



Shop Manual

www.badgoat.net/ptcaths

August 2021

President's Message

Peter Mullin

Well, the Owls Head Truck Show is now in the rear view mirror and our own Topsham Truck Show is less than 3 weeks away. Saturday at Owls Head could not have gone better. The weather was perfect and the attendance was solid with a very enthusiastic crowd. T-shirt and membership sales were solid. The museums fleet of aircraft and Model T's were busy doing demonstrations and rides all day on Saturday. Bob and Lucy Satckpole's lobster bake was a well oiled machine as always and very well attended. Unfortunately, Sunday got very wet and it quickly became apparent that the day was going to be a washout.

While at the Owls Head Show, we were able to hold a Chapter Meeting and election for the first time in nearly 2-1/2 years. Our acting treasurer, Cheryl Billings, was confirmed as our treasurer. 3 new Directors, Howard Clouston, Tom Hudgins, and Chad Coulter were also confirmed along with the re-election of all previously serving Officers and Directors. The revised bylaws were unanimously approved. These include a change to the terms for Officers and Directors to 2 years. Other business discussed included refraining from any outside donations again this year as we are still financially recovering from 2020 - the year without truck shows. Cheryl Billings volunteered to host the Late Fall Gathering-Fall Auction at her home in Durham. We will have a date set for that by the time we get to the Topsham Truck Show. Late Fall Gathering details will be in the next Shop Manual.

As I mentioned at the start, our own Topsham Truck

Show is less than 3 weeks out at this point. We have ordered additional t-shirts both to fill in sizes we sold out of JD a few gaps that got missed on the initial order. We are also working to get some more inventory (license plate frames, decals etc.) in from AHS Headquarters in time for the Topsham show. While it is a Sunday show, I anticipate a few folks being around the fairgrounds Saturday afternoon and evening (maybe earlier depending on how many vehicles they are bringing). While there is no official plan for a Saturday night meal/gathering, I am pretty sure we could scare up some grille space if someone desired to grill up a couple of burgers or hot dogs.

The red Mack R model Fire Department tractor with 18,000 miles on it that was on display at the Owls Head Show sold this past weekend at the museum's New England Auto Auction. The hammer price was an amazing \$69,000 dollars (\$75,900 with buyer's premium). According to Toby Stinson - "the Mack went National" with 10 phone bidders competing to be the high bidder.

I would like to close with a word of thanks to everyone that has helped sustain the chapter over the last year and a half. It has been a rough ride, but we seem to be emerging into a return to somewhat normal. See you at the Pine Tree Chapter Truck Show at the Topsham Fairgrounds on September 12th (or a day early on the 11th). Peter

Peter



PTC Topsham Show 2019

Back Side Of Worley`s Log Book

Larry Worley

Sorry about my absence from the paper, folks! Some one or something shut my master switch off for the entire month of July! I was in CMMC til July 30. When I came to I couldn't even stand! Lost most of my strength, learning to walk al over again was a challenge, but I got there. The VA sent me a walker (huge one) that a buddy told me to look for a VIN number starting with Mack Motors on it! In a couple of days I'm gonna park it as I'm walking well enough to get around without it.

When they took the intake tubes out of my chest it felt like they yanked a 6-71 blower out still bolted in place! Most uncomfortable!

Time for a little change of pace. Some of my adventures had some interesting stories in them.

Back in the 80's I did a lot of jobsite deliveries with steel products. This one was cut-to-size beams at a building site. I was waiting to get under a crane along with another cowboy and we were standing beside my trailer and, of course it started raining! So we were dressed up in our rain proof hardhats and not so rainproof denim jackets passing the time sipping warm coffees and watching the work being performed without us in it.

There was 3 guys carrying 3 pieces of cut/bent rebar each from the fabrication shed to a site just past us. This one little hippie kid was saying : zing-zing -zing every time his left foot hit the ground! After a few passes I asked his partner What that was about and he said " Gene Kelly ,he's ZINGING IN THE RAIN! There are those too young to remember but I had to tell it .

Actually started driving trailers steady after discharge from the army. Got out 7 Nov 69 and went to Merrill Transport to apply and thought about all those IH 2000 Ds with the "freeze-to-death Jimmys and worn out 4 by 4s

Missed most of what I wanted to do this summer. Owl's Head week I was still recovering in the hospital, This next week I should be strong enough to get back in the 150, but because I wound up back in A-FIB I can't push it. A little out of breath because my heart isn't working right, but I will be fine. VA will jumpstart it again to re-set my timing!

Enough whining! I;ll write again soon

Til next page Larry July 28, 2021

then talked to Jim Mountain 5 minutes too long and left. Might have been a green-horn kid, but I knew what I didn't want and that yard was full of them.

Went over to Highway Transportation, So. Portland and felt welcome when I met Freddy Wilson and he put me on that Monday. Didn't have a problem hauling petroleums, It's the weight that kills!

That place ran on Freddy's salesmanship. He had sold out to Bean and Conquest, Bangor. After 4 years of long hours I figured out that they were messing around with Freddy's way of doing buissness, Freddy had a ten year contract to run things the way he always had. At that time we had 28 trucks, 24 hours! By the 1'st of February Freddy showed the strain. He was having heart trouble and told they had voided the contract and walked away.

They thought they could do better without him. When I walked away in early April they were down to 21 trucks, single shift, 5 days a week! The closed that next fall! I didn't worry I had other offers. Lucky enough other jobs in my pocket! Til next page Larry August 21, 2021 I am getting stronger slowly because of my A-Fib condition, repairing ever so slowly but I'll get there.

Til next page Larry

Bud Davis

Obituary

Roswell Davis, 82 of Meriden, CT, died Saturday evening, July 3rd at the family's summer home in Alna.

He was born January 16, 1939 in Meriden, CT a son of the late Albert and Millicent (Wing) Davis.

He was a graduate of Proctor Academy in Andover, NH and served honorably in the U.S. Navy. He was a 50 year member of the Masonic Lodge in Meriden, CT. where he was the owner of Production Equipment Co. Mr. Davis was an avid collector of trucks and cars, including toy trucks and cars.

He is preceded in death by his parents.

Mr. Davis is survived by: his wife, Rebecca (Bodley) Davis; a son, Roswell Theodore Davis, Jr. and his wife Lisa; a daughter, Stephanie Ann Jordan; four grandchildren, Jessica O'Donovan, Mikayla Jordan, Sara Jordan and Chloe Davis.

Private services will be held at the convenience of his family. Interment will be in the Sheepscot Cemetery, Newcastle.

Should friends so desire, donations may be made in Mr. Davis's memory to the Wiscasset, Waterville & Farmington Railway Museum, PO Box 242, Alna, ME 04535.

Arrangements are under the direction and care of the Strong-Hancock Funeral Home, 612 Main Street, Damariscotta, ME 04543. Condolences, and messages for his family, may be expressed by visiting: www.StrongHancock.com

International's AR-626-F 1937-1948

Clayton Hoak

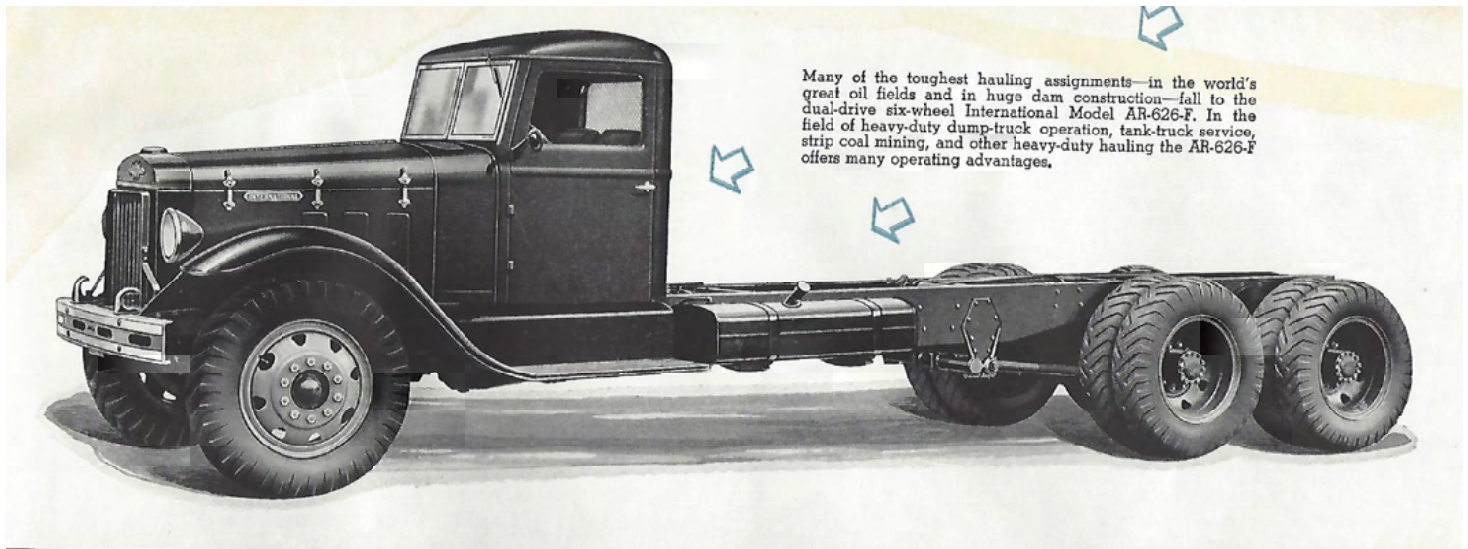
George Barrett introduced the International AR-626-F in his story on Heavy-Duty Internationals in the April 2021 Shop Manual. Weighing slightly under 19,000 pounds the AR-626-F had a GVW of 62,000 pounds and a carrying capacity of 42,000 pounds for cab, body, equipment and payload.

Introduced by International in 1937, along with the new D-Series, the Model AR-626-F was the largest truck International offered until 1946 when they started manufacturing the Emeryville built W-6564-OH with a GVW of 65,000 pounds. The Model AR-626-F provided additional capacity over the International 5-ton A-7 (4 cyl.) and A-8 (6 cyl.) heavy duty trucks that were introduced in the early 30's. Designed for use in mining, heavy construction, logging, and oil field work the extra heavy-duty six-wheeler was powered by International's FEB 648 cubic inch 6-cylindergasoline engine. The engine was rated at 140 gross horsepower at 2100 rpms (60 AMA rating - 60 horsepower) and 460 pound-feet torque at 1000 rpms. Power was transmitted to the dual-drive double reduction rear axles (7.988:1 or 9.44:1 ratio) through a five-speed direct transmission and mid-chassis 1.207:1 reduction power divider. Full air brakes provided the stopping power.

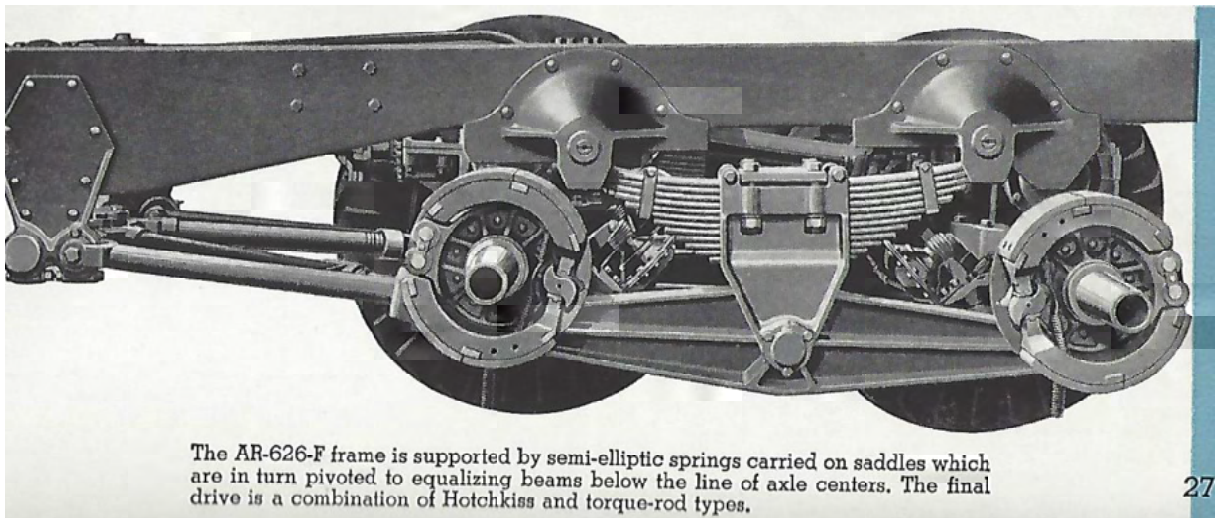
Governed at 1800 rpms the AR-626-F, with 7.988 axles and 9.75-24 rubber, could reach 23.8 mph in fifth; the AR-626-F, with 9.44 axles and 9.75-24 rubber, was slightly slower at 21.2 mph in fifth.

The base truck came with a cowl and dash; a fully-enclosed cab with front seat section and windshield was offered at extra cost. Other extra cost items included PTOs, winches, bodies, equipment and various tire combinations. A caption in Crismon's International Trucks book (pg. 141) noted the list price of the 1937 AR-626-F was \$12,500, which is equivalent to \$233,600 today. The truck pictured did have a cab. A 1937 2-3 ton International D-40 was about \$1400 per Gini Rice (Author - Impressive Internationals, 1975).

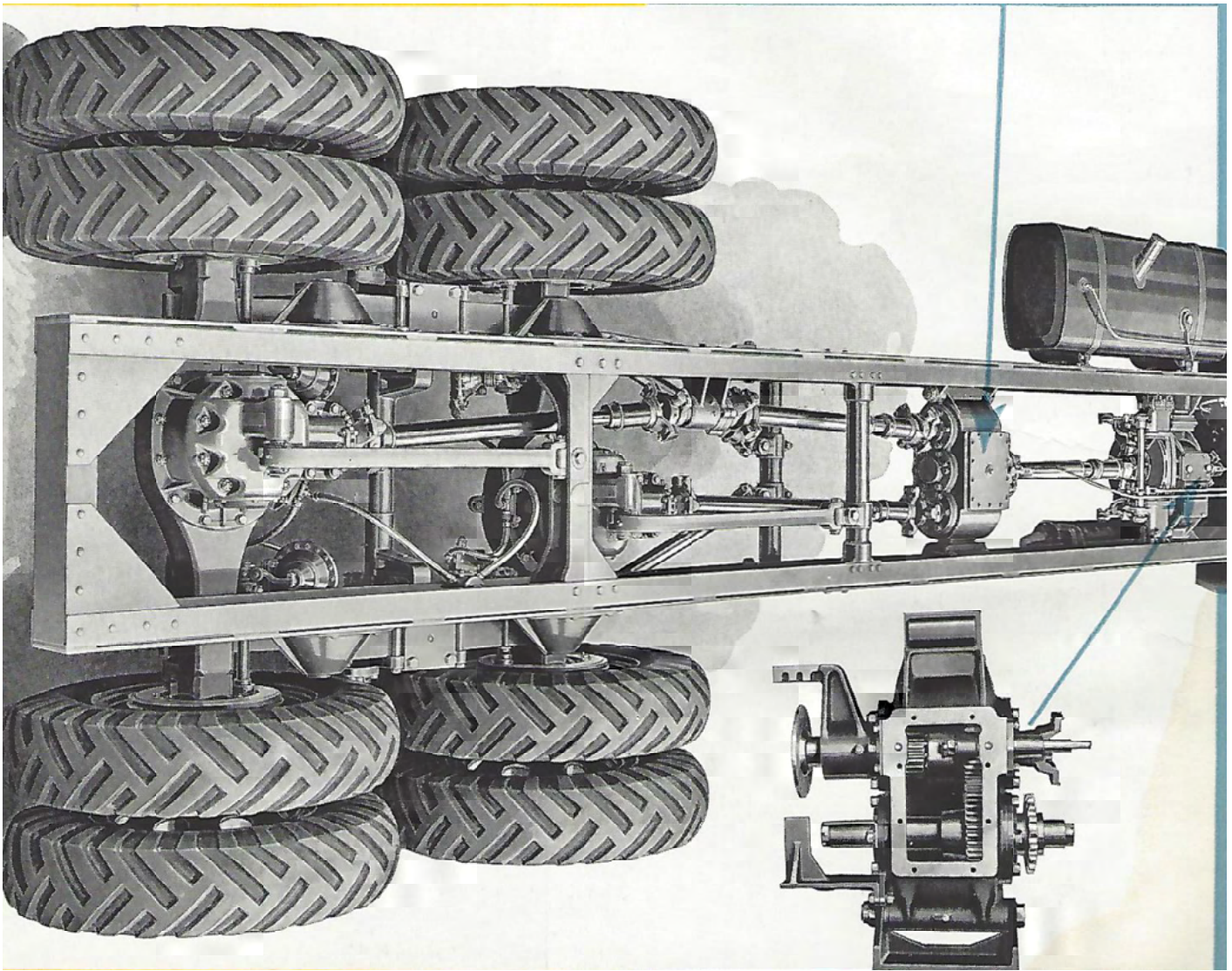
In 1938 the ARD-626-F diesel was introduced using Cummins' 150 hp HB-600 672 cubic inch engine. Additional rear axle reductions of 4.95:1 and 6.37:1 were offered with the diesel. The AR-626-F and ARD-626-F trucks were never produced in high numbers. Out of a total non-military production run of over 750,000 trucks between 1937 and 1946 International built 105 Model AR-626-F gasoline and 99 Model ARD-626-F diesel trucks. No ARs or ARDs were built in 1947, and in 1948 International completed a special order for 100 Model ARD-626-F trucks that were exported to the Soviet Union for oil exploration work (Crismon).



Many of the toughest hauling assignments—in the world's great oil fields and in huge dam construction—fall to the dual-drive six-wheel International Model AR-626-F. In the field of heavy-duty dump-truck operation, tank-truck service, strip coal mining, and other heavy-duty hauling the AR-626-F offers many operating advantages.



The AR-626-F frame is supported by semi-elliptic springs carried on saddles which are in turn pivoted to equalizing beams below the line of axle centers. The final drive is a combination of Hotchkiss and torque-rod types.



*I received a very nicely penned letter from Dick Alexander's widow and thought all Pine Tree Chapter members should see what she wrote. I did not know Dick and was unable to secure a written obituary. Maybe someone who knew Dick can fill us in.
George*

473 Clemmons rd
Chester, VT 05143.

July 14, 2021

To - Peter Mullin & Members

Just a note to let you all know that "Richard, "Dick" was killed in an accident in his 2016 Ram pickup on June 19, 2021.

I want you all to know how much he enjoyed the Pine Tree Chapter and the Shop Manual.

I have enclosed a check for \$50.00 to your chapter to use as you wish.

Thank you for continuing to send him the Shop manual.

Sincerely,
Roberta Alexander

In behalf of Dick

Frink Snowplows

George Barrett

I've had a keen interest in plowing snow since I was a kid. I can remember the first Fisher plow mounted on a CJ-3 jeep and how well it stayed on the ground instead of riding up and causing the Jeep to lose traction. I remember when most wings were mounted in back of the cab and would leave a sizable pile of snow as it plowed around a corner.

I was very fortunate to be able to follow my interest as I got into the machinery business in 1965 selling among other lines the Austin-Western graders. When the articulated steering Michigan loaders came along in the late 60s we were successful in demonstrating and selling these with Frink plow systems.

The following pages contain information copied from Frink literature. Among other literature I came across a twenty-four page piece explaining their V type plow dated 1935. It has many great photographs but most are too small for scanning and reproduction into our newsletter but are of great quality to look with a magnifying glass. Comparing the design of the Frink plows of 1935 with those of the early 1970s one can't help but notice that there is not much of a change. My assumption is that Carl H. Frink seems to have gotten it basically right back in the 1920s

There's more sales literature from Frink that I've scanned

and prepared for future Shop Manual issues.

The following was copied from the website of the manufacturer of today's "Frink" equipment.

The legend of Frink America Sno-plows lives on at Everest. If you are looking for the genuine Frink America article, look no further. Everest is the true and only owner of the Frink America brand and product line. Records show that the first Frink America snowplow was put into service during the winter season of 1919-1920 to open and maintain the state roads from Watertown, NY to Clayton and from Clayton to Alexandria Bay. Innovative from the very beginning, the first Frink America underbody snow plow featured a right-hand flared discharge protrusion for optimum casting. Frink America introduced the front mounted "Vee" plow, the side mounted "leveling wing" systems and ultimately the front mounted "one-way" plow, still very popular today.

In 1954 the innovative roll-over plow was introduced and used extensively by state transportation agencies, military bases and airports. The introduction of the Reverse-A-Cast™ plow in the late 1980's completed a long list of Frink America product innovations.

That Frink America legendary performance and innovation lives on at Everest today. Frink America was acquired by Everest Equipment Co. in 2000. In 2003, due to confusion in the marketplace involving the Frink Canada trademark, the American Sno-plows™ brand was introduced to represent all Frink America highway products. In November 2004, Frink America and American Sno-plows became part of the Everest family.

SELECTING THE PROPER SNO-PLOW FOR YOUR TRUCK

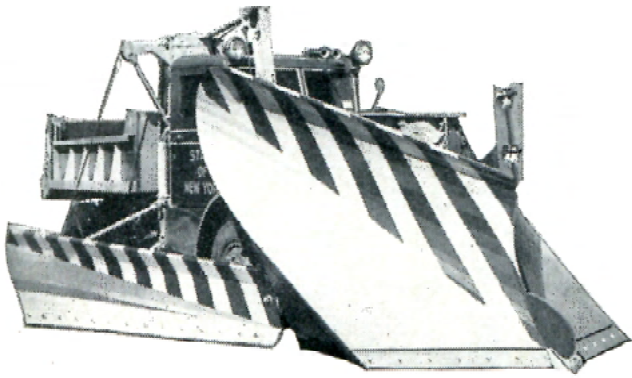
CORRECT WIDTH OF CUTTING EDGE

In selecting a Sno-Plow for your truck, you should pick out a Model Number which has a Cutting Edge Width about a foot more than the overall width of the rear tires on your truck. If your truck is equipped with dual tires, better results are usually obtained by removing the outside tires. In this event the Cutting Edge Width may be about a foot more than the overall width of your inside duals.

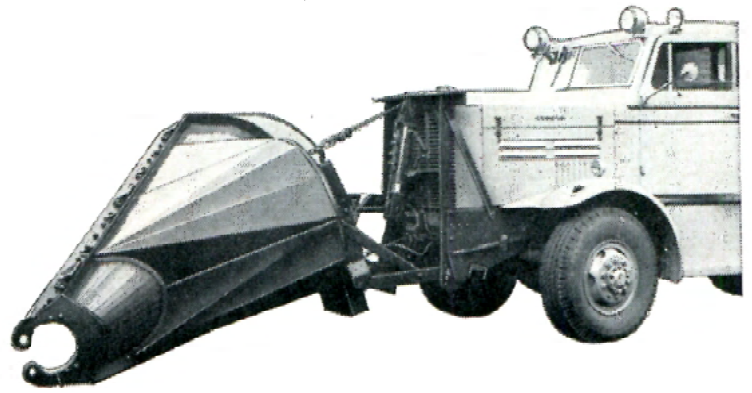
CORRECT HEIGHT OF NOSE

The Nose Height of the proper Sno-Plow for your truck will depend on the average and maximum depths of snow to be removed; also the amount of power and speed developed by your truck. As a general rule the following model numbers of Sno-Plows may be efficiently handled by standard trucks of the capacities indicated below:

PLOW MODEL NO.	CUTTING EDGE WIDTH	NOSE HEIGHT	TRUCK CAPACITIES
117S	7 ft.	2 ft. 3 in.	For 1½-2 ton trucks with rear drive. Used for light to medium plowing and for patrol work.
118S	8 ft.	2 ft. 3 in.	For 2-3½ ton trucks with rear drive. Used for light to medium plowing and especially suitable for patrol work.
147S	7 ft.	2 ft. 9 in.	For 2½-3 ton trucks equipped with single tires or with outside duals removed so that the overall width of the rear tires is not over six feet. Used for medium plowing.
148S	8 ft.	2 ft. 9 in.	For 3-4 ton trucks with dual tires on which the overall width is not over seven feet. Used for medium plowing and especially suitable for patrol work.
158S	8 ft.	3 ft. 5 in.	For 4-5 ton truck with rear drive. For 3½-5 ton trucks with four wheel drive. Used for heavy plowing.
168S	8 ft.	4 ft. 8 in.	For 5-10 ton trucks with rear drive. For 5-10 ton trucks with four wheel drive. Used for heavy plowing.



V Type Plow

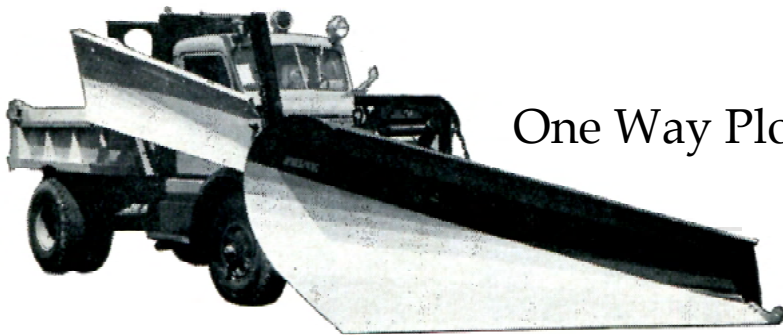


"ROLL-OVER®" Plow

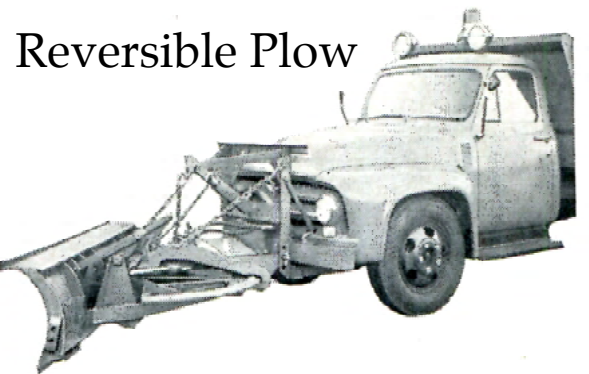


The Standard of the Industry... for 35 Years

Every important Snow Plow improvement has originated at FRINK'S



One Way Plow



Reversible Plow

Chart Below is from 1935
Frink literature

SELECTING THE PROPER LEVELING WING FOR YOUR TRUCK

Usually one Leveling Wing is considered sufficient as the other side of the highway can be "winged back" on the return trip. However, in some cases a pair of Leveling Wings is more convenient as they can be dropped to the surface of the road and used as extensions to the Sno-Plow in freshly fallen snow, thereby clearing a space from 12 to 16 feet wide, depending on the length of the Leveling Wings and the truck used.

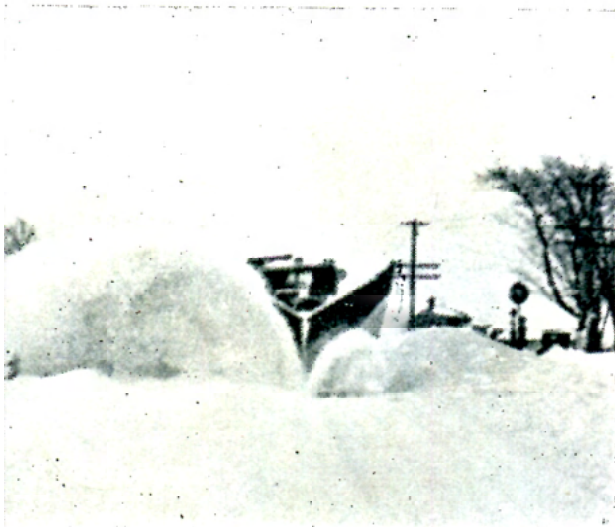
LEVELING WING MODEL NO.	HEIGHT AT FRONT END	HEIGHT AT REAR END	OVERALL LENGTH	LOCATION OF ATTACHMENT	USE WITH SNO-PLOW MODEL
7DR, 7DL	21 in.	26 in.	7 ft.	Back of Cab	117S 20SB
8BR, 8BL	21 in.	33 in.	8 ft.	Back of Cab	118S 20SB
10BR, 10BL	24 in.	34 in.	10 ft.	Back of Cab	118S, 147S, 148S 30SB
10CR, 10CL	24 in.	34 in.	10 ft.	Back of Cab	118S, 147S, 148S 30SB
10HR, 10HL	24 in.	34 in.	10 ft.	Back of Cab	147S, 148S, 158S, 168S 30SB, 50SB
10FBR, 10FBL	24 in.	34 in.	10 ft.	Ahead of Cab	148S, 158S, 168S 30SB, 50SB
10FCR, 10FCL	24 in.	34 in.	10 ft.	Ahead of Cab	148S, 158S, 168S 30SB, 50SB
10FHR, 10FHL	24 in.	34 in.	10 ft.	Ahead of Cab	148S, 158S, 168S 30SB, 50SB
12SR, 12SL	24 in.	35 in.	12 ft.	Back of Cab	158S, 168S 50SB
12CR, 12CL	24 in.	35 in.	12 ft.	Back of Cab	158S, 168S 50SB
12HR, 12HL	24 in.	35 in.	12 ft.	Back of Cab	158S, 168S 50SB
12FSR, 12FSL	24 in.	35 in.	12 ft.	Ahead of Cab	158S, 168S 50SB
12FCR, 12FCL	24 in.	35 in.	12 ft.	Ahead of Cab	158S, 168S 50SB
12FHR, 12FHL	24 in.	35 in.	12 ft.	Ahead of Cab	158S, 168S 50SB

For Description of These Leveling Wings See Pages 16 and 17



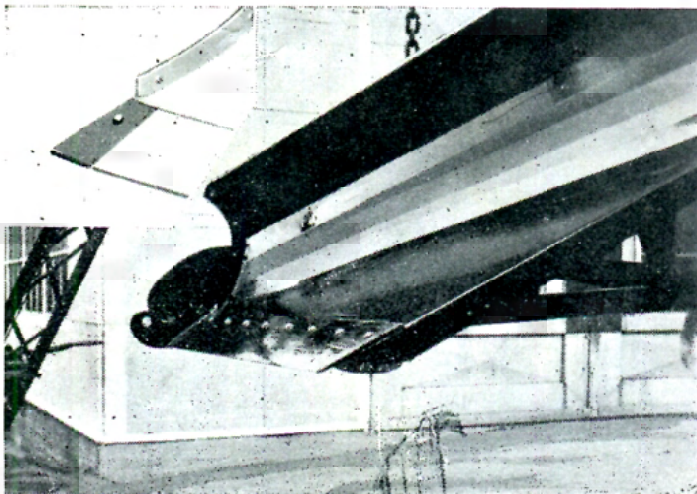
LESS UNSPRUNG WEIGHT

When the Frink Sno-Plow is raised with the Lifting Device for traveling from one job to another, the entire weight of the Sno-Plow is carried above the truck springs by the Nose Lift Chain or Cable and the two Heel Adjusting Chains. Frink Sno-Plows and Leveling Wings are so attached that the weight comes above the truck springs without overloading them. Unsprung weight is avoided. Lack of unsprung weight means lessened repairs to truck axles and wheels and much longer life from the tires. Every engineer appreciates this valuable feature in the Frink Sno-Plows.



SAFER AT HIGH SPEED

At the center of the Cutting Edge is located the Hard Cast Steel Nose Shoe the front end of which is curved up to guide the plow over car tracks and other obstructions. The Frink Sno-Plow is available with automatically adjusting Hinged Deflectors and is designed with just enough overhang at the front end of the moldboard so that it parts the snow at high speed as well as at low speed. Except in a very high velocity cross wind it absolutely prevents the snow from flying up onto the windshield to interfere with the driver's vision. Shock Absorbing Drive Bars prevent the transmission of severe shocks to the truck frame. These are important factors in high speed snow removal if you are to consider the safety of your drivers.



NOSE ICE PLATE

With any snow plow which has a nose shoe or runner attached to the front of the plow, under certain conditions it is difficult to get under and remove packed and frozen snow. So with each Frink Sno-Plow we furnish a Nose Ice Plate which is interchangeable with the regular nose shoe as shown in the upper corner of the illustration. This Nose Ice Plate is used in place of the regular Nose Shoe when removing from the highway, snow which has been run over for some time by the traffic and has become packed and frozen and possibly rutted, so that it is difficult to get under and peel it up with a snow plow equipped with a curved nose shoe or front runner.

White Bash October 9-10, 2021

Westfield, Massachusetts

Reserve rooms at Quality Inn, Westfield, MA 413 568 2821

Mention Classic White Truck Group, for discount until Sept 10

Saturday, Oct. 9, 8AM, meet at Quality Inn to carpool to visit a big old Sterling collection nearby.

Afternoon visit Museum of Springfield History featuring Duryea, Rolls Royce, and Indian motorcycles

Saturday evening meal together RSVP required

Please call: 612 824 5843 to RSVP or for info

white643@isd.net or 320 384 6224

Sunday, Oct 10, Truck Show featuring White, Autocar, Western Star, Sterling, Indiana, Diamond T, Reo, and White Freightliner

The Classic White Truck Group, ATHS, will have our Truck Show with the Pioneer Valley Chapter ATHS
Barnes Regional Airport, I-90 and Hwy 202

\$10 truck display fee, 9AM to 3 PM Sunday, free visitor admission

CLASSIFIED ADS

For Sale: Set of 4 NOS 1928-29 Ford Model A wheels with new tires. Been stored inside. New repro wheels alone are over \$500 a piece from Coker Tire. \$2,000 for the set with tires. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale: 3 +/- Mack B model parts trucks. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale – 1967 International 1500A with new, un-decked, flatbed body – former Skowhegan/ North New Portland fire truck.

Less than 7000 miles. 14,000 lb. GVW; 304 ci V-8 (180 net h.p.), five speed, comes with 8.25-20 tires to replace worn 7.50-20 tires. Runs, Drives, Stops. Body is in good condition. Patched fenders need final finishing, paint and re-installation.

Seat is good. Headliner needs replacement. In Farmingdale, ME. Asking \$2000.00. Contact Frank Newell at 207-458-2823

between 7 am & 8 pm or e-mail fpdff@netzero.net

For Sale: Two wooden wheels for parts. Believed to be from a 1920's Plymouth. Front wheels with hubs and drums. Good for parts or patterns. Make an Offer: Diane Munsey (207)737-2997 or e-mail munsandi@gmail.com

For Sale – 1967 International 1500A with new, un-decked, flatbed body – former Skowhegan/ North New Portland fire truck.

Less than 7000 miles. 14,000 lb. GVW; 304 ci V-8 (180 net h.p.), five speed, comes with 8.25-20 tires to replace worn 7.50-20 tires. Runs, Drives, Stops. Body is in good condition. Patched fenders need final finishing, paint and re-installation. Seat is good. Headliner needs replacement. In Farmingdale, ME. Asking \$2000.00. Contact Frank Newell at 207-458-2823 between 7 am & 8 pm or e-mail fpdff@netzero.net

Wanted: Matched pair of good serviceable 11:R22.5 steer tires on Dayton rims. Contact: Peter Mullin, wfd44@maine.rr.com or (207)838-5069

Wanted: Used differential parts for a 1971 Chevy C10 2wd pickup. The differential is a 12 bolt Series 3, open carrier, 3.07 ratio, with 30 spline axles for 5 lug wheels. Contact Gary Allen by e-mail - garymallen1954@gmail.com or call 207-215-3160 (8 am thru 6 pm).

2021 COMING SHOWS AND EVENTS

August 28, 29 Bolton Fairgrounds, ATCA Bay State Chapter

September 4 to 6 Harold Foskett and Cal Neely invite all Nutmeg Members and their families to bring their trucks to the Woodstock Fair on Labor Day weekend. The Fair gives the Club a very generous donation for our Charitable Giving based on our attendance at the Fair. The more we display, the greater the return. Free Admission for driver and passenger. Arrive before 9 am and leave anytime in the afternoon (after 4 preferred). Come and join in the fun of a good, old-fashioned Country Fair! Contact Harold at 860-465-7503 or Cal at 860-315-4664 for additional information.

September 12 Pine Tree Chapter Show at the Topsham Fair Grounds

September 19 COLLECTIBLE CAR AUCTION
Some of New England's Finest Cars, Trucks, Ag & Construction Equipment
SUNDAY, SEPTEMBER 19th @ 9:30 AM
MANCHESTER, NEW HAMPSHIRE

White Bash October 9-10, 2021

Westfield, Massachusetts



See all the details on previous page

Pine Tree Chapter of ATHS Board of Directors March 2021 to March 2024

- President - Peter Mullin** 6 Kinney Rd. Gorham, Me 04038 207-838-5069; email: wfd44@maine.rr.com;
- Vice President - Andy O'Brien** 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.com
- Secretary - Diane Munsey**, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
- Treasurer - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email: cherylbillings55@gmail.com
- Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscoot@gwi.net
- Director - Howard Clouston** 1361 Hammond St. Bangor, 044 phone 207-852-4424 e-mail howardclouston@aol.com
- Director - Chad Coulter** 152 Elm Street 152 Elm St., Milo, ME 04463 (207) 951-4674 e-mail: ford_man51@yahoo.com
- Director - Steve Corson** 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com
- Director - Tom Hudgins** P.O. Box 43, Bradford, ME 04410 207-943-6548 e-mail: tomchristopher71@yahoo.com
- Director - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com
- Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com
- Director Emeritus - .. Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com...

Pine Tree Chapter ATHS
c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021

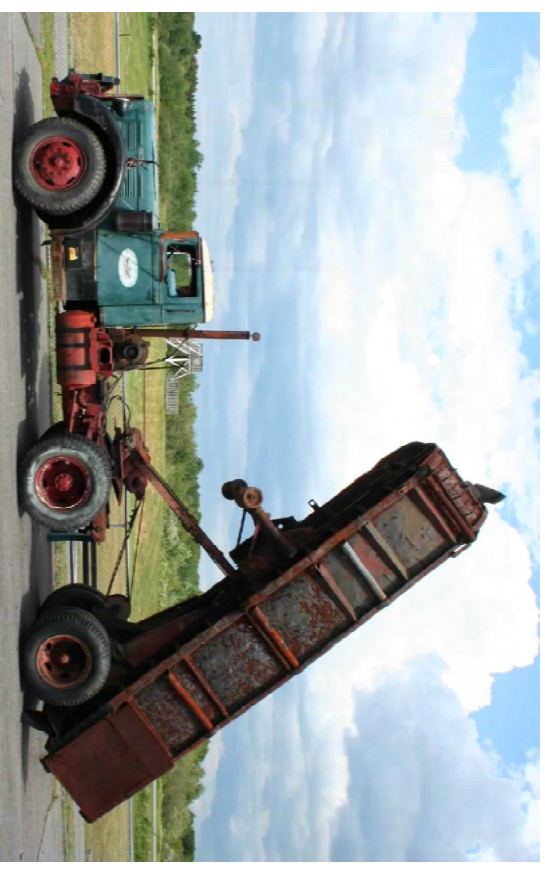
ANTIQUE TRUCK SHOW TOPSHAM, MAINE *Sunday September 12, 2021* Topsham Fair Grounds

8:00 AM to 2:00 PM \$5.00

Exit 32 off I-295 and head East on
Maine Route 196
(Brunswick - Topsham bypass). Turn South onto
Community Way.

Swap Meet 6:00 AM to Noon

Automotive and Truck Parts sponsored by the Fairgrounds



*Antique Construction Equipment, Tractors,
and Engines are welcome*

for more information:
George Barrett
207-829-5134 office
207-671-2666 cell
sheepscot@gwi.net

*Towing and Recovery Association of Maine
Wrecker and Tow Show with Demonstrations
overnight parking & camping*
Call 207-841-3200 for camping reservations

Sponsored by:

Pine Tree Chapter
American Truck Historical Society

www.badgoat.net/show