



Shop Manual

www.badgoat.net/ptcaths

February 2012

Chock Block Edition

President's Message

Greetings – I hope everyone is wintering well.

The 2012 Annual Directors' Meeting was held on Sunday, January 15th, 2012 in Pittston. Five directors and four guests were present. The agenda presented in the December Shop Manual was covered and we have a game plan outlined for 2012.

We have volunteers who have agreed to host the Spring Stretch and Late Fall Gathering; however are looking for individuals to plan the spring and fall tours. If you'd like to plan the Chapter's Spring or Fall Tour the Chapter would like to hear from you.

The Chapter's 2012 Annual Membership Meeting has been scheduled for Sunday, March 18, 2012 at Owls Head Transportation Museum. All Chapter members and their guests are encouraged to attend. The gathering will begin around 10:00; with Pine Tree Chapter's traditional pot luck lunch at noon and the Chapter meeting will start at 1:00 or shortly thereafter. The agenda is inside.

As noted in the previous Shop Manual several long time directors have indicated they are willing to step aside to allow others to serve. Please contact me or one of the other Directors to let your interest in an officer or director position be known.

The Owls Head Transportation Museum is not having a winter gathering this year. It was noted at the Director's meeting Daryl Gushee was hosting a Northeast Rockbusters gathering in March. Within 24 hours the Chapter had an invitation to join the Rockbusters' at Daryl's shop in New Gloucester on Sunday, March 25th. The day will include a meeting of the Rockbusters, a pot luck lunch, and a side trip to Daryl's "new" storage facility – dimensions approximately 100' by 300' by 2 stories. (For newer members Daryl has previously hosted several of the Chapter's Winter Gatherings; and they all have been interesting and fun.)

Also at the meeting John Ellingwood shared his thoughts on how the Chapter should proceed on meeting its' (your President's) commitment to provide half of the chock blocks for the 2012 National Convention. His first recommendation was if the Chapter was going to do half of the chock blocks it should do them all. In three weeks John and his "cast of merry men" have organized the project, solicited donations to fund the cost, and designed and completed almost half of the blocks. A thank you to all who have participated in and/or contributed to this effort.

We have gleaned (plagiarized???) a preliminary 2012 Calendar of Events for your information. Some dates are still tentative/ unconfirmed. Updates will be provided as they become available. Please verify before traveling. Our thanks to the Nutmeg Chapter, the ATCA New England Chapter, the Green Mountain Chapter; and the Crankletter for doing most of the legwork.

Hope to see you at both the Annual Meeting and the Winter Gathering. Also please note Annette and I are changing our e-mail to 1948Reo@roadrunner.com. The choak@myfairpoint.net address will be good through mid-February. Clayton

**2012 Annual Membership Meeting Agenda – Sunday, March 18, 2012
10:00 A.M. - 3:00 P.M. at the Owls Head Transportation Museum**

- Spring Tour, Fall Tour, Spring Stretch and Late Fall Get Together locations and dates; other "show" dates.
- Owls Head Truck Show; raffles and 50/50;
- The 2012 Chapter budget and submission of ATHS national paperwork;
- 2012 Convention and Truck Show; chock blocks update; promotion, volunteering, convoys
- Chapter donation recommendations;
- The Shop Manual newsletter;
- Director and Officer elections;
- Other Business - all other business items presented by any Director or Chapter member prior to, or at, the Annual Meeting.

Lunch is pot luck; if you bring something you like you shouldn't go home hungry. Meeting will start 12:45 -1:00 p.m.

Member Bulletin Board

For Sale: 1954 Ford F-800 Pumper 750 GPM 5 speed, 8 cylinder, 34,000 Miles. Registered; runs well. All equipment included. Asking \$3,000. Contact Al Fay at [781-272-2516](tel:781-272-2516) Burlington MA

For Sale: Chevy or GMC vented type tailgate for towing campers, or just letting 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. **Also 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. Contact: Lars Ohman, Sabattus, ME, (207) 375-6515 or Cell (207) 376-7993

For Sale: Approx 1968 Ford F600 Parts Nice running motor, solid cab, tranny, dual wheel rear axle, International Harvester 1600/1700 series front 4x4 axle under it. \$800 OBO for all. Will separate. E-mail badgoat@tidewater.net or call – 563-5824

Wanted: Small to medium sized shaft driven winch; **Also Wanted:** 235 Chevy in-line 6 for a 1954 Chevy truck; **also** matching 4 speed. Contact: Jamie Mason, Falmouth, ME, e-mail: haroldjmason@gmail.com or call (207) 949-1360.

Tech Tip:

Gleaned from the December 2011 issue (Vol 130 Number 12) issue of MOTOR AGE "Tech Tips"; "One good way to locate a shorted wire is to get a manual compass and trace the harness with it. Current flow creates its own magnetic field and the compass needle will spin erratically near the area of the short."

Writings on Detroit Diesel Chapter 7

By George Barrett

Sometime in 1934 the men involved with the large two cycle engines of General Motors decided to apply the same basic design to a smaller model. This prompted the building of two single cylinder 3 5/8 x 4 3/4 (49 cid) test engines, one with direct injection and the other with an "antechamber" which I take to mean a precombustion chamber.

The size of this first of the smaller series, the 71 series is a 4.25 x 5 cylinder and in the late 1950s the 53 series was 3.375 x 4.5.

Let's not forget that in the early 1950s there was a 51 series that was rather short lived. This was a 4 x 4 1/16 loop scavenged (both intake and exhaust valves were ports in the side of the cylinder walls) two stroke cycle almost like the 71 series. The 51 series was run at close to 3000 RPM to gain horsepower.

At about the same time the 51 series was released the 110 series was introduced as an in line six cylinder, the only way it was ever made. If you see in a serial number book a 12-110 it is two 6-110 side by side with a common output shaft. Speaking of serial numbers, the 71 series had an "A" in the number, 110 series a "B", the 51s had a "C" and the 53 series a "D".

As development proceeded with what was to become the 71 series Kettering set forth goals for the smaller engine. These included that it be suitable for mass production at a favorable cost as well as being easily adaptable to various applications. This new diesel would be sold into markets such as automotive, smaller watercraft, construction equipment, portable power units and generation plants. For this reason in April 1937 it was reported to GM president Alfred Sloan that "a small group of competent men" has been assigned to carry out the production planning. This was the first of the Detroit Diesel Engine Division.

Initially it was determined that there should be three, four, and six cylinder models. When the 71 series hit the market the single and two cylinder were added to the list. The V8 wasn't added until 1958 when they were installed in the one hundred Scenic Cruiser Greyhound busses, replacing the original twin 4-71's of 1954. The 6V-71 was also released in 1958. The exact time from the first two single cylinder experimental engines to the final design is unknown to me but from what I can tell was about two years and then there was five or six months of testing. According to one engineer working for Kettering the 71 series almost got scrapped just like its big brother. Apparently the lubrication system was giving problems but the Research Lab's chemists finally figured it out.

I don't know what they did but it makes me think of my experiences with the Detroit's back in the sixties and seventies. They were always known for low oil pressure and when I got involved with the servicing end of the business DDA's standard answer was that they didn't care as long as the pressure didn't drop below 5 psi. They told us they just wanted plenty of oil flowing through the engine and higher pressure would just slow down all that oil. It was hard to convince customers sometimes and looking back it wasn't lack of oil that ruined the engine, it was heat and dirty air, water, and fuel that did them in.

When we had the Kenworth dealership some of the trucks had automatic shutdowns for low oil pressure which caused the engines to stop running when let down to an idle. Our shop foreman figured out a way of adjusting the pressure switch to make it easier when the drivers went through the toll booths. I wish I knew what the problems were in 1937.

The other problem was the blower, to get more air engineers wanted a spiral rotor and getting these cast and machined presented a challenge. Ket was very much involved in working to

keep the quality control up to standards with various foundries. Ket had the foresight to know that mass production means that all parts must be interchangeable and there could be no deviation.

In 1937 the first of the 71 series began coming out of the new factory on Detroit's west side. Early production was limited and it was not until 1938 that 700 engines went to General Motors Truck and Coach Division for installation in buses and to Gray Marine to be converted for marine use. Production was still not that great in 1939 but some engines were sold to Allis-Chalmers for use in crawler tractors and generator sets.

In 1940 9000 engines were produced and by 1944 annual production was up to 62,000. By July 1, 1945 Detroit Diesel had produced 41% of the total horsepower commissioned in the United States Navy, Cleveland was 24.6% and Electromotive (LSTs) was 8.1%. This came to a total of 73.7% of the Navy's horsepower was delivered by General Motors.

Detroit Diesel did have a problem manufacturing enough 6-71s and getting them to Gray Marine so they could be delivered to Higgins to power the hundreds of landing craft the New Orleans industrialist was building. To refresh my memory after eighteen years I went back to the book about Andrew Jackson Higgins to find that in the summer of 1941 engines were hard to get. In late 1942 the Army thought they needed to build tanks with diesel engines because they thought the gas powered tanks would succumb to the heat and sand of the North African desert. The Production of the diesel powered Sherman M4A2 began in April of 1942. 8053 of these were built with the GM 6046 which was two 6-71s mounted side by side.

All the 6-71s coming out of Detroit were allocated for landing craft so Washington changed the orders and gave the tanks a higher priority rating. The Bureau of Ships informed Higgins that for an unspecified time he would not receive engines. This put Higgins in a real bind because he was mass producing the landing craft and at a certain point in the production line the engine went in the boat and all the mounts, plumbing, wiring, and controls were attached.

In the midst of the war, Higgins Industries was about to stop production. If this happened workers would find employment elsewhere and Higgins realized it would be impossible to reassemble the work force. To solve the problem a mock-up engine was constructed out of six inch pipe. The necessary connections of the real engine were duplicated on the mock-up which was temporarily installed so the boats could proceed down the line. Everything was arranged so that when the engines arrived they could be quickly installed.

In May of 1943 there were about 700 boats tied up in Bayou St. John without engines. Then on very short notice the bureau informed Higgins that the engines would arrive and where to ship the craft to various ports of embarkation. The whole story of how the final assembly was handled was an enjoyable read for me again.

I don't have the figures but I'm sure it's safe to say that not many 71 series engines made it into trucks or buses until after the war. From all I can tell there wasn't one engine that wasn't spoken for.

In closing I must tell you that I've made a mistake in telling you that the two diesels put on display in Chicago were 12 cylinder engines. They were actually 8 cylinder models. Can't tell you how this mistake came about, my typed out time line notes say 8 cylinder, photos clearly show eight cylinders, I guess I had 12 cylinders on my mind because that's what the Navy was talking about at the time. If you know me you know I like the big stuff.

I must thank my good friend Cal Pixley for pointing this out to me. Cal is a great engine historian and owns one of the pistons out of the original 201A Winton two cycle in the Boston & Maine number 6000 "Flying Yankee". He also has a keen memory with regard to engine sizes and details.

Western Perspective Allen Milbury aka "the Professa"

Lars,

The winter here, so far, has been a non-event too. There's been one dusting of snow, a couple of canyon (higher altitude) storms which caused the DOT trucks to go out, and the day before yesterday an eight inch overnighter. The total for the season, here, is a whopping nine inches of that white stuff.

For antique truck news: CAT SCALE Company's 1938 Kenworth finally 'got' me. It was headed this way (Utah) to Mason Diesel Service, for a bunch of things, when the 'gotcha' happened.

The set-up, the scenario, then: In early September I went Walcott, Iowa, to Iowa-80, to drive the old rig to Utah, so it could be treated to a series of changes, upgrades, repairs and so on. Foremost on the list was a serious brake system upgrade, then a new cab interior, new door glass, locking door handles....and a lot more, the type of stuff which is needed to keep a 70-plus year old vehicle in good operating order and to keep the general appearance up as well.

That old rig was a fire engine in its youth, in Spokane, Washington. When it came out of fire service the folks who bought it replaced the OE Hall-Scott with a 672 cid Cummins. Along with the engine swap, the rear axle was exchanged for a faster gear ratio unit. The following bit of information will not make sense to a lot of folks, but here goes.

The replacement axle was (is) air brake equipped. Fire apparatus of that era was hydraulic brake equipped....and yes, the exchanger folks left the front axle in place, still hydraulic brake equipped.

A brake combination like that; hydraulic on one end, air on the other, especially on a tractor which is never loaded, can get some hairy results.

There had been recommendations, from several drivers who'd been surprised by that combination system, to change to all-air brakes, so the CAT SCALE folks decided to make such a change.

On the way here, in western Nebraska, almost in sight of the Wyoming border there was serious sounding, high pitched caterwauling from out front, along with a sharp drop in engine speed. As soon as I heard that noise I punched the clutch because I didn't want a seized engine to spin me out at something on the plus side of 70 MPH. I shut it down, rolled to a stop on the shoulder and got the hood open, suspecting blower troubles, from the sounds.

The input side of the blower was solid, wouldn't budge, so that end seemed okay. However, the output end, the generator drive end, could be spun readily, with NO resistance. Yes a busted/broken/failed supercharger.

I thought that, since the iron lung was busted, whatever damage could/would happen had already happened. I started the engine again, to realize that there was damage because it had a decided 'limp' was not running evenly, not at all. I let it run a bit, with no other disturbing sounds coming forth, then shut it down again. I telephoned the folks at Mason Diesel (where the yellow IHC RDF 405 wrecker BERTHA lives, on the cover, WoTime, July/August 2010), told them of the situation, a busted iron lung, of the apparent internal damage and would they come and get me?

I drove, slowly, (awful smoke, no air, of course) to Cheyenne, overnightered there and Wendell Mason showed up the next day to haul the old KW the remaining 558 miles to here.

So, with the calendar pointing to the end of January, the repairs are, finally, well under way. A new supercharger, from Florida. The supercharger drive shaft came from Ohio. By the way that old engine is now a 743 cid unit, having been 'let out' to 5 and 1/8th inches. Also the blower on it is belt driven, before the gear driven blowers. New liners and pistons arrived from Wisconsin. The injection pump, heads and injectors have been rebuilt.

The replacement front axle, the item thought to be the main point of the repairs, before the blower failure, from an 'A' Mack of the early 1950's, has been fitted with new drums, brake shoes, bearings and seals and is ready to be installed as soon as the engine is back together.

Yes, I'll drive the old rig eastward as soon as it is done, has been driven a few miles.

I'd like to know just how many miles I've been in that old reprobate! I've driven it in 40 of the lower 48 states. I do know that in the summer of 1998 the old truck and I were together for a bit on the plus side of 12,000 miles, in 30 states, that season alone. Lars, you asked!

Springfield – Chock Blocks

As you may already know our chapter has stepped up to produce the chock blocks for the 2012 Convention and Truck Show. Weekly workshop sessions have begun and are being held every Sunday from 9-11 at the Hillcrest Farm Shop - 746 River Rd in Windham, Me.

Progress has been pretty swift to say the least. 9 members started on January 22 with a discussion day. Topics included block shape, graphics, labeling process, and project funding. We are figuring on roughly 1000 blocks to cover all registered trucks at the show and have some leftovers. Having said that, this project is not going to be cheap. Initial estimates were nearing \$4000. We swallowed that pill with some bottled water and coffee courtesy of Hannaford Trucking and moved on.

Wayne Devoe suggested looking for outside financial aid in the form of sponsors. His employer D & C Transportation had already offered to kick in some money to help us get started. After much discussion it was voted that we make that attempt. There was a majority of confidence that we could do it but I think we all knew it would be a tough road. 24 hours later I received an email from Lars Ohman. Lars talked to The Sign Store and Flag Center in Auburn. They agreed to laser engrave the blocks at a substantial cost savings (\$3.00/block down to .75/block). Our cost dropped dramatically. Another 24 hours later and one more email from Lars and the sponsorship efforts took off! We gained \$800 in the Auburn area alone (\$400 from Whited Peterbilt). I contacted Roger Martin from the Green Mountain Chapter just to ask his opinion on soliciting other chapters. One week later we have a \$350 check from them and a promise from the Metro Jersey Chapter for \$200. D&C Transportation gave \$250. Several \$100 sponsors came through. Mind you this is all in one-weeks time.

12 members met again on Sunday January 29, shared our success stories and got to work making sawdust. Work stations were set up and ready to go. I walked out of the shop (just for a second) while team members discussed the operation. When I walked back in the blocks were flying (luckily in the boxes and not at each other). In one hours time 238 blocks were cut packed and ready to be shipped to the engraver. One week later with 10 members on hand we did it again!

This project has started off better than.. (insert your old truck analogy here). It is a true joy to see the members work so well together and get things done. Sponsorship efforts are expected to fund this project with minimal cost to us as a chapter. Productivity in the workshop sessions will ensure that the project is completed on time with great results we can all be proud of.

The only thing missing is you. Please stop by our workshop sessions on Sunday mornings at 746 River Road in Windham from 9:00 to 11:00. There is something for everyone to do.

There will be no workshops on the following dates:

March 18-PTC Meeting at Owls Head

March 25-PTC Winter Gathering at Gushee's

May 20-Hillcrest Farm Truck Show (Workshop location)

View workshop updates on the chapter's website compliments of Charlie Huntington as well as on the Discussion Forum on the ATHS website. For more info contact John Ellingwood Jr at 207-590-2298 or email jellin@sacoriver.net

2012 Winter Gathering – Sunday, March 25, 2012
9:00 A.M. - 3:00 P.M. (or later) at Gushee's Rigging and Heavy Hauling

The Pine Tree Chapter and Northeast Rockbusters will gather on the 25th any time after 9 am. The Rockbusters will hold their meeting at 11am. Lunch at noon then go to Gushee's barns for a tour. This is a potluck lunch event. Please bring enough to share. There is a kitchen area.

This should be a lot of fun with both clubs together. Daryl is hoping there is some snow on the ground and a nice day to do this. He will have a few things running. Everyone is invited to bring their snow related toys.

Springfield – Bus Trip

Chapter Member John Ellingwood and his wife, Sandy will be chartering a bus trip through VIP Chartered Coaches to Springfield on June 2. The bus will leave Portland, Me on Saturday morning and arrive at the truck show by noon time. The bus will depart Springfield around 5:00 PM and be back in Portland at or before 9:00 PM. Details are still being worked out. Please call or email Sandy Ellingwood for details or seat reservations. Jellin@sacoriver.net 207-247-6795

Member Profile – Lars Ohman

Lars was born on May 8, 1941 and lives in Sabattus with wife Terry. He has 3 children, 4 step-children and 9 grandchildren. Lars says he was the “black sheep” of the family; choosing to spend his working years with his feet in the mud and grease on his hands but has no regrets about the choices he has made. The first truck he drove was a 1947 Chevy 1-ton pickup (in about 1955). His first real driving job was for H.S. Lundy in Wayland, Mass. This was followed by stints with Precourt Stone in Sudbury Mass, Fred J. Perkins and E.H. Perkins in Weston, Mass and for his own L.P. Ohman Trucks and Equipment for the past 53 years. Lars also spent 23 years as a fleet manager/mechanic for a beverage distributor in the Lewiston area. Over the years he has driven various LJ and LF Macks on the road and some LR and LV off-road Macks, along with various Fords and Sterlings (early and late). Now semi-retired, he can be found behind the wheel delivering various new and used Peterbilts for Whited Peterbilt out of Auburn, Maine or relaxing with his chainsaw out on the woodlot. Lars' current antique fleet is made up of his ubiquitous 1970 Chevy C-30 dually pickup and 1930 Ford Model “A” roadster pickup.

COLD IS A RELATIVE THING. . . .

65 above zero: Floridians turn on the heat; Mainers plant gardens.

60 above zero: Californians shiver uncontrollably; Mainers sunbathe.

50 above zero: Italian & English cars won't start; Mainers drive with the windows down.

40 above zero: Georgians don coats, thermal underwear, gloves, wool hats; Mainers throw on a flannel shirt.

35 above zero: New York landlords finally turn up the heat; Mainers have the last cookout before it gets cold.

20 above Zero: People in Miami all die; Mainers close the windows.

Zero: Californians fly away to Mexico; Mainers get out their winter coats.

10 below zero: Hollywood disintegrates; The Girl Scouts in Maine are selling cookies door to door.

20 below zero: Washington DC runs out of hot air; Mainers let the dogs sleep indoors.

30 below zero: Santa Claus abandons the North Pole; Mainers get upset because they can't start the Snow-machine.

40 below zero: ALL atomic motion stops; Mainers start saying... 'Cold enough fer ya?'

50 below zero: Hell freezes over; Maine public schools will open 2 hours late

In Memory Of

Frances Catherine Katy (Malone) Valpey, 73, of Dover, N.H., passed away Monday, Jan. 2, 2012. Katy, the wife of Ted Valpey, Jr., loved her home and family gatherings, her rose garden and creating floral arrangements, boating on the Sunstone, interior decorating, cooking and traveling. In lieu of flowers, donations in Katy's memory are requested to Shriner's Hospital For Children, 516 Carew St., Springfield, MA 01104, 413-787-2000. The Pine Tree Chapter's condolences go out to the Valpey family.

Your 2011-12 Chapter Officers and Directors:

President - Clayton Hoak- 299 East Stage Road, Pittston, ME 04345 (207) 582-3224; email – 1948Reo@roadrunner.com

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 - 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; e-mail mbickford@maine.rr.com.

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.

2012 Season Schedule of Events

- March 18 **Pine Tree Chapter** Annual Membership Meeting, Owls Head Transportation Museum, Owls Head, ME; Pot Luck lunch; Meeting starts 12:45-1:00 Contact: Clayton Hoak @ (207) 582-3224
- March 24-25 Mid Coast Model Festival - Scale Modelers Show, Owls Head Transportation Museum. Contact: 207-594-4418 or visit their website – www.owlshead.org
- March 25 **Pine Tree Chapter** Winter Gathering; joint gathering with the NE Rockbusters at Daryl Gushee's Shop, Route 100, New Gloucester, ME; Pot Luck lunch; NE Rockbusters Meeting @ 11:00. Contact: Clayton Hoak @ (207) 582-3224
- April 14 or April 28 **Pine Tree Chapter** Annual Spring Stretch; date will be finalized at Annual Meeting; @ Jamie Mason's, 104 Falmouth Road, Falmouth, ME Contact: Jamie Mason @ (207) 949-1360
- April 22 or April 29 Hannaford Trucking Rodeo, South Portland – Antique Trucks invited to display
More information in March/ April Shop Manual
- May 5 Antique Express Annual Open House; 9:00 – 4:00; 15 New England Road, Searsmont, ME. Contact George Sprowl @ 207-949-7792 (new number)
- May 6 ATCA Western Massachusetts Chapter Annual Antique Truck Show. Pelican –Harding Industries 147 North Main Street, South Deerfield, MA. Contact Fred Chase at 413-863-8634
- May 11-12 Northeastern Forest Products Equipment Expo, Essex Junction, Vermont
Contact (315) 369-3078
- May 18-20 Granite State Chapter – ATCA Spring Tour – Details currently being worked out.
Contact: Don or Marilyn Smith (603) 664-9761
- May 20 Annual Truck Show – 742 -751 River Road in Windham, ME
Contact: Adam or Wendy Libby @ 207-894-5067
- May 26-27 Owls Head Transportation Museum Antique Auto Show. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- May 31 - June 2 ATHS National Convention and Truck Show. Eastern States Exposition. West Springfield, Mass. Call (816) 891-9900 or see Wheels of Time for more info.
- June 3-4 ATHS Post Convention Tour to the Tackerberry Collection in Kempton, Ontario, Canada. Passports required. Call (816) 891-9900 or see Wheels of Time for more info.
- June tbd **Pine Tree Chapter** Annual Spring Tour - date to be determined at the Annual Meeting on March 18, 2012; "Host"/Volunteers needed; Contact: Clayton Hoak @ (207) 582-3224
- June 9-10 ATCA Connecticut Yankee Chapter 11th Annual Truck Show, Bethlehem Fairgrounds Route 61, Bethlehem, CT Contact Pat Archiere @ 203-790-4186
- June 10 ATHS Ocean State Vintage Haulers Annual Truck Show. Johnson Memorial Park Johnson, RI
Contact: Joseph Pingatore@ 401 692-0095
- June 10 ATHS Metro Jersey Chapter 21st Annual Show – Automatic Switch Company, Florham Park, NJ Contact: Tom Mulligan (973) 726-4586
- June 13-17 Watson's Water and Wheels, Naples, ME Contact Lars Ohman (207) 375-6515
- June 15-16 ATCA 33rd Annual Truck Show & Flea Market "featuring Q, R & S trucks", Macungie Memorial Park, Macungie, PA Contact: ATCA (610) 367-2567.
- June 16-17 Owls Head Transportation Museum - Hot Rod, Custom & Muscle Car Meet
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org

- June 24 ATHS Nutmeg Chapter 24th Annual Truck Show-& Flea Market Brooklyn Fairgrounds, Brooklyn, CT Contact: John Raymond (860) 886-4621.
- July 7-8 Owls Head Transportation Museum – Fabulous 50’s, Sensational 60’s Car Meet Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- July 8 Annual Front Street Shuffle – part of Bath ME Heritage Days; 11 a.m. to 4:00 p.m. Contact Bath Heritage Days (207) 442-7291. NOTE: DATE NOT CONFIRMED
- July 8 ATHS Central New York Chapter 15th Annual Show, Longbranch Park, Liverpool, NY. Contact: Scott Smith @ 315-687-1165
- July 14-15 ATHS Long Island Chapter 20th Annual Truck Show at the Hallockville Farm Museum Riverhead LI, NY Contact Dan Ryan (631) 821-4845.
- July 21-22 **Pine Tree Chapter/** Owls Head Transportation Museum 2012 Annual Truck, Tractor and Commercial Vehicle Show. Contact: Clayton Hoak 207-582-3224
- July 22 ATCA Uncle Sam Chapter Show - Washington County Fairgrounds, Greenwich NY. Contact: Clarence Ritchie 518-642-9437
- July 27-29 17th Annual Eliot Antique Tractor Show. Raitt Homestead Farm, 2077 State Road, Eliot, Maine. Contact: (207) 748-3303
- July 29 ATCA Bay State Chapter 11th Annual Truck Show; Worcester Sand and Gravel; Worcester, MA. Contact Jim @ 508-789-6571
- August 4 Green Mountain Chapter – ATHS Annual Show – at the High School Route U.S. 5 Bellows Falls, VT Contact: Jan Phelan (802) 263-5458.
- August 5 ATCA New England Chapter Truck Show, Hudson Elks Club, 90 Park Street Hudson, MA Contact: Bill Semple 978-460-0465
- Aug 4-5 Owls Head Transportation Museum – Wings & Wheels Spectacular & Aerobatic Airshow. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- August 11 Men and Their Machines & Blacksmith’s Roundup; Maine Forest and Lumber Museum, Route 178 – Bradley, ME. For more information: 207-974-6278
- Aug 11-12 Northeast Rockbusters Antique Construction Equipment Show and Display, on Route 31 south just south of Route 101, Wilton, NH; 8:00 am – 5:00 pm daily. Contact Bill Weston 508-562-7337 or Bob Rooks 978-490-4138
- Aug 10-12 Brockway Truck Preservation Association 100th Anniversary Celebration. Their goal 200 Brockway Trucks, Main Street, Cortland, NY Contact: 864-677-3453 or www.brockwaytrucks.com
- Aug 20 Owls Head Transportation Museum – 35th Annual New England Auto Auction. Preview 8/20-8/24. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Aug 19 ATCA - Granite State Chapter Annual “Barrington Old Truck Meet” Contact: Don or Marilyn Smith (603) 664-9761
- Aug 26 ATCA Little Rhody Chapter Annual Truck Show- RI-CT Historical Airport, Coventry, RI New Location Contact: Roger Volatile (401) 647-7226. NOTE: DATE NOT CONFIRMED
- Sept 1-2 Owls Head Transportation Museum – Vintage Motorcycle Meet. Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 14-16 HCEA International Convention, HCEA Museum Grounds, Bowling Green, OH 419-352-5616

- Sept 22-23 Owls Head Transportation Museum Earth Movers and Shakers Show.
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Sept 22-23 ATHS Hudson Mohawk Chapter Antique Truck Show & Flea Market
Ballston Spa, NY Contact Dick Linstead (518) 581-1829.
- Sept/Oct tbd **Pine Tree Chapter** Fall Tour - to be determined at the Annual Meeting on March 18, 2012
“Host”/Volunteers needed; Contact: Clayton Hoak @ (207) 582-3224
- Oct 6-7 21st Annual All Mack Truck Show at Gerharts in Lititz, PA; Details write: Box 405, Lititz, PA
17543 NOTE: DATES NOT CONFIRMED
- Sep 30-Oct 7 Fryeburg Fair
- Oct 10-13 Hershey 2012
- Oct 6-7 Owls Head Transportation Museum – Foreign Auto Festival
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Oct 27-28 Owls Head Transportation Museum – Great Fall Auction & Flea Market
Contact the Museum @ 207-594-4418 or visit their website – www.owlshead.org
- Oct/ Nov tbd **Pine Tree Chapter** Late Fall Get Together/ Great Fall Auction Location and
Details tbd; Contact: Clayton Hoak (207) 582-3224
- Nov 3-4 Higo’s Logging and Music Annual Saw Mill Days; Details to be perfected;
Contact: Allen Higgins or Paula Hersom (207) 442-0701



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: Membership Meeting – March 18, 2012 @ Owls Head
Winter Gathering – March 25, 2012 @ Gushee's**