

Shop Manual

August, 2011

Post Owls Head/Barrington

Edition

www.badgoat.net/ptcaths

President's Message

Greetings. I have been reasonably busy since the last newsletter with preparation for and attendance at the Owls Head, Bellows Falls, and Barrington truck shows.

Before Owls Head I spent a part of two weekends prepping the V Series International for the Owls Head Show, replacing the windshield and rear window rubbers, doing a little paint touchup; installing a new muffler and tailpipe, and chasing some 10R22.5 wheels and tires for the front. I didn't get the tires on, but I had good intentions. After the carburetor rebuild last Fall the International runs very good, however is still not fast. Top end is just over 40 mph.

Despite the very hot weather leading up to and into Owls Head weekend the show went well. When I arrived Friday afternoon the Rockland area, typically a cooler spot in heat waves due to the water, was in the mid -nineties. Saturday the temperatures tempered slightly although by mid afternoon most attendees wanted out of the sun.

The Chapter would like to thank everyone who works hard to make the show a success: the Owls Head Museum and staff for sponsoring and running the show; the Chapter's Owls Head Committee for organizing the raffles and running the Chapter table; the cooks and servers who man the Chapter's Members and Exhibitors picnic; and those who donate goods and services for the raffle. Special recognition needs to go to Hannaford Brothers for furnishing much of the picnic menu, Hutchins Trucking for the trailer to haul it in and keep it cool, and to Chapter member John Ellingwood for making the arrangements and bringing the trailer to Owls Head.

The next Chapter events are the static antique truck display at Cumberland Fair and the Fall Tour, in the Rockland area. I would like to see some additional participation at the Cumberland Fair this year. Last year the date arrived before I had the opportunity to twist people's arms to participate (something I am not very good at). In a recent discussion with Vice President Mullin we may try to have a "staff" presence on a couple of afternoons to promote the Chapter and hobby. If you have any interest and would like to participate please give me a call (207-582-3224).

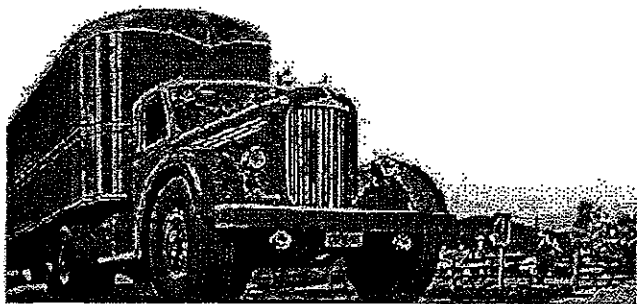
A reminder, safety glasses are mandatory on the tour to Fisher Engineering on Saturday October 15th. Please bring your own safety glasses, if you have any, plus any extras you may have to loan. Call me (207-582-3224) if you will need safety glasses. I may be able to come up with some extras.

Stingray City Collectibles

Diecast Promotions - First Gear - Tonkin - Ertl
Spec Cast - Tonka - Norscot - Hess

Investment Quality Transportation, Agricultural and
Construction Collectibles

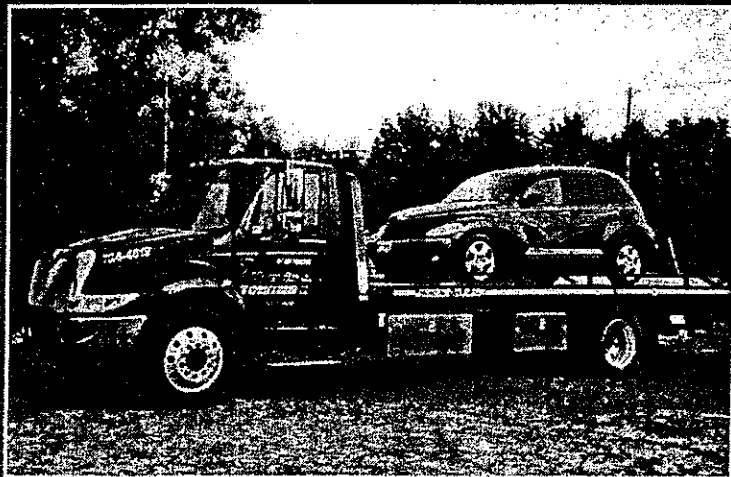
Locator services available for those hard to find missing pieces to
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Peter Mullin
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South Portland, Maine 04106
Phone (207) 767-6080
Email wfd44@maine.rr.com

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Lastly, we still need a location for, and a volunteer(s) to host, this year's Late Fall Get Together/Great Fall Auction. The date is November 12th. If possible we would like this event north and east of the mid-coast and Augusta (aka Bangor, Ellsworth, etc.). If you have an interest in hosting the Late Fall Get Together/Great Fall Auction, or know someone who might if their arm was twisted slightly please give me a call at (207) 582-3224. Everyone who has hosted a Spring or Fall Get Together indicated they enjoyed doing it, despite some initial reservations.

Ramblings

By Lars Ohman

Here it is the night before Newsletter is to be put together, and I finally found a moment to reflect. I just got in from Florida Saturday afternoon. Five of us flew to Tampa and brought back 5 Peterbilt tri-axle dump trucks for Whited. The week before that I was down to Pennsylvania and brought back a trailer.

Let me tell you about America's Longest Parking Lot. They call it the New Jersey Turnpike. If that wasn't bad enough already, a trucker with a roll-back lost a skid steer off the back, and drug it down the approach to the George Washington Bridge for about 200 feet. Not the thing to come across at 10:00 a.m. Fortunately, I made it past before the cops, fire department, DOT, SOB, AGC and environmental cops showed up.

We managed to get up to Owls Head for Saturday, and despite the heat, it was a good visit. As always there was something new to see, and old acquaintances to visit with. The Professa was in from Utah. He no doubt came east to get a hair cut and visit the dentist, and just used the Truck Show for a crutch to make the trip worthwhile. Always something interesting from the Professa, and his writings and contributions to the Newsletter are always welcome.

On the subject of the "Shop Manual" George Barrett's contribution on "The Two Stroke Jokes" or GM Diesels, or Detroit's, or what ever you want to call them, has been interesting reading. Other contributors have come forward with their recollections of trucking in the past, and it makes for interesting reading, and remembering. It's "Our" newsletter, and from all reports, one of the better ones in the ATHIS family of Chapters.

Back to the summer... we have been doing some short distance cruises in the Model "A" pick up, and attended the Casco Days Parade, and Scribner's Mill's "Back To The Past Days." Work and family obligations kept us from Raitt's show in Elliot. The trip home from Florida left me pretty burned out, so we did not make Barrington. I'm looking forward to the Fall Tour, and the Great Fall Auction & Gathering, and we can't forget the 2 day meet at Higmo's Logging & Sawmill in Bath. Self contained primitive camping is available. I'm sure we will have a better write up on that gathering in the next "Shop Manual." 'Till then, keep the polished side up... unless you are into waxing driveshafts and belly pans. But that is another story for another time.
Lars

Writings on Detroit Diesel Chapter 3

By George Barrett

As the second part of this series ended we were reading about Charles Kettering, head of research for General Motors, who had purchased his first yacht. This was in the spring of 1928, Ket is 52 years of age, and had been an avid aviator for the last eight years. From what I've read I think Kettering got a yacht because he was fascinated with engines, electronics and general mechanical things rather than a leisurely life style.

Mrs. Kettering decorated the interior of the yacht Olive K and the summer was spent entertaining although Ket was usually tinkering with the engines. Kettering was of the opinion that the engine speed should be able to be controlled over the complete range of RPMs and when this was impossible for him to accomplish he entered into serious discussions with the Winton engine people to provide him with the newest and best available engines for the new yacht he had recently ordered from Defoe. The big Cooper-Bessemer diesels worked well enough at full throttle but Ket was looking for better maneuverability, adjusting speed for the sea conditions, and in general a smooth comfortable quiet ride.

Winton had recently developed an airless injection system and unit injectors that really got Ket's attention. Before this the fuel was forced into the cylinders with high pressure air that not only was not efficient but also required an air system that added expense and space in the engine room. In November of 1928 Ket ordered two 500 horsepower at 350 RPM engines from Winton. These were six cylinder, 14"x16" weighing 33 tons each. That's 123 pounds per brake horsepower and Ket was astounded that they had to be that heavy and was convinced that diesel engines could be made lighter, turn faster, be more reliable, and cost less because of assembly line production.

Winton produced quality engines but each one seemed to be designed and built for what ever the customer wanted. In 1929 the price of gasoline was 15 cents a gallon, diesel was 3 cents. In Kettering's mind was how to build a diesel to capture the savings for all types of transportation.

In September 1929 the new diesels were installed on the second Olive K. Kettering was looking forward to trying out the new unit injectors and during 1930 extensive cruises from the home base in Florida were arranged further south along Central America. Many of the brightest scientists and engineers involved with manufacturing in the United States were on these trips but Ket would leave his guests and descend to the engine room should the slightest problem arise. After changing to a new set of unit injectors both engines shut down for twenty four hours in a rough sea. Ket was in the engine room the whole time working with the mechanics to overcome the difficulties while everyone else battled seasickness. According to the captain of the yacht, Captain Shaughnessy, the experience of drifting while Ket tinkered with the engines came so often on such cruises that no one paid any attention.

The result of these cruises and the research going on in Detroit by the end of 1930 brought Kettering and General Motors to the conclusion that indeed the diesel engine was practical. This is a critical point in the life of the two stroke high speed diesel because General Motors was now on the way to create a new engine whether it be a two stroke or four, but there would be a new engine.

Earlier in this series mention was made of Clessie Cummins and his dealings with Kettering in early 1928. In early 1930 Cummins drove his diesel powered Packard to Detroit for the National Automobile Show and created quite a stir. I think Kettering was impressed with Clessie the man, the inventor, a fellow that kept on trying and every so often got it right. Kettering was fond of saying that the only time you failed is if you failed to try again after learning from previous failures. Clessie seemed to be this type of guy.

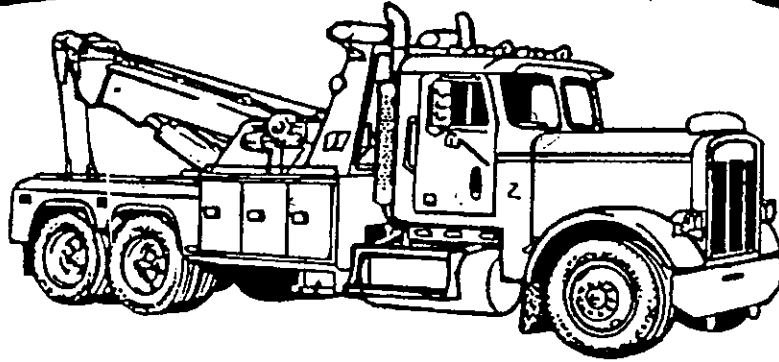
Kettering wanted to ride in the Packard but Clessie alerted Ket to a publicity problem regarding Walter Chrysler being photographed in the car so "Boss Ket" said that was no problem, he could test it in the dark. That evening after most everyone had left the General Motors Research Laboratory building a freight elevator raised the 6000 pound Packard to the tenth floor. There it was secured to the chassis dynamometer and a flexible pipe was attached to the exhaust pipe leading to a stack on the outside of the building. A fan assisted in pulling all the exhaust fumes safely out of the building.

Clessie and Ket sat in the car and kept gradually increasing the speed until the engine was running full tilt. In Clessie's words "suddenly there was a blinding flash, and the whole place filled with smoke. I immediately stopped the engine and we jumped out to see what happened. We discovered that the flexible pipe had come blown apart and pieces of hot metal had started some small fires in rags and papers. These were put out and no other damage was seen." Unburned fuel in the black exhaust from the overloaded diesel had combined with the air drawn in past where the loosely fitted, flexible pipe slid over the tail pipe to create a combustible mixture. This ignited and caused a miniature explosion. Kettering was very enthusiastic about the engine and ordered one on the spot. He promised Clessie access to the laboratory at anytime.

The United States Navy needed new engines for its submarines and in 1931 put forth two basic requirements: the weight could be no more than 27.5 pounds per horsepower and that it had to be designed so it could be produced on an assembly line. Our new government learned this in 1798 when it contracted with Eli Whitney for 10,000 muskets within two years. Within the first year Whitney had produced almost nothing and near the end of the two years not much more. Government officials became concerned and Whitney arrived at the Capitol with a large box and in the presence of officials he laid the contents on a table, ten piles of individual musket parts. He asked one of the men to pick out a piece at random from each pile and then he quickly assembled the parts into a finished musket. This was our first real lesson in mass production. All parts were machined so well that they were interchangeable and now could be assembled. On January 27, 1932 Kettering wrote that 400KW power plants (536hp) could be produced for \$50.00 per KW. Later that year, April 27, 1932, Kettering talks to the Navy about an engine that would weigh 12 pounds per horsepower. The engine he's talking about is the 201A, an 8x10 bore and stroke (503 cubic inches per cylinder) two cycle. Model numbers in the early days came from the drawing numbers and had nothing to do with displacement per cylinder that became the norm in 1937 (except for the Cleveland Division but we'll get into that later).

I think you can see that we're making progress but there are a few more years to go. A firm foundation has been laid, there's plenty to build on. In the next part of this series we'll see the first 12 cylinder do some work.

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Fall Tour Basics

The fall tour is set to take place on the weekend of October 15 & 16, 2011. Steve Corson will be hosting the tour and the itinerary at this time is as follows:

Saturday October 15

7:30 am - 8:45 am-----Gather at Steve Corson's NAPA store, 212 Park Street (Route 1), Rockland for coffee, juice, and donuts.

8:45 am-----Head to Fisher Engineering for facility tour. Safety glasses are required. Please bring your own, if you have any, plus any extras you may have to loan.

10:30/11:00 am-----Leave Fisher and head to Prock Marine facility to view their equipment including a Komatsu PC1000 excavator. This excavator is the largest in the midcoast area.

11:00/11:30 am-----Leave Prock Marine and stop to pick up lunch (if you did not bring one). We have a choice of Subway, a convenience store, or both to pick up sandwiches then proceed to the public landing to eat.

12:30 pm-----Tour "Sail, Power & Steam Museum" (\$5.00 donation requested) in Rockland located at the public landing.

1:30/2:00 pm-----Head to Tenants Harbor to tour one of my friend's (Todd Watts) collection of antique trucks and equipment. This collection is unrestored and some not running but he has a lot of stuff! Trucks, bulldozers, cranes, shovels, etc. Hopefully he will be there to give us a blow by blow tour as there is a story that goes with everything.

4:00pm-----Head to motels to register and freshen up before dinner.

6:00pm-----Meet for dinner at the Smokestack Grill in Camden. I will establish a meeting place so you can follow someone to make it easy to find the restaurant.

Sunday October 16

7:30/8:00am-----Meet at Denny's in Rockport, near the motels, for breakfast.

9:00am-----Head to Camden to drive up Mount Battie (weather permitting) to enjoy the view of Penobscot Bay.

9:45ish-----Leave Mount Battie and head to Firefly Restoration, owned by Andy Swift, in Hope. Andy restores open cab fire engines and trucks. He does high quality restoration such as the steam fired engine "Vesuvius" which is on display at the Owls Head Museum.

I may reverse these last two items depending on the weather.

11:30am-----Travel to Steve Corson's home in Rockport for a hamburger and hot dog cookout and to tour my "stuff". Everyone is welcome to stay as long as they want, the tour will end here.

Hope you can join us and the weather cooperates!! Steve Corson

Fall Tour Room options:

The Claddagh Motel (www.claddaghmotel.com) looks to be the best value. It is in Glen Cove (Rockport) right on Route 1 almost across the street from Denny's. For Room and Suite Reservations call: 800-871-5454 or e-mail: reservations@claddaghmotel.com.

The Ledges By the Bay in Rockport (www.ledgesbythebay.com) just up the street from the Claddagh Motel. The Ledges has rooms with ocean views if people want that. Call toll free: 800-898-8944; phone: 207-594-8944 or e-mail: info@ledgesbythebay.com Unfortunately, there are no bargain rates here on the coast until after the weekend of October 15th/ 16th.

Saturday Dinner: If you are reasonably sure you will be joining the Tour and going to dinner on Saturday evening please give Clayton Hoak a call at 207-582-3224 by Tuesday evening so we can give the Smokestack Grill an approximate head count. Thank you.

1947 FORD TRUCK SELLS FOR \$800,000.00

Submitted by Brenda Carleton

The picture below is a 1947 ford 1/2 ton pickup truck from Whitby, Ontario, Canada that was just sold to FORD MOTOR COMPANY of Detroit Michigan USA for the sum of \$800,000.00 plus a Ford F350 dually truck.

This truck, according to Ford records, is one of only 35 that was ordered and built in 1947 with factory installed..... McCulloch water cooled supercharger, special carburetor, special very low profile air cleaner for the McCulloch due to hood height problem when installed intake has lower carb mounting height 'special supercharger intake', (see above air cleaner) Edmunds finned aluminum heads, Fenton cast iron headers, factory dual exhaust.

OTHER OPTIONS ORIGINALLY INSTALLED ON THE TRUCK sliding rear window, installed outside sun visor, vacuum powered dash fan, factory compass, ashtray, smokers kit, locking steering column, dome light, inside sun visors, fog lights bumper mounted, some form of factory cruise control with knob & wire in dash.

This truck was started being restored by Dave Hill, Dave and his father Len purchased this truck from the farmer who was the ORIGINAL OWNER, who ordered it equipped as it is, new in 1947.

Dave has added his own custom touches like the early luggage rack metal box in pickup bed rear, blue dot twin taillights and other details. Metal covered spare tire cover.

What makes this truck so rare and valuable??? As one of ONLY 35 documented originally built, it may be the only remaining original numbers matching example that can be authenticated and was by a team of Ford museum employees before the offer and the purchase was made. Apparently there 'might be' two other survivors that are in pieces and cannot or have not been authenticated.



Late August Through the End of the Season Events

- Aug 28 ATCA Little Rhody Chapter Annual Truck Show- RI-CT Historical Airport, Coventry, RI New Location Contact: Roger Volatile (401) 647-7226
- Sept 3-4 Owls Head Transportation Museum – Vintage Motorcycle Meet.
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 17-18 Owls Head Transportation Museum Earth Movers and Shakers Show.
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 24-25 ATHS Hudson Mohawk Chapter Antique Truck Show & Flea Market
Ballston Spa, NY Contact Dick Linstead (518) 893-7804.
- Sept 25 MPDA Trucking for Kids Convoy – Scarborough Downs, Scarborough, Maine
contact Kevin Battle at trucking4kids@aol.com or Rob Fernald at fernal2@aol.com
or 838-1074 (www.mpsda.org/trucking4kids)
- Sept 25-Oct 1 Cumberland Fair Antique Truck Display (static), Cumberland Fairgrounds.
- Sept 30 - 20th Annual All Mack Truck Show at Gerharts in Lititz, PA
- Oct. 1 Details write: Box 405, Lititz, PA 17543 or call 717-625-8544
- Oct. 2 - 9 Fryeburg Fair
- Oct. 5 - 8 Hershey 2011
- Oct. 8 - 9 Owls Head Transportation Museum – Foreign Auto Festival
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Oct 15 Friends of Haul of Fame Fall Swap Meet, Plainsville, CT.
Contact Larry Dudek (860) 705-2301
- Oct15-16 **Pine Tree Chapter** Fall Tour – Mid Coast Area; hosted by Steve Corson; Details in this newsletter. For any updates contact: Clayton Hoak (207) 582-3224
- Oct 29-30 Owls Head Transportation Museum – Great Fall Auction & Flea Market
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Nov 5-6 Higmo's Logging and Music Annual Saw Mill Days; Details to be perfected;
Contact: Allen Higgins or Paula Hersom (207) 442-0701
- Nov 12 **Pine Tree Chapter** Late Fall Get Together/ Great Fall Auction Location and Volunteers needed; Details tbd; Contact: Clayton Hoak (207) 582-3224

From the Picnic Table

By Peter Mullin

I changed the title to my column this month since I am writing this while camped on the shores of Trickey Pond in Naples. The picnic table is about as close to a workbench as we have up here. A lot has gone on since the last newsletter went out back in early July. So I probably should get on to the recent events.

The Owls Head Truck Show was its usual rousing success. This year's weather was certainly the hottest we had seen in quite a while. John Ellingwood managed to get the use of a reefer trailer donated to us by Hutchins Trucking (it was a nice place to hide when it hit 95 Saturday afternoon). Raffle, 50/50 and t-shirt sales all went well. Highlights for me truck wise were pretty much of the International persuasion. Dave and Pat Mauro brought a beautifully restored International F-230-D that was Dave's original truck. Charlie Huntington's cross country journey Transtar II made its Owls Head debut and was a big hit with my dad and myself.

The OHTM air force had a minor incident involving one of their aircraft. It seems a gust of wind upset one of the more tricky to fly WWI vintage aircraft causing a slide off into the willywags. The pilot was shaken not stirred but none the worse for wear. No specifics were available as far as damages but it is believed that the aircraft is repairable.

The other big news item involves the New England Chapter. As we previously reported the New England Chapter of ATHS disbanded just before our March business meeting. Effective somewhere between the middle of June and the middle of July the former officers have formed the New England Chapter of ATCA. As is the long standing policy of the "Shop Manual" editorial staff and the officers of the Pine Tree Chapter we will continue to stay out of the politics of other chapters and organizations and simply wish all of our friends in the "New" New England Chapter nothing but smooth roads free of weigh stations.

A big round of applause is certainly in order for all of those that helped make the Owls Head Truck Show such a success. Whether you staffed a table selling t-shirts or raffle tickets, helped sign up new members, helped cooking and serving lunch, donated goods or services, ran errands, parked trucks, picked up trash, helped out at the gate, or just told someone (that was looking for directions) where to go, you have our appreciation – THANK YOU

This past weekend we went to the Barrington Truck Show run by our friends in the Granite State Chapter of ATCA. Once again another great show on a very hot day enjoyed as usual with many good friends in attendance.

This month we have another chapter in George Barrett's history of the Detroit Diesel. We also have received a few completed member profiles at the Owls Head Show and are hoping to see more of them come pouring in as the season winds down. We will start running them in the next issue. Hope to see you at the Fall Tour.

For Sale

For Sale: 6 cylinder Cummins 250 engine and 5 speed Fuller transmission. Prices negotiable. Need good homes. Must be able to load. Contact Charlie Quimby, Warren, ME 207-273-2867

In Memory Of

Roger W. Gardner 1925 - 2011 SUFFIELD, CT - Roger W. Gardner, 85, of Suffield, CT beloved husband of Barbara (Noyes) Gardner passed away Thursday July 7, 2011.

Roger started R. W. Gardner Construction Co. in 1953 which was his livelihood until December of 2010. In 1993 after 40 years of service he decided it was time to pay back his most treasured truck, his International KB-11 which he had fully restored and repowered with a Caterpillar diesel. He and Barbara had a great time taking it to many truck shows, including Owls Head. Roger, a longtime member of the Nutmeg Chapter, was the proud recipient of the American Truck Historical Society's Golden Achievement Award and 50 Year Company Award.

The Chapter sends its condolences to Barbara and the Gardner family.

Owls Head Committee – Wrap Up

Thanks to the Owls Head Committee for another successful show. A wrap up meeting will be held on Wednesday September, 21st at 5:30 p.m. at the Friendly's in Freeport. As always, anyone is welcome to attend. If you have any questions or suggestions please contact Nancy Mullin at: pcnancym@maine.rr.com or (207) 671-6925.

Your 2011-12 Chapter Officers and Directors:

President - Clayton Hoak- 299 East Stage Road, Pittston, ME 04345 (207) 582-3224; email - choak@myfairpoint.net

Vice President - Peter Mullin- 200 Stanford Street, South Portland, ME 04106 (207) 767-6080; email - wfd44@maine.rr.com

Secretary - Diane Munsey, Rusty Fender Estates, 785 River Road, Dresden, ME 04342 (207) 737-2997; email – muns43@localnet.com

Treasurer - Harold "Jamie" Mason – 104 Falmouth Road , Falmouth, ME 04105 (207) 949-1360; e-mail – haroldjmason@gmail.com

Director - Erv Bickford- Dirigo Restorations, Yarmouth, ME 04096 (207) 846-8662

Director - Mike Gladu- 302 Center Drive, Orrington, ME 04474 (207) 825-4729; email jmgladu@yahoo.com

Director - Tom Heald- 10 Goudy Street, South Portland, ME 04106 (207) 799-5318; email lilbucksaw@yahoo.com

Director - Lars Ohman- 6 Antique Drive, Sabattus, ME 04280 (207) 375-6515; email peckapohl@roadrunner.com

Director - George Sprowl Sr. - PO Box 220, Searsmont, ME 04973 (207) 949-7792 (note new phone number); email gsprowl@fairpoint.net

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS. Membership in the American Truck Historical Society is required.

Name _____

Date _____

Street _____

Phone: () _____

City _____

E-Mail _____

State _____ Zip _____

Mail to: Pine Tree Chapter ATHS
C/O Harold "Jamie" Mason
104 Falmouth Road
Falmouth, Maine 04105

Pine Tree Chapter Dues of \$10.00 run from January to December.

Member Profile – Feel Free to Add Pages Pictures and Stories

Name: _____

Date of Birth: _____

Family: _____

First Truck Driven/Driving Job: _____

Current Truck Driven/Employment: _____

Other Trucks Driven/Driving Jobs: _____

Antique Truck(s) Owned Current or?: _____

Family Involvement in Trucks/Trucking: _____

Pine Tree Chapter ATHS
C/o Peter Mullin
200 Stanford St.
South Portland, Maine 04106

Next events: Cumberland Fair Display, Sept 25- Oct 1

**PTC Fall Tour October 15 & 16, 2011
Rockland/Rockport/Camden Area**