and flea markets. Even as a kid I would tag along with my grandpa to our local flea. He was a lifelong vendor and was set up every weekend. I would help him sell his goods from time to time. When I had a chance I would wander and look through the other tables. I can't remember buying anything but I did enjoy looking items at all the oddities the other vendors had brought.

The older I became, I was drawn to more and more sales, mainly to seek out needed items for my home and garage. As time went on, I had acquired the things I needed but I still would find myself stopping at other interesting items but oftentimes would leave empty handed. One day I came across a bucket full of heavily rusted tools of all kinds. "Who would buy such worthless things", I wondered. Bored and curious I pawed and sifted through them. Even through the rust and grime I could appreciate their greatness. They were heavy, thick and sturdy. Some were oddly shaped while others were quite decorative. I held one in my hand that was shaped like an "S". Maybe this would look neat to hang on the garage wall, I thought. So it began and yet I never realized I had contracted the 'tool bug'.

I now sought out these rusty artifacts at every sale. I would find more and more tools from those bygone eras. Cleaning each and every one at the wire brush wheel and giving them a coat of machine oil, I began to hang more and more on my garage wall. I took notice of the names these tools had upon them. One time I found a FORD script marked wrench and I was fascinated. "I never knew that they had tools", I thought to myself. I then eagerly researched more on Ford tool history. The more I learned of them, the more intrigued I became. It was now my goal to see if I could find more like it.

My work finds me on the road a lot and I cover many miles. This enables me to have a very wide search radius. I'm always keeping an eye out for garage sales, antique stores, and flea markets and make an effort to stop and browse whenever I can. I'll even stop at an old farmhouse that could hold the possibility of something amazing inside the barn. That Ford wrench had turned me straight into a picker. I was beginning to like more than just tools. I started to love anything that was old or antique. It was an infectious disease that never seemed to go away. (Editor's Note: Many of us have caught the same bug!).

...Featured Member; Continued from Page 3...

I found more and more Ford tools, but I didn't buy every one I laid my eyes on. I did pay a little more than I should have in the beginning. While searching I would meet interesting characters and collectors of all types along the way. I have made many new friends and obtained a piece of knowledge from each one. You wouldn't believe some of the things people collect. One collector would lead to another and another. It seemed like an endless chain as I chased down every lead. One tool collector had over 40,000 tools of various sorts in his home! I found not only Ford tools, but others I liked such as Cadillac, Nash, Rambler, Moon, Pierce Arrow, Maxwell and even Indian. These guys had kept these treasures hidden for so long. Little did they know I would come along to lead them from the darkness.

The walls of my garage filled quickly; faster than I ever imagined. I now have over 1100 Ford tools alone, as well as countless others I've taking a liking to. You can often find me out there staring at the walls drinking a cold beer as I enjoy their splendor. Each tool so meticulously hung in rows; it looks like patterned wallpaper. Once in a while a friend will move a tool just to see how long it will take me to notice.

The tools I've collected lead me to admire and love the cars they used to clatter and bang around in. For some unknown reason, I was drawn particularly to the Ford Model T. So I started picking up things related to the T and its era. As a matter of fact, I just acquired a 1927 Ford Model T coupe this past spring. Well most of it anyway. It was more like a chassis with the motor and transmission. I have since found a body for it, some doors and other various parts. I guess you could say I'm trying to put one together. I have my work cut out for me but I've met the people who will help me on this new journey. It won't be done anytime soon as I'm busy with the working, married, family life. I'm okay with that. It still looks great parked in the garage under a back drop of Ford tools.

I've evolved as a collector. Tools are no longer my main focus, but they still find ways to trickle into the garage. My wife and I have also decorated every room of our home in antiques of all kinds. I think the appliances are the only modern things left in our house. For the garage, I now collect early automotive items, car parts, oil cans, signs and such. I do sell from time to time. It makes room for future finds and also helps aid the Model T project. Sometimes an item I find doesn't belong with me I just help it along its way. Some items belong with a certain person or in a particular place.

Every day brings the possibility of a new find or treasure from yesteryear. Whether it's a neighbor's garage, a distant trade show, a garage sale around the corner, or a farmers' half collapsed barn, the search is the best part. Some people say certain things are hard to find. I just say you haven't looked in the right spots or been to enough places. It's not always a cakewalk and you have to go out of the way a lot. You're not a picker unless you come out of a place dirty. I'm talking cobwebs in your hair, a sweat soaked shirt, grimy hands, and boots covered in mud. I've ruined many good clothes, all thanks to an "S" shaped wrench and many others labeled FORD.

...Featured Member; Continued from Page 4...

I can't buy everything I see or find, my wife knows I'll try though. It has only been ten years. My garage walls and life seem so full already. I can't imagine what it'll be like in the next ten years or twenty for that matter. I do know two things. No matter what the road ahead brings, I'm going to love every minute of it. I also hope there's at least one more dummy after me. After all, there's got to be someone else to buy all this junk right? I await the day my "Andy" shows up to pick through my forgotten things of yesterdays.

I've only met a couple of our members but I hope to meet a few more along the way. In fact I believe that Tim, our editor, lives the closest to me. Tim, I've been meaning to stop in for quite some time now. Someday soon you'll get a call from me stating "I'm in the neighborhood". I just never know when. I never seem to be where I should be or make too many stops getting where I have to be. My wife often asks what time she should expect me home. My reply is always, "I don't know. You know me, I'll get sidetracked." I encourage any of our members to look me up if they're ever in my neck of the woods. Just like everyone else, I enjoy showing my collection to those who can most appreciate it. Most importantly to meet a new friend, crack a beer, and share our stories and knowledge with each other.



Andy's partial tool collection.

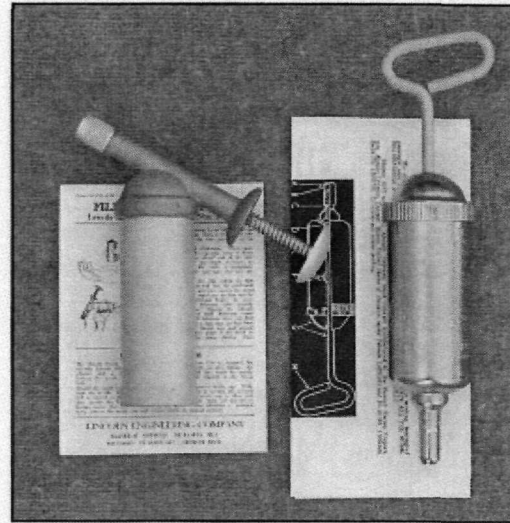


Figure 22 - Grease Guns 68-17125 & 78-17125

standard for export models. Two grease guns continued to be available through dealers for US domestic buyers. 78-17125 was ALEMITE model 6557. It was similar to the 1936-37 gun 40-17125 (ALEMITE 6550), but had an integral tip, permanently attached to the barrel.

Your author believes that pre-war ones were usually nickel-plated with model number, instructions, and patent data on the barrel. The handle was cadmium-plated. The other correct grease gun was 68-17125 was Lincoln Engineering part number 5907, or "Model KE". Steel parts were cadmium-plated while the pot-metal mechanism in this gun was left plain.

Final Remarks from the Author

Most statements portrayed in this article as "facts" are based on research done perusing archival records of the Ford Motor Company. These are located in the Benson Ford Research Center at the Henry Ford Museum, Greenfield Village, Dearborn, Michigan. Your author gratefully acknowledges the staff at the center, and the privilege of researching first-hand information. Unfortunately, archival information found in the Research Center did NOT include vehicles produced under license to Ford of Canada nor the situation in the British Isles.

Contentions made here are subject to future revision and clarification. No intent or implication is made for these statements to be "the last words" on the subject! Please feel free and you are invited to contact me with questions or concerns.

Ford Number 17125: Grease Guns

Grease guns (See Figure 22) became optional equipment on January 20, 1938 for domestically produced vehicles, but two were

Tools for 1940 Ford and Mercury Vehicles

Vehicle	17005 Tool Pouch	17010 Tool and Jack Bag	17015 Smaller End Wrench	17016 Larger End Wrench	17017 Head Nut/ Spark Plug Wrench	17019 17081 Tire Iron	17020 Screw- driver	17021 Adjustable Wrench	17025 Pliers	17033 Rr Wheel Bearing Wrench	17034 Rim Tool/Lug Nut Wrench/ Wrench Handle
Passenger	B-17005-A1-A2	40-17010*	B-17015 or 01A-17015**	B-17016 or 01A-17016**	01A-17017 or 01A-17017-B***	78-17081	B-17020	B-17021 or 01A-17021**	B-17025-A1-A2		
Model C	B-17005-A1-A2	40-17010*	B-17015 or 01A-17015**	B-17016 or 01A-17016**	01A-17017 or 01A-17017-B***	78-17081	B-17020	B-17021 or 01A-17021**	B-17025-A1-A2		
Model D	B-17005-A1-A2	40-17010*	B-17015 or 01A-17015**	B-17016 or 01A-17016**	01A-17017 or 01A-17017-B***	78-17081	B-17020	B-17021 or 01A-17021**	B-17025-A1-A2	61-17033	
Model Y	B-17005-A1-A2	40-17010*	B-17015 or 01A-17015**	B-17016 or 01A-17016**	01A-17017 or 01A-17017-B***	88-17019	B-17020	B-17021 or 01A-17021**	B-17025-A1-A2	61-17033	82Y-17034 and?? 51-17034^
Models T, U & W	B-17005-A1-A2	40-17010*	B-17015 or 01A-17015**	B-17016 or 01A-17016**	01A-17017 or 01A-17017-B***	88-17019	B-17020	B-17021 or 01A-17021**	B-17025-A1-A2	88-17033	51-17034

Vehicle	17035 Lug Nut Wrench	17036 Lug Nut/Wrench /Engine Crank	17040 Engine Crank Extension	17052 Tire Pump	17080 Jack	17081 Jack Handle/ Tire Iron	17125 Grease Gun
Passenger	+68-17035 or +01A-17035****	+40-17036	+67-17040 Ford & Mercury +82Y-17040 V8-60hp	+448-17052-B1 or +448-17052-B2	78-17080-A3 (obs 06-16-40) 78-17080-A4 for entire year 78-17080-A5 for entire year	78-17081	+68-17125 or +78-17125
Model C	+68-17035 or +01A-17035****	+40-17036	+67-17040 V8-85-95 hp +82Y-17040 V8-60 hp	+448-17052-B1 or +448-17052-B2	81C-17080	48-17081	+68-17125 or +78-17125
Model D	+68-17035 or +01A-17035****	+88-17036-B	+67-17040 V8-85-95 hp +82Y-17040 V8-60 hp	+448-17052-B1 or +448-17052-B2	81C-17080	48-17081	+68-17125 or +78-17125
Model Y	82Y-17034	+88-17036-B	+67-17040 V8-85-95 hp +82Y-17040 V8-60 hp	+448-17052-B1 or +448-17052-B2	82Y-17080-A1-A2	82Y-17081-B1-B2	+68-17125 or +78-17125
Models T & U	51-17035	+88-17036-B	+67-17040	+448-17052-B1 or +448-17052-B2	88-17080	88-17081	+68-17125 or +78-17125
Model W	51-17035	+88-17036-B	+88-17040-B	+448-17052-B1 or +448-17052-B2	88-17080	88-17081	+68-17125 or +78-17125

* Ford Script after mid-January 1940

** B-17015, B17016, B-17021 changeover to 01A-17015, 01A-17016, 01A-17021 on 04-16-40

*** 01A-17017 changeover to 01A-17017-B 05-06-40

**** 68-17035 obsolete 04-17-40 replaced by 01A-17035 04-18-40

+NOT standard for exported vehicles as export received 40-17036 as standard equipment; optional equipment for domestic USA production

+STANDARD for exported vehicles, OPTIONAL EQUIPMENT for domestic USA vehicles

>See text for discussion

Key: Passenger is Ford and Mercury, including station wagon models: Model C = 1/2 Ton Light Commercial 114"; Model D = 3/4 Ton Truck 122"; Model Y = 1 Ton 122"; Model T = Regular Truck 134" & 158"; Model U = Dump Truck 134"; Model W = Cab-Over-Engine 101", 134", 158"

**Sources Consulted
Ford Engineering Drawings**

Part Number	Part
B-17005-A1	Tool Pouch
B-17005-A2	Tool Pouch
40-17010	Tool Bag-Large
01A-17016	Larger End Wrench
01A-17017-B	Spark Plug Wrench
BB-17019	Tire Iron
B-17020	Screwdriver
B-17021	Adjustable Wrench
01A-17021	Adjustable Wrench
B-17025-A1	Pliers
B-17025-A2	Pliers
67-17033	Rear Bearing Wrench
BB-17033-B	Hub & Bearing Wrench
51-17034	Rim Tool/Handle
51-17035	Wheel Nut Wrench
68-17035	Wheel Nut Wrench
40-17036	Wheel & Crank Wrench
BB-17036-B	Lug/Crank Wrench
BB-17040-B	Crank Extension
67-17040	Crank Extension
82Y-17040	Crank Extension
48-17052-B1	Tire Pump
48-17052-B2	Tire Pump
81C-17080	Axle Jack
82Y-17080-A1	Axle Jack
82Y-17080-A2	Axle Jack
BB-17080	Axle Jack
78-17080-A3	Bumper Jack
78-17080-A4	Bumper Jack
78-17080-A5	Bumper Jack
BB-17081	Jack Handle
48-17081-B	Jack Handle
82Y-17081-B1	Jack Handle

78-17081	Jack Handle
68-17125	Grease Gun
78-17125	Grease Gun

Engineering Information Releases

E.I. Number	Date
515	04-10-33
J1 #337	07-12-39
J1 #13	07-21-39
J1 #441	08-01-39
J1 #752	08-24-39
J308	09-11-39
J439	09-15-39
J2719	02-27-40
J2937	04-16-40
J2936	04-18-40
J3039	05-06-40
K1 #13	05-01-40

Ford Chassis Parts Guides

- 1928-48 Chassis Parts, pg 627, 762-765
- 1938-41 Chassis Parts, pg 249
- 1938-44 Chassis Parts, pg 387

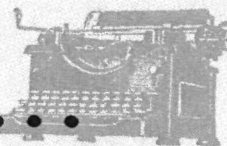
November/December 2017 29 30 November/December 2017

Your author invites you to visit (or re-visit) these V-8 TIMES articles:

- March-April, 1999, page 47 discussed truck jacks.
- May/June, 2003, page 26 featured grease guns.
- May/June, 2006, page 27 dealt with the hand tools.
- March/April 2010, page 35 explored Ford axle jacks 1932-53.
- January/February, 2012, page 47 explained the thumbscrew wrench used on open cars 1935-39.
- September/October, 2012, pages 26-32 were devoted to the tools of 1937 Ford vehicles.
- May/June, 2016, pages 21-29 visited the tools of 1941-42.

Lin Stacey
V-8 Tool Advisor

the advisors write....



1938/39 Pickup Tools

by Lin Stacey
V-8 Tool Advisor

Dear Lin,

I am looking for the correct jack and tools for display with my 1939 Ford Pickup. I just bought it out of Mississippi in September. It is a solid, no rust Mississippi truck, restored a number of years ago, but very well taken care of.

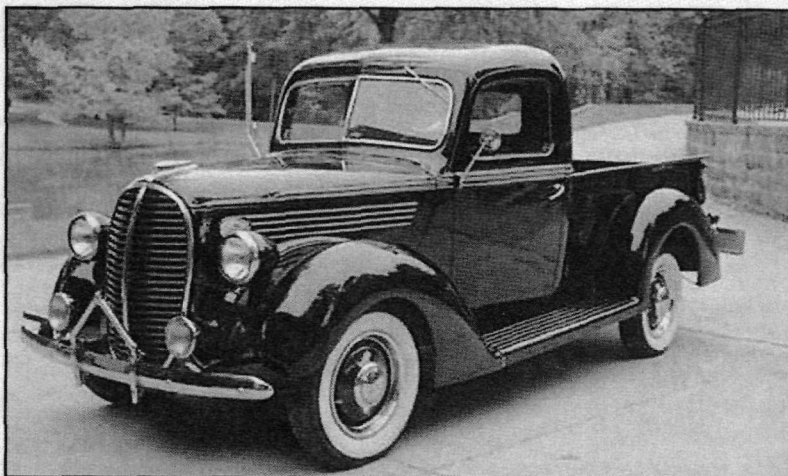
I haven't had to do too much to her yet, as the mechanicals had all been gone through and have few miles on them.

I did change the rear end gears from 4.44 to 3.54 (much better) and replaced the Allstate bias ply wide whites with a set of Coker radial wide whites (drives much better).

The motor had been changed to a 1946 59-AB (100 HP) and the 6-Volt system had been changed to 12. Other than that, it is all stock, and it has an original dealer-installed radio!

I am putting as many miles on her as the weather up here in Indiana will allow and methodically going through everything so she'll be ready for a major trip this summer.

Jeff Hermanson
Culver, Indiana



Jeff Hermanson's 1939 Ford Pickup

Dear Jeff,

You've got a beautiful Pickup.

Because the tools for 1938 and 1939 are very similar, I chose to address both years and have prepared a chart for them covering the factory issued tools. Using your VIN of *18-4,896,215*, and the VanPelt Sales website for production and VIN, I crudely calculated your Pickup to be a January, 1939 production.

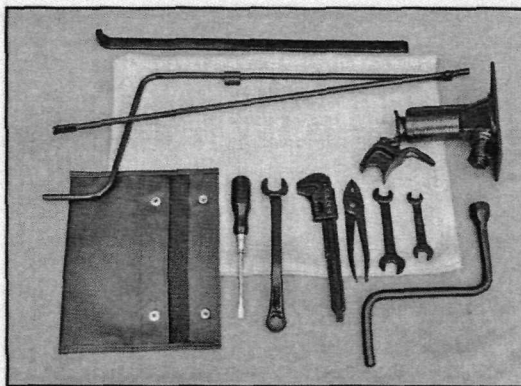
For you, this would mean that the #48-17081-B two-piece jack handle is appropriate. As two styles of pliers, small pouches, and grease guns

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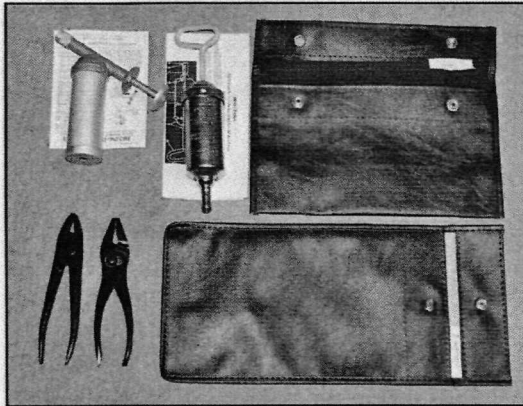
National Woodie Club, P.O. Box 6134
Dept. V, Lincoln, NE 68506
www.nationalwoodieclub.com



1939 Ford Pickup "standard" tool set after 11-04-38.
(Job #1, 1938, and early 1939 production would use three-piece jack handle through at least 11-04-38).
#B-17005-A1 pouch and #B-17025 Screwdriver are shown.

The "Standard" Tools for 1938-1939 Ford Pickups:

B-17005-A1-A2	Tool Pouch	
B-17015	7/16 X 1/2 Double End Wrench	
B-17016	9/16 X 5/8 Double End Wrench	
81A-17017	Head Nut and Spark Plug	Wrench (V8-85 hp)
	or	
52-17017	Head Nut and Spark Plug	Wrench (V8-60 hp)
B-17020	Screwdriver	
B-17021	Adjustable Wrench	
B-17025-A1-A2	Pliers	
40-17010	Burlap Tool Bag (no Ford script in 1938-39)	
68-17035	Wheel Nut Wrench	
81C-17080	Axle Jack: Olive Green or Black color are found with NO hole in the base	
(these are 1948-48 jacks)		
48-17081	Jack Handle (3-piece, 51 inch, through 11-04-38)	
	or	
48-17081-B	Jack Handle (2-piece, 49 inch, after 11-04-38)	
78-17081	Tire Iron and Hub Cap Tool	
68-17125	Grease Gun (Lincoln Engineering design)	
	or	
78-17125	Alemite 6557 (Usually nickel plated)	
Not standard equipment after January, 1938		



Alternate tools for 1938-1939 Ford Pickups: # 68-17125 and #78-17125 Grease Guns, #B-17025-A1 and A2 Pliers, and #B-17005-A1 and A2 Tool Pouches.

were equally correct, I have included a photo of those.

As you see in the chart, each is correct, but grease guns were totally optional after January, 1938, so although correct for your 1939 Pickup, it would not have one unless obtained as a dealer option, in the same fashion as obtaining a spot-light or fog lights.

NOTE: I strongly caution you from using original tools, especially a 75-year-old jack set for anything other than display, and suggest you pack some modern tools and a small hydraulic or modern Pickup axle jack for emergency use on the road. - Lin Stacey, V-8 ToolAdvisor

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~ CLASSIFIEDS ~
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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 E-Mail: Lsuma@aol.com

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Membership: \$15 Annual Dues payable to: NAFTCO

Check Here For 2018 Renewal:



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