

Shop Manual

www.badgoat.net/ptcaths

December, 2011

Happy Holidays!



President's Message

Greetings – It is hard to believe 2011 is almost behind us.

First on the agenda is Chapter thank you to Ken and Phyllis McAvey for hosting and catering this year's Late Fall Get Together/Great Fall Auction at their home on Saturday, November 12th. Approximately 40 members and guests attended. We were treated to an excellent meal prepared by Phyllis and her assistant (mother??) The afternoon auction went very well with approximately \$400 raised for the Chapter during the high stakes bidding.

Unable to get a starting bid of \$50 for the vintage Champion two stage air compressor I promoted in the October-November Shop Manual (and wanting \$100) I opted to "leave it on the truck" and haul it home. Not wanting to unload it back onto my garage floor (which already has way too much "stuff" on it) I stopped at an avid Mid-Coast collector's shop the following Sunday and was able auction it off for \$75 with all proceed going to the Chapter. The question is has his wife noticed this recent acquisition? As Lars puts it – "Hopefully your wife will not find out until much later."

I am running a little late in promoting the concept of "it is not too early to start thinking about the 2012 season. As usual we are looking for locations to hold, and volunteers to plan/host the spring and fall tours/ gatherings. I typically put the first request out in the November Shop Manual. So if you think you'd like to plan/ schedule / host/ sponsor/etc. any of the Chapter's 2012 events your officers and directors would love to hear from you.

I am also a little late in promoting the concept of "anyone interested in serving as an officer or director in 2012 is encouraged to step forward". While no current officer or director has stated they will not serve this coming year several of us are willing to step aside to allow others to serve. We are reprinting an editorial from the Nov/ Dec 2011 Northern Arizona Chapter newsletter on the importance of participation. Please contact me or one of the other Directors to let your interest in an officer or director position be known.

The 2012 Annual Directors' Meeting is Sunday, January 15th, 2012 in Pittston, with Saturday, January 21st, 2012 as the snow date. It is an informal event open to all Chapter members who have an interest in helping plan the Chapter calendar and activities. Please plan on joining us.

The Chapter's 2012 Annual Membership Meeting at Owls Head has not been scheduled however it will either be Sunday, March 4, 2012 or Sunday March 18, 2012 depending on the Museum's facilities availability. For the record the 2012 Owls Head Truck Show is July 21st and 22nd.

Merry Christmas and Happy New Year to all. Clayton

Ramblings

By Lars Ohman

As an update to my Ramblings of last month, on the Fall Tour in Rockland, I lost my tail lights, brake lights, marker lights, and directionals on the '70 Chevy. We brought it home in the daylight being very careful not to have any tailgaters, and using hand signals. Finally put it in the barn today, and went thru the electrical system from the back of the truck to the firewall behind the distributor. Rechecked all fuses, and wiring from the headlight switch, still no lights. Mike and I had worked on the long lived wiper problem, having the wiper motor out for the umpteenth time and the switch rebuilt, and then replaced with a new one. That finally worked, but the lights still did not. Up under the dash for one last shot... behind the A/c ducts, aftermarket am/fm radio and C-B and 40 years of add on wiring, we found the main cannon plug thru the firewall was PARTLY dislodged. A dab of dielectric, and it went back together. Ta-Da, all lights work now, all ready for first spring run.

Our final gathering of the Antique Truck season was the Great Fall Auction and Chow Down held at Ken & Phyllis McAvey's facility in Hermon, Me. This year, Phyllis graciously offered to "do the fixins" rather than a Pot Luck type lunch which would have been difficult for some us traveling from away, and she did the "fixins" in grand style. We have said it before, and I will say it again, if you went away from that table, or rather, tables, hungry, it was your own fault! From pre luncheon snacks, to the main courses, to scrumptious deserts, there was not a complaint to be heard. To the chapter ladies that helped out with setting up and serving, and clean up, a big tip of the hat from us guys that ventured away from the table to preview the auction items up for exchange of ownership, and hopefully assist the treasury of our great club. I was hoping Danny Higgins would show up to do the auctioneers job, but it fell onto my shoulders this year, not that I mind doing it... it is a fun time, but I get confused on who has bid what, and in what order. I guess it all works out in the end. A vast mixture of items this year made it interesting, as always, and some items we thought would not move, attracted jovial comments and cross bidding, and that is the fun aspect of the entire thing. To do this event means going home with a full belly, and empty pockets, and a Pick Up truck full of somebody else's former treasures that now reside in your garage. Hopefully your wife will not find out until much later. It was a great gathering, and I think we raised \$400.00 plus dollars for the Treasury. My personal thanks to the McAvey's for hosting, once again. As a closing note, 'till we meet for the Business Meeting, be it politically correct, or not, a Very Merry Christmas from Terry Lars & Larcy. We are looking forward to a great season in 2012

WW&F Victorian Christmas

The Wiscasset, Waterville and Farmington (WW&F) Railway will hold its' Annual Victorian Christmas at the Sheepscot Station on Saturday December 17th from 11:00 a.m. until 4:00 p.m. The event will include steam and diesel train rides on the narrow gauge railway, sleigh or wagon rides, holiday decorations, refreshments, visits with Santa and the opportunity to gift shop for your favorite narrow gauge enthusiast. Train and sleigh or wagon (if no snow) rides are free. All trains will stop at the Alna Center. For more information contact the WW&F Railway, 92 Cross Road, Alna, ME; tel. 207-882-4194; or www.wwfry.org .

Writings on Detroit Diesel Chapter 6

By George Barrett

Out of the June 1934 strategy meeting that I mentioned at the end of part 5 came what might be considered the beginning of the Detroit Diesel. If not the beginning then certainly an important benchmark as the leaders of General Motors made the decision to start the development work for a small displacement diesel. The 201 engine in the Zepher was an inline eight cylinder 503 cubic inch displacement per cylinder. This was much too big for automotive or small boat use.

This might be a good time to sort out the various sizes and brand names that would emerge onto the marketplace in 1937. Eventually most of the models dropped their engineering numbers but this took a while, especially in the marine applications. Today we know them by the number of cylinders (the first one or two digits) followed by a dash and then the cubic inch displacement for each cylinder. If a "V" configuration a V would follow the number of cylinders. Wouldn't it have been easier for all of us if Caterpillar had done the same?

By the very late 1930s there would be three different brands, all of them using the two stroke cycle uniflow design that we're familiar with. All were divisions of General Motors.

For railroad use the 8x10 201-A became the 8.5 x 10 567 series that quickly changed the way railroad mechanical people talked about power. This was from the Electromotive Division (EMD); the popular sizes were the 12V and the 16V configurations. The two notable exceptions were the 100 85 foot DPC tugboats of 1942 that had a 700 hp 8V-567 with an Airflex clutch and reduction gear and the LSTs which had two 12V-567's with reduction gears. Most of the larger engines were set up for diesel electric drive.

The engines for marine use were manufactured by the Cleveland Division. As mentioned earlier in this series the Navy needed diesel power for their subs, both for propulsion and auxiliary power. The most popular during the war and after was the 278 series but this was not a displacement number. The 278 was 8.75 x 10.5 with a displacement of 631 cid per cylinder. This appeared on the outside like a completely different design when compared to the 567, the 278s had a strong looking exhaust manifolds but the inside was Kettering's new two cycle design. The popular sizes were 12V and 16V but there were others.

The confusing part of the Cleavelands is that some of them were four cycle that dated back to the late 1930s when George Coderington of Winton refused to give in to the Kettering camp that two cycle was the way to go. There is no good reference that I know of where you can look up the specs of the various Cleveland engines except the one that I've put together over the years.

We're now left with the smallest of the brands, the Detroit Diesel. Sold as a single cylinder, 2, 3, and 6, all inline but with a number of variations with regard to which side the blower was on, how the exhaust was positioned, and the direction of rotation. Not much changed on these "Jimmies" until 1958 when the 8V became available with the 12V and 16V shortly after.

When the 71 series was first sold in 1938 if you needed more power than a 6-71 GM offered a twin which was two 6-71s side by side with a common shaft. Later during the wartime production a quad was offered and used successfully on the larger landing craft. The whole propulsion package was simplified by using a variable pitch propeller rather than an expensive clutch/reduction/reverse gear. There was one more big advantage to this system, the variable pitch system could be manufactured with less expensive older metal working machines so the more sophisticated gear cutting machines that were in shorter supply could be used for other war related manufacturing.

The results of what must have been discussed in that June 1934 meeting were displayed four years later in a four page advertising brochure dated 4-12-39. GM was in a very good position in 1938, they claimed 8 million miles of operation on the railroads, and they had a diesel engine from 15 horsepower all the way to 1600. They could sell "General Motors Diesel Power" to four basic industries; on the railroad, at sea, in trucks and buses, and for industry. No other manufacturer could cover the broad spectrum that GM could.

Getting back to late 1934, much of the euphoria was evaporating with poor manufacturing at the Winton plant. Alfred Sloan calls Kettering telling him he's going to scrap the whole project. In Kettering's words "he called me up one day and he said 'Ket, we've got to throw this thing out.' I said 'Alfred, you shouldn't throw it out until you let us make one engine the way we know it ought to be made; and I said you're not fair if don't do that. You haven't got a man in Winton that wants to make a two-cycle engine so it will run. Now you ought to let us.' That's when I got the Winton engineering department over here and we designed it down here, which is the engine running on the locomotives now." The engine he mentioned was the 16V-567.

I don't know how serious the head of General Motors was about throwing away Kettering's diesel but there were some serious quality control issues with the engines that were going to the Navy. My impression is, from the various reading I've done, is that Kettering was very often abroad on a working vacation or business trip expecting things to go well in his absence. Very often he came back to problems which, with his intellect and personality he could easily fix. In this case he obviously solved the problems by getting the action right under his nose and following it closely. I used to think that that it was the extraordinary respect that each man had for each other that caused Sloan to let Ket have his way but it may have been Sloan's way of telling Ket to get back to work.

There is no doubt that the two cycle is Kettering's diesel and that he had a lot of help from Harold Hamilton of Electromotive who as well as being a great electrical engineer also knew the railroad business extremely well. Hamilton was very instrumental in packaging Ket's diesel into the locomotives. Payback on the investment was coming quickly.

In 1955 Mr. Hamilton was giving testimony to a Senate subcommittee who couldn't understand how General Motors became so successful in the diesel business. It was felt that GM must be forcing their customers to buy General Motors products. Mr. Hamilton described the tremendous enthusiasm that Ket had for the job of developing a diesel engine: ". . . it was just like ringing a bell to a fire horse." he recalled.

Next time we'll spend more time on the development of the 71 series. With the problems worked out of the large engines it was time to focus on a different market.

For Sale: Chevy or GMC vented type tailgate for towing campers, or just let the wind out. Drop center, still in primer ready for your paint job. Gently used. First \$100 owns it. You know what a new one costs.

For Sale: Steel shelving sections for storage needs, Locks into vertical rails. Approx 18" x 36" used, but not abused, about 30 sections. \$30 FOB Sabattus, ME.

For Sale: 1997 GMC 3500 One Ton Dump, Warren HD PTO driven dump body, good matched rubber, Diesel, 5 speed, good batteries, all new brakes and lines, recent injector pump work, stickered and working semi-daily. Has full W/C mirrors, dual strobe lights, H/D rear towing package with 2" receiver and electric brakes. Body has new alloy floor (last year) approximately 58,000 miles. Ready to go to work \$5995

Any of the above contact: Lars Ohman, Sabattus, ME, (207) 375-6515 or Cell (207) 376-7993

In Memoriam:

Linda Wainwright Mullin, wife of Chapter member Bill Mullin and mother of Chapter Vice President Peter Mullin, passed away peacefully on October 28, 2011 at the Barron Center in Portland. Linda was not only the loving and devoted wife and mother to two chapter members; she was actively involved in the hobby herself – frequently driving the B-67 Mack (now in the Billings collection) in parades in the Greater Portland area. Growing up on her father's farm in Cape Elizabeth she drove numerous farm trucks, mostly Internationals, GMC's and Chevy's. During her years as a librarian for the South Portland school department she spent a lot of her spare time driving for her father or helping out with her and Bill's business – Bill's Lawn Care including driving a 1952 Ford F-8 dump truck. Chapter condolences to Bill, Peter, Nancy and all of Linda's family.

Mark R Champagne, a former Pinetree Chapter member passed away on December 3, 2011, at age 49. Mark owned Anytime Towing, Inc, of Lewiston-Auburn, which he established in 1989. Mark's equipment was on the road 24/7 and very visible in the twin cities. In the past few years, due to health restrictions, few saw Mark out on the street. Those who knew Mark, had a pretty good idea he knew exactly where every one of his trucks was at any given time. Mark was truly the "Anytime" man. Chapter condolences to the family.

Are you familiar with the term "cold call"?

Director Emeritus Don Munsey reported getting a call from Allen and Mary Milbury on Wednesday, December 7th as the recent (non) snow was headed for Maine. It appears it was 1 degree at 7:00 a.m. and 20 degrees at noon that day in Aurora, Utah. Personally your editors are glad the bitter cold missed us.

From the Workbench By Peter Mullin

As many of you now know, my mom passed away just after the last newsletter went in the mail. Mom grew up in Cape Elizabeth on her parent's (Ted and Norma Wainwright) farm. Knowing how things generally worked on the farm, and from old pictures we were going through for the memorial service, I am going to guess that the first vehicle my mother drove was probably a Chevy rack body truck of about 1946 vintage. When mom and dad got married my grandfather told my father that he had just taken away his best truck driver. Mom continued to work on the farm however, whether full time during harvest when I was younger or part time – weekends while she was working as a school librarian. Some of my earliest and fondest memories are of riding with mom back and forth from Fryeburg or Canton to Cape Elizabeth hauling potatoes in Internationals (R's, BC's and Loadstars), GMC 5500's and Chevy (60's and 70's). We would take our lunch with us and I would have some toys to play with and off we would go making as many round trips from the field to the potato house as we could. When it came to the antique vehicles mom was as involved as any of us. About the only thing she wouldn't try was the Model "T" Ford. She drove the Mack, Jeepster, various Studebakers and Packards, and the '31 Chevy sedan in parades and tours over the course of more than 20 years. Her "everyday" vehicles included a Studebaker Avanti, Pontiac Fiero and a 400 horse 427 powered 1969 Corvette Roadster – not exactly your typical "school librarian" cars. Even though we know she is at peace and no longer suffering, dad, Nancy and I still miss her. I am sure we will for a long time.

On to happier thoughts of the season... Chapter member Carl Phillips and his wife Marcena recently took part in the Wreaths Across America convoy hauling Christmas wreaths from Worcester Wreath in Harrington to Arlington National Cemetery. Carl drove one of Oakhurst Dairy's newer late model Freightliner Cascadia tractor trailer combinations both specially decorated for the event. Marcena rode shotgun serving as navigator and online reporter on Oakhurst Dairy's blog. Marcena did a wonderful job of reporting their adventure. You can see it online here: <http://www.oakhurstdairy.com/blog/>. We have reported on the Wreaths Across America convoy before and it is even more special having our chapter members in the mix. Thanks to everyone that takes part in this great cause especially Carl and Marcena for donating their time, Oakhurst Dairy for giving them the opportunity, and Worcester Wreath for making it possible.



**Chapter Members Carl and Marcena Phillips with the Oakhurst Cascadia
2011 Wreaths Across America Convoy**

Member Profile - Jon Doyle

Jon Doyle of Richmond, Maine, was born February 9, 1938. His first experience with trucks was growing up on the family farm and working with a 1931 Ford AA truck, not only working with it, but using it for dates. It was a tough start. He had the good fortune to be employed when he was going to college and law school by H.E. Sargent of Stillwater and ended up driving B61 Mack's and running wagon drills. He's had a lifelong interest in trucks in addition to his very active law practice in Augusta. He's been an Assistant Attorney General, a Deputy Attorney General, Legal Counsel for the Maine Legislature, member of various boards, and very active in fundraising for nonprofit organizations. He has served as Chair of Jobs for Maine's Graduates, an organization which provides dropout prevention for Maine's at risk kids – JMG's student retention rate and graduation rate is in the 96th plus percentile and is the best in the country. He is very proud of the work he does there, but even prouder of his association with the Pine Tree Chapter and its members.

Jon owns and has restored a number of antique plow trucks – Walters, FWD's, International Coleman's, Ford Marmon-Herrington's, Oshkosh's and is currently working on his first non plow truck, a Freightliner wrecker with an 8V-71. As part of his extended fleet he has a 61' Eastern Rig Dragger, the *Fundy Endeavor*, which enjoys power from a 12V-71 Detroit.

2012 Annual Board of Directors Meeting Notice

The Pine Tree Chapter's Annual Board of Directors' Meeting has been scheduled for Sunday, January 15th 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; raffles and 50/50;
- The 2012 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 comprise 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. Chevy 90 and one parts trucks in the yard.

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 _____

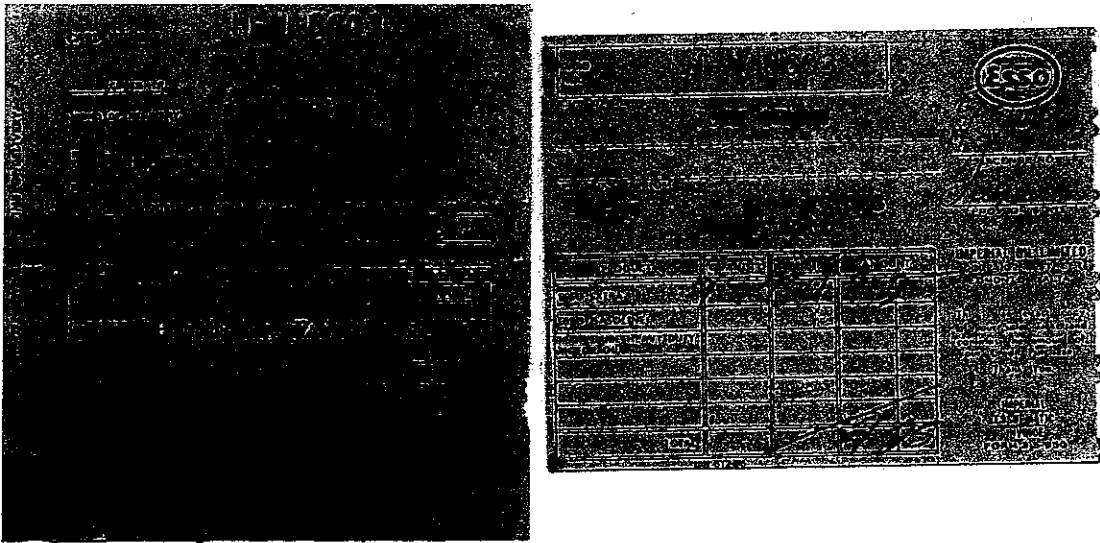
State _____ Zip _____

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.

1953 Ramblings

By LP Ohman



I came across some old fuel slips from my Dad's collection. He never threw away anything, and these slips make it quite obvious. They are from a summer trip in 1953 from Texas to Banff, Alberta, Canada. The interesting part of this is ESSO (Imperial of Canada), Carter, and Chevron (Standard Oil of Texas) all accepted the same very early form of a Credit Card with an unbelievable two letter and four digit number. (How many digits on your modern gas card today?) In Colorado, the gas at a Carter station was \$.32 for high test. At the Chevron station in Junction, Texas, high test was selling for \$.37, and the fill up cost \$ 2.48. In Banff, Alberta, gas jumped to \$.434 but that was an Imperial gallon, again, a fill up for \$ 4.25. In Bonners Ferry, Idaho we blew a tire. Dad would only run 6 ply Firestones on the heavy 1953 Ford Station Wagon but settled for a 4 ply 710x15" black-wall rayon tire, which he placed in the spare position, "just in case". We never needed it. The tire was \$24.45, minus an adjustment of \$9.78 for a total of \$14.67 plus an outrageous \$1.72 for Excise Tax. Some of the credit card transactions used an imprint, and one in Colorado was written in longhand, but showed the card number HN-8603. This must have been the very early years of Credit Card usage. The 1953 Ford Station Wagon had a 239 Cubic Inch engine with Offenhauser heads, and a special two barrel carburetor with some sort of water injection that was the rage in those years. Dad was not what you would call a "Hot Rod Nut", but did like performance. The car had dual exhaust that he manufactured himself, and a Borg -Warner 3 speed overdrive transmission. Wouldn't I love to own that Woodie today!

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

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: _____

THE IMPORTANCE OF PARTICIPATION

Editorial by Richard Thim

A sad thing took place in Wickenburg a few weekends ago at the annual Fly-in and Car Show. Although there was a good showing of cars the count was less than it had been in recent years. The sponsor for the car show part of the event has always been the local Classy Classics Car Club (CCCC). The CCCC had struggled in the spring at the annual picnic to find a person to assume the presidency. Finally a person who had said that he would be the vice-president decided to step up to become president. Problem solved. During this summer this person had a family emergence out of state requiring his presence and maybe even relocating out of state, and he had to resign. After the Fly-in the CCCC held a meeting, which was well attended, to address the problem. We learned at that time that the membership consisted of around 80 members and or households. Not a single person volunteered for the task. A motion was made to continue the club in its present form and try to find a president. Not a single person voted for this option. What did happen was that all there voted to disband the organization in favor of just a "social" club. A chairperson and vice-chairperson

were sought to coordinate gatherings and no one even volunteered to do this. Now this club has been in existence for over 15 years and yet now it will most likely fall apart. Such a shame.

This is told just to make the point about how fragile our ATHS Chapter is without the help of all the membership. Our present officers are willing and able to continue in their positions for the next two years, so our Chapter will go on for the time being. However, no one else seems willing or interested to step up to the plate. What will happen to our Chapter when the next election comes? Will you be willing to help out to keep it going or will we just disband like the CCCC? I guess only time will tell.

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

Next event: Director's Meeting - January 15, 2012
Pittston, ME