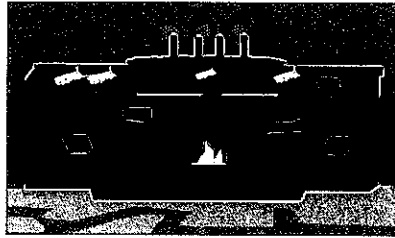


Shop Manual

December 2010



www.badgoat.net/ptcaths



President's Message

Greetings – December has arrived. Fortunately I have seen only a couple of minor flurries to date. I have everything but the Chevy 90 in the barn for the winter.

Last issue I noted it was not too early to start to think about the 2011 season. As usual we are looking for locations to hold, and volunteers to plan/host the spring and fall tours/ gatherings.

I have heard from one member regarding a tour location and plan, which will most likely fulfill our fall 2011 need; and need to follow up on another idea floated to me earlier this year.

I have scheduled the Annual Directors' Meeting for Sunday, January 9th, 2011 at my home in Pittston, with Sunday, January 16th, 2011 as the snow date. This meeting is open to all Chapter members who have an interest in helping plan the Chapter calendar and activities. A couple of specific issues to be discussed are dropping Chapter members who are not National members; and whether the Chapter wants to hold its own Winter Gathering. The meeting notice can be found inside. It is a relatively informal event. We generally have a good time, and coats and ties are not required (other than due to weather).

The Chapter's 2011 Annual Membership Meeting at Owls Head has not been scheduled to date however it will either be Sunday, March 13, 2011 or Sunday March 20, 2011 provided the Museum's facilities are available.

I do have several of the 2011 Owls Head Transportation Museum Event dates for everyone's calendar:

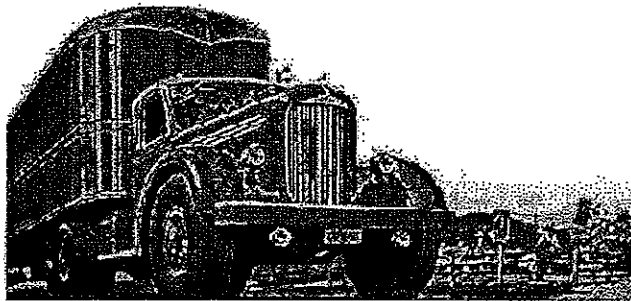
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February 26-27 2011 Owls Head Winterfest
July 23-24 2011 Owls Head Truck Tractor and Commercial Vehicle Show
September 17-18 2011 Owls Head Construction Equipment Show

Should you have a location in mind or be interested in planning or hosting one of the Chapter events please contact one of the Chapter officers or directors. Help is always appreciated. Our goal to select dates and locations early in 2011 so members can plan their calendars.

Also anyone interested in a Chapter officer or director position is encouraged to step forward. With the exception of our Secretary and Treasurer everyone on the current board has served ten or more years. Individuals with new ideas and energy are important to the running of the Chapter. *Clayton*



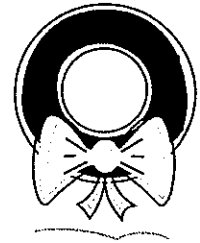
Chapter Bulletin Board

For Sale: All remaining inventory of Zero Rust - rust encapsulator, great for your restoration projects, being liquidated at warehouse prices (a little better than half price), no delivery or shipping – pick up only F.O.B. Perkinsville, Vt, Contact: Jan Phelan (802) 263-5458 before 9:00 PM or leave message or e-mail: grnmtaths@tds.net

For Sale: 35 ton low bed trailer. 1986 Centerville ground bearing, new 2 1/2" oak deck, all locking gooseneck rebuilt, 8' - 6" wide, 24" deck height, 11R22.5" tires on Dayton rims @ 75% rear deck area steel diamond plate, 22'-0" lower deck. Will need brakes for sticker. Located in Waterboro, ME. \$7850.00 Contact: Lars Ohman (207) 375 -6515 evenings, or Peckapohl@Roadrunner.com

For Sale: 5' x 9' all steel extra heavy utility trailer. Diamond plate deck, spring suspension, 7:50 x 16" tires on 8 hole rims, steel sides, has hydraulic rams to lower for loading a roller or skid steer (needs pump). Pintle hitch. First \$175.00 takes it with a percentage of the sale price to the chapter treasury. Lars Ohman, Sabattus, Me. (207)375-6515 evenings, or Peckapohl@Roadrunner.com

Ramblings By Lars Ohman



This month I will forgo my usual Ramblings, and yield to the story submitted from the fine State of Utah. Allen Millbury has been a member of ATHS since the Mayflower lowered the ramp at Plymouth Rock, and the first wheeled vehicle was used at the Plantation. He may have held the first Commercial Driving License in what is now the USA... that is open to debate between him and The Fine Gent from Dresden, Don Munsey. Allen's association with Bill Moon's Iowa 80 Truckstop and Museum is legendary. His journeys from Utah back east to get a hair cut, or a dentist visit are well documented. His attendance at far flung ATHS shows has to be up among the records for mileage traveled only eclipsed by the Guy from Colorado in the 1940 Ford Tomato Red Panel Truck. Back to basics, as you can see from his writings, his winter in his shop will be occupied restoring his "W" series International, which I'm sure will turn into a beauty. Read, and enjoy his style of writing, and we, as Staff of the "Shop Manual", welcome his contribution for all to enjoy. Let this be a reminder to all, that the "Shop Manual" is our Chapter's link to the world. Your stories on the hobby (or disease) are always welcome.

I just found an old ATHS membership card from 1984 signed by Gene Olson. How long have you belonged? Send your information to Clayton Hoak, Peter Mullin, Paula & Higmo, or myself, and we will put it in the next newsletter. In conclusion, Season's Best, Happy Holidays, or Merry Christmas to you from all of us on Antique Drive. Till the next gathering, Best wishes, Lars

A Letter from the Professor By Allen Millbury

The end of a season (whatever category) always promotes a list of "I've gotta's" stuff which has to be done before the next season. Yeah, that situation has cropped up here, again, of course. The heck of it is that I haven't finished the "I've gotta's" from last season yet!

When I got back here from the last of the 2010 antique truck-tour 'runs'; from Aztec, New Mexico, in mid-September, I put the old International pickup onto the shop's lift and kept it there until I had checked everything I could.



The report, then: Replace rear main bearing seal (the man from Dresden calls that rear main thing, mentioned above, a *berrin*), replace the starter, install new fuel filters, replace master cylinder, lube/oil/check fluids, install new shock absorbers, all corners, re-arch rear springs, add a single leaf, each side, to increase rear height one inch, rotate tires and dump Sta-Bil into the tanks. I hope the old rig is ready, now, for the first trip of 2011, to Plymouth, California, in April.

The mileage rolled up in 2010, including only antique truck functions, came to a bit over 11,000, for that old reprobate. The reason for noting only antique truck functions is that I use the old truck, once in awhile, for no other reason than 'just because'.

An example of an "I've gotta", of long standing: The big brother to the K-1, the 1946 International W-3042-H, also in the shop here, is beginning to look more like a complete unit again. The engine is now right beside the old brute, ready to go in. By the way, that engine was the original power for the Mason Diesel wrecker, BERTHA, the one which was featured in *Wheels of Time*, July/August 2010.

When Mason Diesel repowered BERTHA with a Cummins BCII, I got the OE unit, a supercharged Cummins 320. That 320 has now been rebuilt, from the crank up. The original engine for the 'W' here was a Cummins 200, badly and seriously wounded and wore out and worse. The early production 'W' trucks were designed to accept several different engines; from two gassers to three diesels to, even... a HUGE Hall-Scott.

When I started to dig into the 'howintheworld'... yeah, that's just one word... of just how to put the 320 into the older 'W' mounts, I found that I was right-into-the-factory's experimental engine mounting attempts. There are/were thirteen pieces in each side of that old truck's rear engine mounts! There was a LOT of soapstone 'figgerin', too, on those pieces.

The result of the several inspections and starts and stops in the conversion from the 'W' factory 200 mounts to the BERTHA 320 mounts was/is a combining of the mounting system from both trucks. BERTHA's rear mounts were below the truck's frame, on the drop-down cross member. The new mounts for the 320 are in the truck's frame, between the flanges. I had to use the 320 bell housing because of the supercharger, otherwise I could have left all of the factory cobbled-up (thirteen) pieces in place, if I could have mounted the 200's bell housing on the 320. Oh, well. Yeah, who made me do it?

I removed the original main and auxiliary transmissions, will use a Roadranger as a replacement. Interestingly, the auxiliary transmission from the 'W' is now in the restored 1949 long-nose Freightliner which Iowa-80 has in their Museum in Walcott. That Freightliner was rebuilt in the Mason Diesel shops here in town.

I have installed front and rear axles from a 1996 IHC Eagle in the 'W', including power steering. The rear axle is the second axle from the Eagle's tandem, and yes, I did retain the air ride.

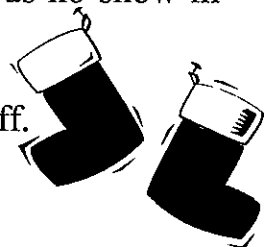
The 'W' is from among the very first production at the then-new Emeryville, California factory, built right after the close of WWII. I read, somewhere, probably one of Fred Crismon's beautiful books, that the factory folks were slow in getting their foundry 'stuff' set up and running. The upshot of that slow-starting foundry situation made International use some local foundries in the area (San Francisco Bay) for whatever was needed in the way of some of the factory's cast items. Those local foundries were mainly in the business of producing for the seagoing trades, using only brass and bronze because of the horrible rusting properties of iron and steel.

The point, the point: It was 'reported' that some of the early Emeryville trucks were equipped with headlight mounting brackets (trees) which were made of cast bronze; with no mention of how many or what models, of course, of course. When I read of the possibility of cast bronze headlight brackets I went to the shop, got into the crate which held the headlights and brackets and took the combinations into the machine shop. On disassembling the cans from the brackets it appeared, on looking into the bottom of the bracket, when the retainer nut had been removed, that the material might be bronze.

The next step was to use enough persuasion to get down through several years/layers of paint, the persuasion coming from a pedestal mounted wire brush..to see, clearly that BOTH brackets were, indeed cast bronze!

According to the IHC history this particular vehicle was number 57 in the production of the first 'W' models, so it was built in the time that the IHC foundries at Emeryville were still in the planning stages. Interesting, really interesting. I have wondered if I ought to paint the bronze brackets or if they ought to be polished and burnished and made-to-shine. Of course, there was no show in the vehicles of those times, none at all.

I'm rambling, so will quit for now. Be of good cheer and all such stuff.



From the Workbench
By Peter Mullin



Well, the time has come to put the toys away and get ready for Christmas and the winter to come. I am part way there – but ahead of previous years (I think). The plow and snow-blower are ready to go but the snowmobiles are not. The '66 Chevy has been relocated to its winter home but the Corvette is waiting for me to get the carburetor back together and reinstalled. My '80 Chevy dump truck needs to get fueled up and get a dose of fuel stabilizer then it can get covered up. Dad's Transtar II has been relocated to our back yard to better facilitate plowing his driveway. After all of the trials and tribulations we had with the fuel system in the Transtar earlier this year we now have an intermittent problem with the truck not building air pressure and a leaky radiator to tackle in the spring. I guess that is why I took this week as vacation time.

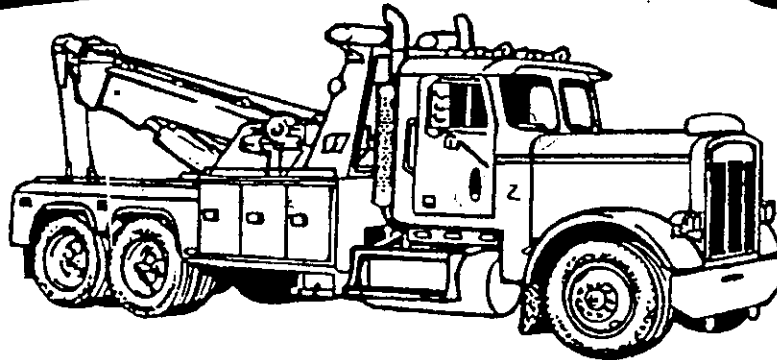
Yesterday the Wreaths Across America convoy left Worcester Wreath in Harrington, Maine with truckloads of Maine Christmas Wreaths bound for veteran's cemeteries around the world. This program was started by Morrill Worcester in 1992 with the donation and laying of 5,000 Maine made Christmas wreaths at Arlington National Cemetery. It has grown into a non profit corporation that lays more than 100,000 wreaths at 300 locations covering all 50 states, Puerto Rico, and 24 cemeteries on foreign soil. Among the national fleets we frequently see on the roads of Maine that volunteer to help with the trucking include; Hartt, Prime, UPS, Fed Ex, Ryder, Perdue, and Wal Mart. Maine base fleets have a strong participation as well with Cianbro, Portland Air Freight and Pottles Transportation volunteering their time and equipment to remember those who gave their lives to protect our freedoms during the Christmas Season.

In the ad section this month we have an ad from Jan Phelan in Perkinsville, Vt. Jan is trying to liquidate her late husband's (Reo Joe's) inventory of Zero Rust. As a former dealer I can tell you that this is a great product and priced to move. Jan is offering all remaining inventory at less than what I was paying as a dealer.

To wrap things up for this month I will take a cue from Lars. While I haven't held on to my old membership cards I do have my first issue of Wheels of Time – December, 1982. Have a Merry Christmas.



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2011 Pine Tree Chapter Annual Board of Directors' Meeting

The Pine Tree Chapter's Annual Board of Directors' Meeting has been scheduled for Sunday, January 9th at the Chapter President's House in Pittston, ME. All Directors and interested Chapter members are invited to attend. The meeting will begin at 11:30 a.m. with a light lunch.

Items to discuss include:

- Winter Get Together, Spring Tour, Fall Tour, Spring Stretch and Late Fall Get Together locations and dates; other "show" dates.
- Selection of chapter member's truck for the Owls Head Truck Show T-Shirts
- Owls Head Truck Show entertainment; raffles and 50/50;
- The 2011 Chapter budget and submission of ATHS national paperwork;
- Chapter donation recommendations:
- The Shop Manual newsletter;
- Director and Officer elections;
- Legislative update;
- Other Business

Other Business will be comprised of all other business items presented by any Director or Chapter member prior to, or at, the Directors' Meeting. The meeting will conclude by 3:00 p.m. or shortly thereafter.

Directions to the meeting – from the intersection of Routes 27 and 194 in Pittston (1.3 miles south of the Gardiner-Randolph bridge), take Route 194 east 1.7 miles to Parker Road (watch for small sign for Larry's Auto Sales). Turn right onto Parker Road and follow Parker Road to the end. Vintage Chevy 90 and (hopefully only) one parts truck in the yard.

Please call if you plan on attending or wish to add or discuss any agenda items. Should the weather on January 9th marginal the meeting will be rescheduled to Sunday, January 16th. Call if in doubt. The number is 207-582-3224.



Owls Head Committee Update

The Owls Head planning committee is still meeting every month or so at Friendly's in Freeport. This committee is working to continually improve the organizing of the raffles, chapter table sales, membership services and exhibitor lunch at the Owls Head Truck Show.

We have also been working on putting together a cookbook for the chapter to sell at Owls Head next year and possibly at the Convention in 2012. Recipes however, have been slow in coming and we all know how hard it is to do a cookbook without them. Please get your favorite recipes in to Nancy or Paula as soon as possible.

The next meeting will be Wednesday December 15th at 5:30 at Friendly's on Rt. 1 in Freeport. This is a combination meeting and Christmas celebration so please bring an ornament to exchange. Please contact Nancy Mullin (207) 767-6080 or e-mail pcnancym@maine.rr.com or Paula Hersom (207) 442-0701; email - pbhersom@gmail.com for more information.



DUES

It is time to remind everyone the Pine Tree Chapter 2011 dues will soon be due. Dues of \$10.00 run from January to December. A reminder you need to be a current member of the American Truck Historical Society to be a member of the Pine Tree Chapter. Payment should be sent with the form below to:

Pine Tree Chapter ATHS
C/o Paula Hersom
15 Bridge Road
Brunswick, ME 04011
pbhersom@gmail.net

Please confirm prepayments of dues (2011 and beyond) and ¾ Century Club membership with Paula. She can be contacted at (207) 442-0701 or pbhersom@gmail.net. We request dues be paid or ¾ Century Club membership be confirmed before the Annual Meeting in March. Thank you.

DUES NOTICE - Membership Renewal + Update Form

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

Name _____

Date _____

Street _____

Phone: () _____

City _____

E-Mail _____

State _____

Zip _____

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

Mail to:

**Pine Tree Chapter ATHS
C/O Paula Hersom
15 Bridge Road
Brunswick, Maine 04011**



Your 2010-11 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/ Treasurer- Allen Higgins and Paula Hersom - 15 Bridge Road, Brunswick, ME 04011 (207) 442-0701; email - pbhersom@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) 342-5818; email gsprowl@fairpoint.net

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

**Next event: January 9, 2011 Annual Directors' Meeting
Pittston, Maine**

