



Volume 38

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Number 1

**JANUARY MEETING**

**by John Davis**

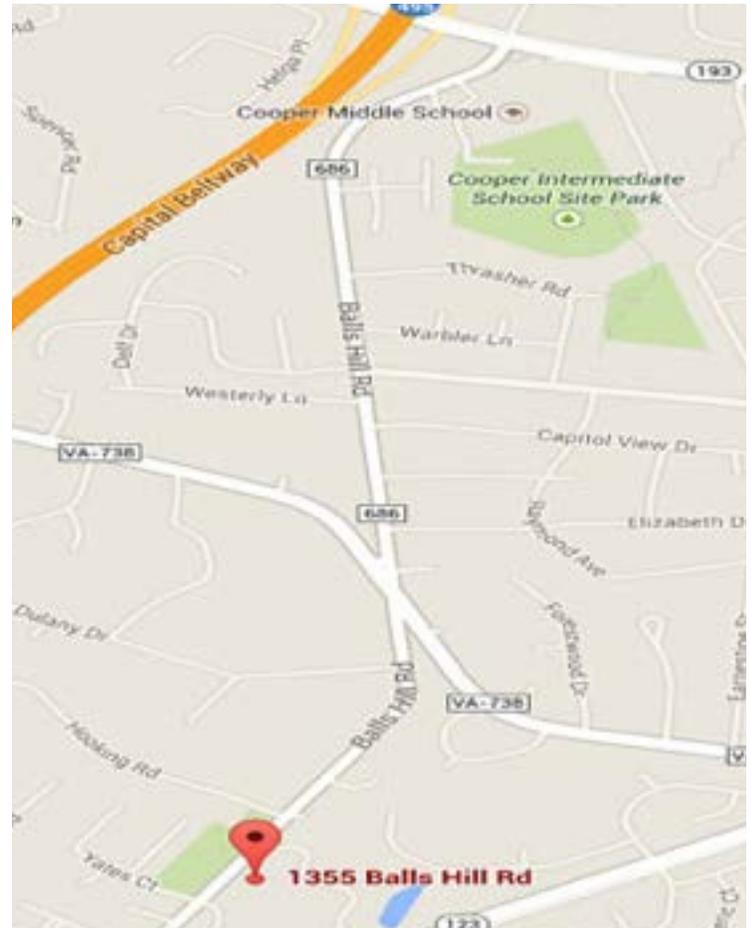
**What's my Tool?**

Our program for January 18 will feature Bob Roger and a sampling of his unusual tool collection. This will be an interactive program with member participation expected. Bob will bring approximately 50 unusual tools for members to see. He will give a brief comment on the tool and members can note their guess for the name or purpose of the tool. This could be a contest! Bring an unusual tool of your own in case there is time for discussion.

Bob Roger has a BS in Civil Engineering, a Masters in Sanitary and Hydraulic Engineering, and a PhD in Analytical Photogrammetry. After he began a planned career in education, he decided that to be an effective teacher he needed to know the state-of-the-art in his chosen field of photogrammetry. He joined the CIA's Directorate of Science and Technology and found the work so interesting and rewarding that he never returned to the outside academic world. He retired in 1997.

Together with wife Becky they designed and help build their retirement home near Staunton, VA, with plenty of space to house their collections. They have been married for more than 53 years and have 2 children and 4 grandchildren.

Bob collects, studies, and writes about unusual tools of all types, focusing mainly on 19th century items. In the last 10 years he has written over 140 articles, the majority for the M-WTCAs Gristmill. He has also researched and published the only books on Gimlets and on Hand-Held Ice Reducing Tools, and has contributed to several other books.



Bob & Becky have an in-house museum displaying over 8,000 items, and invite anyone interested in unusual items to stop by for a tour. Today's presentation is an example of the variety that you will see.

**Next Meeting January 18, 2015**

## DIRECTIONS/MAP TO THE MEETING HALL

American Legion Post 270, 1355 Balls Hill Road, McLean, VA 22101 A. The beltway from Maryland. Take Exit 44 (VA 193; Georgetown Pike). Crossover I-495 to the first light (Balls Hill Road). Turn right, go 1.4 miles to the meeting hall. B. From inside the beltway, going north on the GW Parkway. Take the McLean Exit (Chain Bridge Road -Dolley Madison Blvd, VA. 123). Proceed on Dolley Madison Blvd about 4 miles to Old Dominion. Right about 1/2 mile to Balls Hill Road. Turn left and go about 1/2 mile to the meeting hall which will be on the left.

## NOVEMBER MEETING NOTES

### Bill Walmsley

Jim Glass announced that John Davis is our new Program Director responsible for lining up the excellent presentations that bring everyone out to the meetings. John has already begun arranging speakers for the coming year and will soon announce the schedule for 2015. Also, John is looking for suggestions so if there is a presentation topic that you think would be of interest to the membership get in touch with John at: [davisjd@verizon.net](mailto:davisjd@verizon.net).

Sam Pickens also announced that if there is to be an Auction/Tool Sale this year work needs to start now, March is not that far away. Tim Allen volunteered warehouse space he works out of in Rockville to be the staging area for the auction items. John Molden signed up to take photos of the items to be placed in auction. Volunteers are still needed to help in prepping the items, contact Sam Pickens at: [ws.pickens@wap.org](mailto:ws.pickens@wap.org) if you are interested and able to help stage the PATINA Spring Auction.

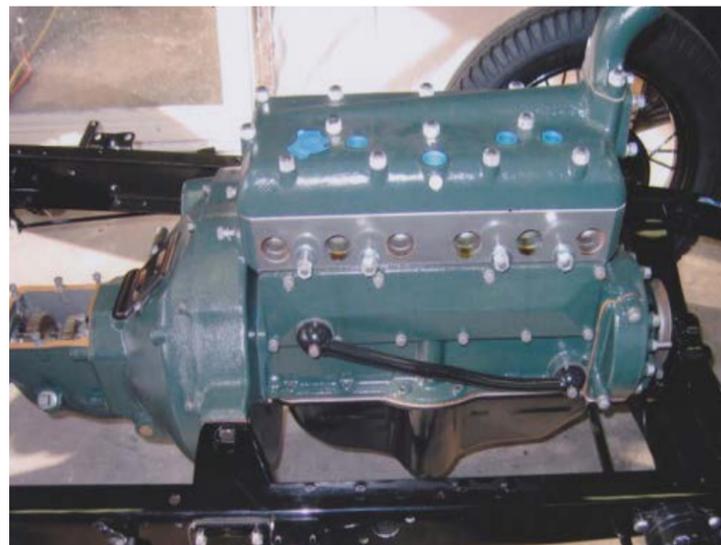
## HUNTER FANNEY PRESENTATION

The featured guest for the November meeting was Hunter Fanney speaking on his restoration of a 1929 Ford Model A Special Coupe. After fighting with his father Henry for the car he designed, Edsel Ford's Model A's were only made from 1928 - 1931 with over four million cars coming off the line in that four year period. It is estimated 300,000 still remain. The Special Coupe was only made in 1929 when 135,000 cars were made that year. It was given the Special designation because of the leather-like composite fabric covering the back of the roof.



Hunter and Rosa Fanney with their award-winning Special Coupe

The car came with a 4 cylinder flat head engine powering a three speed unsynchronized manual transmission. It had a top speed of 50 mph although it was happier when not pushed that hard. The car had manual brakes accentuated by brake rods with a separate mechanical emergency brake. The car had a base price of around \$500 depending on options. Hunter's car was made May 1 of 1929.



Rebuilt flathead engine mounted on chassis

He never intended to purchase the car, having already two other Model A's, he had actually gone to check out an air compressor that the guy was selling. When the compressor turned out to be too small the discussion shifted to the car which had only 52,000 original miles and had undergone an amateur restoration in the 70's. It ran and after taking it for a spin Hunter offered what he assumed would be an unacceptable lowball offer. He was surprised when the owner agreed to the \$4,500 he put on the table.

Two national organizations set standards for Model A restorations within four competition categories. The highest level is the National level which judges cars to the same standard as when the car initially rolled off the line. Upon entering the National level of competition while every part doesn't have to be original to that car they do need to be original, reproduction parts cost points in judging. Hunter attempted to undertake as much of the work himself, with assistance from his son Brian, to bring the Special Coupe up to National restoration standards.

There were a number of highly specialized areas where trade specialists were also needed. A particularly challenging aspect of the restoration for Hunter was the engine because it uses poured babbitt bearings for the crankshaft as opposed to insert bearings found in most modern cars. The bearings are poured in place and then a line reamer is used to fit the bearings. Both operations call for experience and a line reamer is a very specialized piece of equipment. Hunter contracted with a firm in Pennsylvania that specializes in that work and for \$3K was able to get his short block rebuilt.



Another area where he had to bring in outside expertise was in selecting the hubcaps. To place in national competition only the right hubcaps will do. Hunter was able to track down a number of hubcaps but was unable himself to identify those correctly matched to his car.

The frame of the Model A is metal but there is still a fair amount of woodwork in the body, particularly the roof. Much of the original wood was too far rotted to be reused for much more as templates for making new parts. The predominate wood was ash for all the roof ribs. Hunter did add additional sound proofing before installing the interior panels not in the original car but since this couldn't be seen by the judges he didn't lose any points for it.

The finish of the car is one area that gets a lot of attention from the judges. Model A cars came in any of 12 factory colors. Hunter's car was originally Vagabond Green which he maintained in the restoration. He took classes at a local community college in automotive painting to be able to paint the car himself. The car body was originally painted with lacquer, now PPG's line of Concept paint is considered the appropriate replacement. The body got three coats with sanding in between starting with 1500 grit progressing to 3000 and finishing with buffing to high gloss. The pin stripping was done by hand in only 45 minutes by yet another specialist although he insisted that Hunter do the last bit himself and under the watchful eye and tutelage of the master after four tries he was able to finish his bit to the standards required.



Above: Special Coupe sanded and primed.

Left: Interior detail after wood ribs repaired and soundproofing

The restoration spanned 13 years to a very rewarding conclusion. Hunter entered his car in national competition. The first year he received 487 points out of a possible 500 in the 23 judged categories including a 12 mile road test. In the car's second year in competition it was awarded the very coveted Henry Ford Award. A very satisfying conclusion for the many years and hours of work poured into the vehicle.

***Hunter left us with his ten restoration tips:***

1. Do a complete assessment before disassembly.
2. Take extensive pictures prior to disassembly and during restoration.
3. Label all small components and don't forget the fasteners.
4. Don't throw anything away.
5. Build a network of folks knowledgeable of your make and model.
6. When frustrated walk away before you make any more mistakes.
7. Think ahead at least three components.
8. Work on it at least two hours a day.
9. Slow down and smell the grease.
10. Decide what you want to do with the car before you start.

**PATINA Spring Auction and PATINAGRAM Editor**

the Editor

Vacant positions – Can you spare some time for PATINA? Two important roles indispensable for PATINA are currently open for member volunteer opportunities. After Dale Bultman stepped aside last month as long-term Editor of the PATINAGRAM a replacement is needed to ensure our members continue receiving our periodic newsletter. As noted in the September issue, options for publishing the PATINAGRAM have been considered including rendering a digital only edition. After considering alternatives the best way forward is to discontinue printing and mailing the newsletter and instead publish our communications on the PATINA website.

***Accordingly, the November 2014 issue of the PATINAGRAM was the final edition mailed to members.***

This change may affect some members without access to a home computer with Internet access but the decision to stop publishing and mailing printed editions is based on two factors. First, the cost of producing and mailing the PATINAGRAM is roughly equal to the revenue generated each year from member dues. Since membership fees have remained static and the number of members has slowly declined producing printed copies is unsustainable without raising dues.

The decision to move all publishing to digital media lowers cost and offers PATINA opportunities to enrich content that will better serve our mission to preserve knowledge about tools and industries. The September issue was posted on the PATINA website along with traditional printed distribution. The November issue was posted on the PATINA website and also contains an audio Podcast of Walt Chandler's presentation. See the link on the webpage "Get PATINA Meeting Podcast Here" and open it in a new browser window.

The audio file is quite large but you can download it and listen to the presentation later. This is one example of how PATINA can reach a wider audience with content unbounded by traditional publishing. With this in mind PATINA needs to find a tech-savvy editor to maintain our communications with members and use available tools to enhance our content to reach members and wider audiences. Don't hide your tal-

ent under a rock - volunteer to assume editorship of PATINAGRAM and garner the esteem of your peers.

**PATINA Programs - 2015**

Plans are firming now for an exciting and informative set of programs for 2015. The lineup for 2015 is looking like the following:

**January 18, 2015**

Bob Rogers, Staunton VA- Tool Challenge. Bob will bring 50 or so odd tools and challenge members to guess what they are. Bob leads the What's It team for M-WT-CA. John will bring tally sheet and we will give a prize to the winner. See the full program announcement above.

**May 17, 2015**

Rick Wall, Sculptor, Falls Church. Wood and Metal- Mixed materials, Former Corcoran Gallery Lead (Title to be confirmed) Has a hanging 3-4 ft copper plumb bob on website gallery

**July 12, 2015**

Gretchen Goodell-Pendleton, Curator at Stratford Hall- Thomas Lee Home, Birthplace of Robt E. Lee. She will talk about the mill, the carpenter shop, and any news/events at the plantation. Several PATINA members provided tools and built benches at the shop- as representatives of M-WTCA. Perhaps she has some additional needs we could provide?

**September 13, 2015**

Bill Adair, Gold Leaf- Demonstration of guilding materials, methods, and special techniques. Gold Leaf studios DC

**November 15, 2015**

Chris Bogart, Luray- Renowned Bamboo Fly Rod Maker

Plans also include Peter Ross, Colonial Williamsburg blacksmith, for a special event- day long demo at a location to be determined. Keep checking the PATINA website for information on this event, and all the upcoming presentations for 2015.

John Davis  
Program Director  
PATINA

**PATINA Meeting Dates for 2015**

Well, now it's 2015 and as a reminder PATINA is planning on covering five meetings in addition to our annual Spring Dealer Sale and Tool Auction on March 14, 2015.

The scheduled meetings for 2015 are:

- January 18
- May 17
- July 12
- September 13
- November 15

Hugh South  
Secretary/Treasurer



## Garage Equipment In The Early Automobile Shop

Jim Glass

Many early mechanics came from the blacksmith shop having transferrable skills such as tool making and wagon wheel repair. My own grandfather was a blacksmith who made the transition to electrical engineering, telephony, and automobile sales, service, and repair. As the ballon type tire was introduced in 1922 he designed a gear driven device for early cars used to lift the vehicle to remove and replace a flat tire common in the early days of motoring due to poor roads. Later, he designed and installed the town's first telephone system.

By the early 1920's automobile production in the United States stood at 2.1 million units per year and the transformation of American transportation was well underway. Look at census forms in any city for 1910 and 1920 and you can see the emergence of mechanic as a common occupation. Unlike today, automobile engines, transmissions, and other systems were simple direct mechanisms with relatively few parts. Nevertheless specialization in repair services began and parallel industries rose supplying aftermarket parts for repair or customization of basic Ford or General Motors vehicles.

A 1919 catalog of H.C. Roberts Electric Supply Co. displays typical automotive equipment. The Catalog was

Catalogue No. Thirty Seven

# H. C. Roberts Electric Supply Company

AUTOMOTIVE EQUIPMENT

QUALITY AUTO EQUIPMENT SERVICE

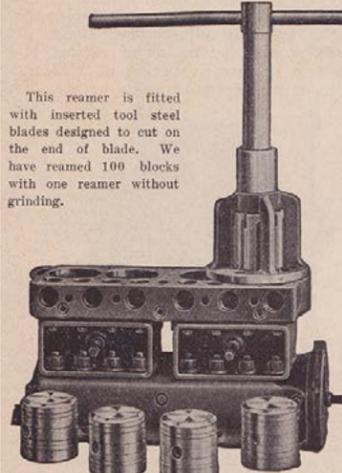
WHOLESALE ONLY

321 E. Genesee St. Syracuse, N. Y.      1101-3-5 Race St. Philadelphia, Pa.

prepared to prepare a ready reference for the Dealer, Garage Owner, and Mechanic showing them all the latest and best equipment and parts needed to service and maintain the nation's growing fleet of automobiles.

In rebuilding the flathead engine of his 1929 Ford Special Coupe, Hunter Fanney could have searched the junkyards of America for a surviving reamer to rebore the cylinders and main bearing surfaces. For reference, he might have referred to the Roberts catalog that offered specialized tools such as those illustrated below.

### REAMER AND JIG FOR REBORING FORD--METZ AND BUICK 3 $\frac{3}{4}$ in. CYLINDER $\frac{1}{32}$ in. OVERSIZE



This reamer is fitted with inserted tool steel blades designed to cut on the end of blade. We have reamed 100 blocks with one reamer without grinding.

In a new motor the manufacturer allows 6 or 8 thousandths of an inch for warping and expansion. In an old cylinder, after reboring, 3 thousandths of an inch is sufficient. This gain in power alone would amply repay a customer for having the work done.

A properly fitted piston is the most important repair to be given an old motor; it stops all knocking and piston play; eliminates the most of motor vibration, thus prolonging the life of the car and adding to the comfort of passengers.

More power is given to the motor; all fouling of spark plugs and carbonizing is stopped; considerable savings in oil and gasoline is effected; all score marks taken out and cylinder finished as smooth as a gun bore.

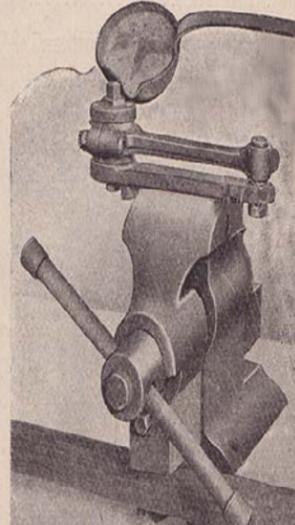
It does not require experienced labor to operate. The tool centers itself and it will square the reamer thus giving a perfect bore and the ordinary helper can ream a set of four cylinders in an hour, including all preparing work.

This outfit will be a stimulus to your business, placing you in a position to satisfy your old customers and create new ones because of the reasonable price at which this important and necessary work can be done.

Cylinder Reaming Tool and Jig, each . . . \$37.50  
Reamer and Spindle for Drill Press, each \$15.00

For replacing the babbitt bearings, Hunter might have used the re-babbitting jig Roberts offered for only \$1.75. The jig was described as a simple inexpensive aid in re-babbitting the connecting rod bearing of Ford engines.

### RE-BABBITTING JIG FOR FORD CONNECTING BEARINGS



A simple and inexpensive jig for re-babbitting the connecting rod bearing of Ford engines. Made from a light casting and carefully machined.

This jig is held in an ordinary vise and the rod is easily slipped on after one nut and the cap of the jig are removed.

A large saving of both time and money may be effected by means of this jig in comparison to exchanging the old rods for new.

Price, each . . . . . \$1.75

Once main bearings are removed from the engine block by reaming or scraping, new bearings of babbitt metal are poured in place. These castings must be cut to size with an in-line reamer to allow installation of the crankshaft. A reamer for the main bearings such as the one in Roberts catalog below would align the bearing surface and restore the Ford engine to factory specifications.

### REAMER FOR FORD CONNECTING ROD AND MAIN BEARING



Reams Bearings True With Face of Block Does Not Follow Worn Bearing

This tool does away with the tedious method of scraping the bearings by hand and with it can be done much more accurate work. Connecting rods are made to line perfectly with the cylinders.

Price, each . . . . . \$25.00

Just as today, nearly every component of an automobile can be customized. Instrumentation of early cars might have included a basic speedometer that provided mileage in total and in resettable trip increments. The Roberts catalog offered a Stewart speedometer for Ford cars with the following marketing inducement:

*Just think, a Stewart Speedometer, being listed as low as \$10.75. Thousands of automobilists have felt that they could not afford to buy a speedometer, but this low price puts the speedometer in the reach of every car owner.*

*There is no man who ever drove a car but knows just how uncertain his cost, speed, and milage has been unless his car was equipped with a Stewart Speedometer. It is virtually an insurance policy behind your tire guarantee - a real checker of your gasoline consumption - a positive and friendly warning against over-speeding and the consequent fines in the police courts - a help in following guide books when travelling over new routes and thereby preventing loss of time and other expenses through the mistake of getting on wrong roads.*

*When rightly considered, a Stewart Speedometer should be the first thoughts in the purchase of any car, because it keeps the costs of automobiling down.*

*Model 150-D, has rotating speed dial, 60 mile capacity; Stewart Odometer, consisting of 100,000 mile season register and 100 mile trip register. Trip register can be easily reset to any mile or tenth of a mile without disturbing season register.*

*This instrument is furnished to car owners who do not care for the instrument board furnished with Model 150-B*

Retail Price . . . . . \$11.75

### "R" SALESMAN

Wrenches and Tools for Fords



ABSOLUTELY GUARANTEED

The owner of a Ford car is, by nature, a man who makes his own adjustments and who has been educated to look for constantly improved attachments and devices for his car.

Offer him the privilege of seeing the newest and most logical wrenches for his fight against loose nuts, bolts and screws and he will buy.

"R" displays consists of the following:

- 5 No. 630 Triple End Cylinder Head and Axle Housing Socket Wrench.
- 2 No. 621 S. E. Cylinder Head Socket Wrench.
- 3 No. 640 Reverse and Brake Pedal Wrench.
- 2 No. 641 Reverse and Brake Pedal Wrench.
- 4 No. 645 Ratchet Reverse and Brake Pedal Wrench.
- 3 No. 623 Connecting Rod Wrench.
- 4 No. 607 Valve Grinder.
- 2 No. 650 Hub Cap Wrench.
- 2 No. 650 Wheel Puller.
- 2 No. 655 Valve Spring Lifter.

"R" Salesman, free with 29 Wrenches.  
Price . . . . . \$15.00

In ordering wrenches to renew this display, specify "R-Refill."



