

# **Shop Manual**

## **July, 2011**

### **Almost Owls Head**

#### **Edition**

[www.badgoat.net/ptcaths](http://www.badgoat.net/ptcaths)

### **President's Message**

Greetings. If you are not already aware the Owls Head Truck, Tractor and Engine Show is a mere three weeks away; actually less by the time you receive this newsletter. The Chapter will have its sales and information table inside the pavilion with a raffle drawing (numerous items) on Saturday afternoon and 50/50 drawing on Sunday early afternoon. On Sunday around noon the Chapter will host its Exhibitor's Luncheon (hamburgers and hotdogs, chips, cookies, drinks) for Chapter members and their families and guests; and Exhibitors and their families.

The Museum has recently sent fliers to previously registered Truck Show attendees. A copy of the flier can be found inside. Secretary Diane Munsey called the Museum and inquired what the Maine Country Buffet Dinner included. The answer - roast pork loin, sliced sirloin beef, barbecued chicken, garden salad, a starch vegetable (potatoes?/ rice?/ rutabagas?); corn on the cob, rolls and butter, strawberry shortcake.

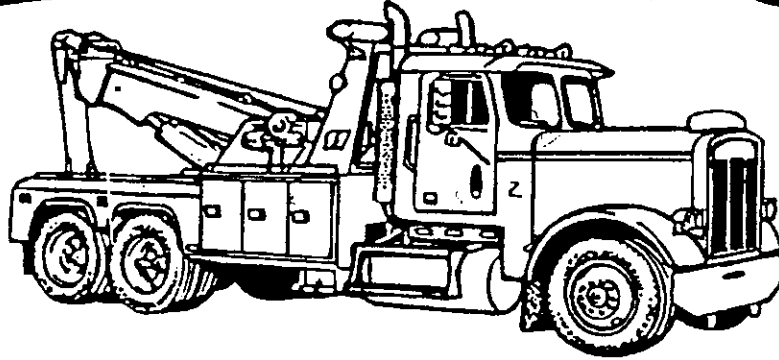
Annette and I had the opportunity to attend the 2011 Annual Convention in South Bend, Indiana the last week of May. A good number of chapter member were in attendance, many with one or more trucks on display. The final truck count was around 850. Due to the wet grounds truck parking space was at a premium.

The Chapter's longest distance award goes to Charlie Huntington for flying to Washington State and driving his recent Harvester acquisition cross country to display at South Bend before heading for home. We had a good time despite the often damp weather.

The Chapter's Spring Tour was the weekend of June 11<sup>th</sup> and 12<sup>th</sup>. John Ellingwood and Steve Marshall put the tour together with some guidance from Vice President Mullin. We started at Carl Phillips Shop in Gorham (Carl was multi-tasking that Saturday –hosting both the Pine Tree Chapter and the Towing and Recovery group). From Phillips' we headed north/northwest to F.R. Carroll's construction yard (concrete and bituminous supplier); and then onto Steve McLean's operation (Oshkosh, Walter, FWD, Coleman and other big iron dealer). Through no fault of the tour planners each stop got progressively wetter.

After lunch we headed back towards Scarborough with an interesting stop at a large resale shop with the goods stored in numerous box trailers. A couple of members found items that they absolutely couldn't live without. Most tourers bypassed Cabela's in favor of getting to the motels to dry off.

# PHILLIPS & SONS



## BODY SHOP

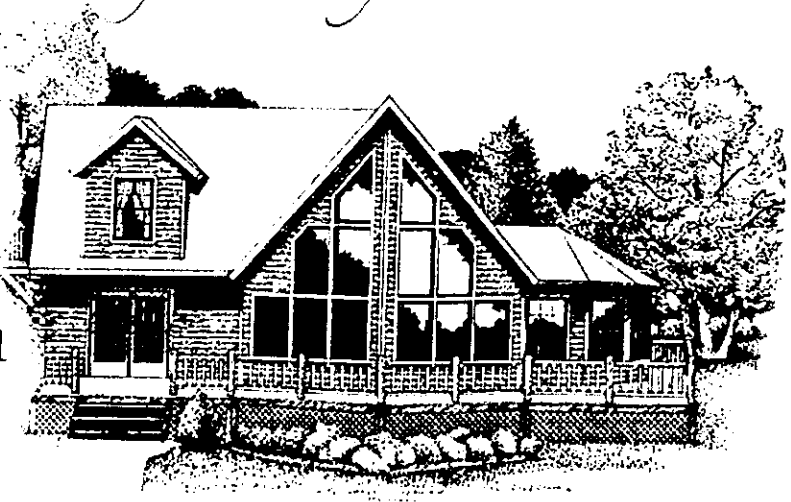
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Saturday evening approximately 45 members, family, and guests gathered at the Clambake in Pine Point for dinner. Fish and chips appeared to be the most popular choice, although certainly not the only choice.

Sunday morning we gathered at Tractor Supply in Scarborough, shopped for a short while, and then headed for Motoropolis in Biddeford. Motoropolis is the effort of a local private collector to bring a car museum/ event center to downtown Biddeford. Presently there are approximately 40 vehicles on the first and second floor of a large old warehouse being converted into a museum. The vehicles include Nashes, Kaisers, a Crosley, several Edsels, and numerous Mopars. Motoropolis is presently not open to the public, pending meeting the City's sprinkler and restroom requirements for a museum.

On the home front I have been stripping more parts off the 1955 GMC 630 getting ready to paint the frame from the front cab mounts back. The front axle, engine and transmission are the only items left on the truck frame at this time. Hopefully I can remember where all the parts go when I get reassembling.

A recent e-mail from Steve Corson, our Fall Tour Director, stated he has lined up a guided tour through Fisher Engineering on Saturday October 15<sup>th</sup>. Safety glasses are mandatory. To ensure sufficient safety glasses are available we will be taking a head count prior to the tour. More information on the Fall Tour to follow in future Shop Manuals.

We still need a location for, and a volunteer(s) to host, this year's Late Fall Get Together/ Great Fall Auction. The date has been set for November 12<sup>th</sup>. 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

Just in – the 2011 Kora Shrine Car Show and Fly In, scheduled for this upcoming weekend, July 9<sup>th</sup> and 10<sup>th</sup>, in Turner has been cancelled. The Shrine is going to assess whether to continue with the event in future years.

Hope to see you on July 23<sup>rd</sup> and 24<sup>th</sup> at Owls Head.

## **Ramblings**

**By Lars Ohman**

Greetings from the shores of beautiful Brandy Pond, Naples, Maine... well not really, but that's where I should be this afternoon. While your Editor, Peter was taking in the sights and sounds of the ATCA show in Macungie, PA over Fathers Day weekend, other Chapter members and I held the Fort at the annual Watson's Water & Wheels Show on the shores of Brandy Pond, right here in Maine. The weather Gods held off and the turnout was good, the food excellent, and the friendship top shelf as usual. New vehicles continue to show up each year, along with the old, and something for all to enjoy. Steamboats provided rides on the lake, and the one lungers chugged away pumping water, and running various pieces of equipment. Ole' reliable Joe Parenteau was in charge of placing vehicles for best viewing and color coordination after the mowing crews had trimmed and prepared the grounds. Dragon flies kept the mosquitos mostly at bay, and there was enough sunshine to get a burn.

A few new Doodlebugs showed up this year for the impromptu Sunday morning pull against the drag at the Watson's Upper Beam Yard. This is a fun event open to any and all from one cylinder garden tractors to stock V-8 trucks, and about every sort of true woods / farm Doodlebug in between. This year's top honor went to a 1938 V-8 Ford powered ex fire truck that was modified by long time / old time track competitor Dick Bachelder from Lebanon, ME. Dick has driven many a race on the roundie-round tracks, and his modified (stock powered) pulling tractor put on an eye popping show doing a wheelie. The Old Fox driving it even managed to pull off a two speed rear end shift with the front wheels in the air. Dick spent most of the money on shortening the frame, scrounging the dump for parts, and the rattle bomb red paint, and it appears the finely tuned, unmodified Ford V-8 was neglected, as it was the undeniable champ in the Mosquito Control exhaust category as well. Event Chairperson, Amy, did an outstanding job with her yellow Ford 4 x 4 Pick-up. As it came down to the deciding final pull, one of the weight blocks had a small piece of concrete knocked off it in the loading process by Cole Watson at the controls of the John Deere back hoe. I picked up the two pound piece and added it to the drag. Amy is still chasing me claiming that is the piece that broke the camel's back, and sent the title went to Dick. Next year's competition should be interesting.

Back to the show... Thursday's early arrivers and clean up crew managed to eat their way thru a lobster feed. Friday evening was the ever popular Pot Luck Supper, and Saturday night was the Chicken Bar-B-Q put on by the Lion's Club. The raffle table, which benefits the Naples Historical Society had a vast assortment of gifts provided by area merchants, and generous donors. I want to thank Dick and Judy Batchelder's Grand-daughter for selling me the winning tickets for the raffle. Harrison's now mildly famous Archie was there with his usual collection of purchasable items in inventory, but the pickings were limited. Archie reports with scrap metal prices way up, people are not parting with items at his place of employment. Tom Heald had a display of Maine made antiques for sale, as well as another vendor with a real knack for taking anything, and making it into welded up construction toys, motorcycles, tractors, and trucks. Dana Watson's recently completed AA Ford wrecker that was reworked and brought back to life from just a very few original parts, a few pictures, and Dana's ability to figure out and make things from scratch. A Toro Golf Course buggy also made an appearance. The show stopper was a... well, I'm not sure what it started out as in life, but true to Johnny Cash's "I Got it One Piece at a Time" it had three headlights on one side, two on the other, a Mercedes grill, parts of a Lincoln or Mercury, two doors on one side, one on the other, left chrome side molding did not match the other side, and had Hardley-Ableson headers and exhaust protruding thru the right rear (minus) door area. The exhaust actually leaked oil, so I'm sure it was Harley marking its territory! At one time we had no less than four Model "A" pick-ups on he grounds. All in all, another great show with great friends, and always something new to see and do. Hope to see all at Owls Head... Lars

### **For Sale**

For Sale – 1969 Ford F850 Tandem Dump Truck; 534 V-8 gas engine (needs rebuild or replacement); 5 speed transmission/ 4 speed auxiliary; 34,000 rears on Hendrickson suspension; twin cylinder body hoist; definitely restorable; priced reasonable; also has 1961 Ford dump truck – “rough”. Call Peter Quirion at 207-621-2785 for more information.

## Writings on Detroit Diesel Chapter 2

By George Barrett

During the year 1926 the principals of General Motors had many discussions about how they should go about getting into the diesel engine business. Do they purchase an existing manufacturer, purchase the rights to a European design, or start from scratch? In 1927 they start testing some of their crude designs of both two cycle and four. These test engines are single cylinder and from what I can gather were apparently about 500 cubic inches. It seems they would run the engine for a while and then take it apart, convert it into a four cycle from a two and test some more.

Charles Kettering (1876-1958), a director of GM, was impressed with the Cummins product and in February of 1928 the General Motors Research Labs (GMRL) purchased a single cylinder model U that was installed in April for testing. GM was giving serious consideration to buying Cummins because it seemed the most promising of what was available in the United States. In July Clessie Cummins has a very congenial visit with Ket at the GMRL. He notices some injector parts on a bench that are an exact copy of his only much larger In September Clessie again visits with Ket at the research lab and tells him of his new model K designed for yachts. Times were good a little more than a year before the stock market crash and the wealthy were buying yachts.

As a side note this was also good for Maine where the Bath Iron Works was building one yacht after another, very encouraging for "Pete" Newell(1878-1954) who managed to get the yard going again after it had been dormant for almost two years. William S. Wyman (1874-1942) of Central Maine Power must have been impressed with William S. Newell as well as having an instinct for business development. He basically told Newell to pay the rent on the building and start constructing boats and pay for the electricity when he was able. These two men, in my estimation, were the great business leaders of their day.

Also in 1926 Fairbanks-Morse starts work on a new two cycle diesel. F-M had a wide variety of engines, two and four cycle, for almost every application. This new two cycle was of the opposed piston type that eventually became one of the two engines used in submarines until nuclear power took over in the early 50s. It was popular in marine applications, particularly with the Navy, not so good on the railroads. Opposed cylinders worked well on aircraft but opposed pistons with two crankshafts is a different design.

The background on the opposed piston design is interesting, having been designed in Germany by a professor Junkers and used in aircraft, as a diesel. It is unclear how F-M acquired the design but it did become a competitor to the large EMD engines of General Motors. Looking ahead to the application of diesel engines in trucks, which you may remember is the main subject of this column, the Fairbanks-Morse will only be offered in the high horsepower applications, never in vehicles. Kettering must have had trucks in mind as he developed the "Jimmy"

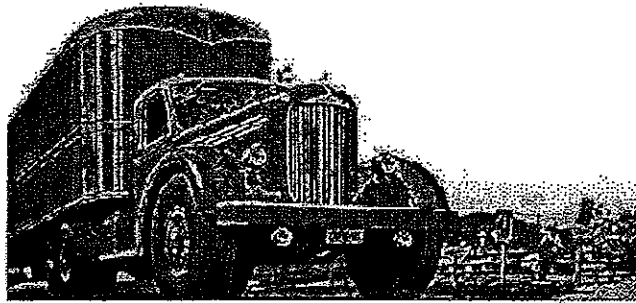
In April 1928 Charles Kettering buys a 105 foot yacht from the well respected builder DeFoe on the shores of Lake Huron 115 miles North of Detroit. At age 52 Kettering was new to yachting and he never was in reality a yachtsman, he was a successful inventor. The reason for buying the yacht was to have a laboratory for his endeavor to develop a universally accepted diesel that could be mass produced at a reasonable cost. This is what Alfred Sloan and the other

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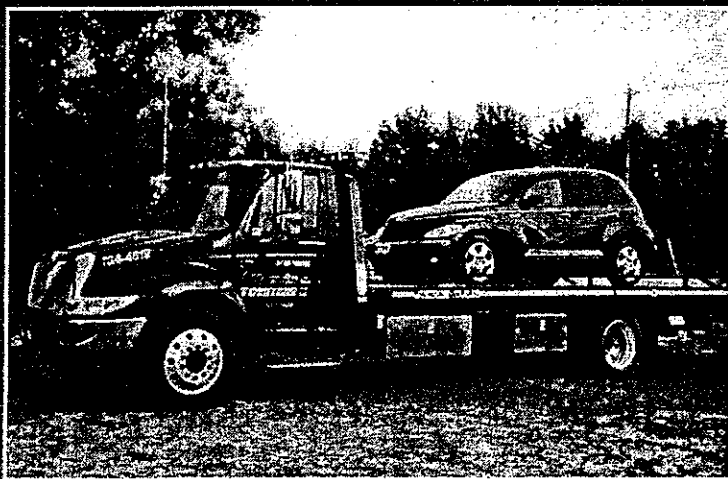
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directors of General Motors had asked him to do although they really didn't have to ask, Kettering knew this was the thing to do, Kettering knew what was going on around him and the world, he was personable and thus he acquired the affectionate nicknames "Ket" and "Boss Ket" although he never bossed anyone.

You're probably asking "where have I heard the name Kettering before?" You've recognized the name from the Sloan-Kettering Institute for Cancer Research that came about when Ket's wife Olive died of cancer in 1946. The Sloan is of course Alfred Sloan (1875-1966), MIT educated engineer, formally with Hyatt Bearing and then president of General Motors. Kettering should be remembered for many more things the first of which in the automotive field was designing the electric starter, ignition, and voltage regulator for the 1912 model year Cadillac. As a result he suddenly had to become a manufacturer to fill the orders that GM was sending him. Ket grew up and lived in a small town near Dayton Ohio so he called the company he formed Dayton Engineering Laboratories Company which we all know today as Delco.

The yacht Ket bought had two Cooper-Bessemer 175 horsepower diesels that weighed 11 tons each, that's 125 pounds per horsepower. Compare this to an early 6-71 that would weigh in at about 10 pounds per horsepower or a 1960s model with 238 horsepower at around 8 pounds per horsepower. Ket didn't have a choice of engine with this boat, it was built and ready to go but the Cooper-Bessemer was considered a great engine for its time. In the years before the market crash in October of 1929 many large yachts were being sold and diesel engine manufacturers were building almost what we could call custom engines for each yacht meaning that there were not a lot of engines sitting in a warehouse ready to go.

Big diesels like those on the yacht were new to Kettering but he certainly had plenty of experience with engines. In 1916 Delco was manufacturing small gasoline generators for rural farms that would start when you turned on the light and shut down when not needed. Later in 1919 he spent close to three years developing an air cooled engine for Chevrolet. This was dubbed the "copper cooled" engine because the fins were copper rather than cast onto the engine block. This was a turning point in Kettering's life because the project failed due to divisions within General Motors, not because the engine itself was defective.

The small generating systems Kettering designed sold well and the line expanded to twenty five models from 500 to 3000 watts. These Delco-Light farm electric plants could be configured to charge a bank of batteries or work alone, starting and stopping automatically. At one point there suddenly developed a series of problems where the engine would start and run well but after running for a while would seize not start again until cooled down. Kettering worked frantically in an attempt to find the problem and could not figure out why the piston was expanding enough to cause the engine to bind. Why had all the earlier engines worked well and now the problems?

Everything I have read about Kettering leads me to believe he was a very mild mannered polite person but for a few seconds this vexing situation got the best of him. He grabbed the piston and threw it forcefully against a masonry wall where it shattered. Immediately he saw the cause; the crown of the piston had been cast too thin, what should have been 3/16 inch thick was only a 16th. The thin metal was unable to carry away the heat. I thought I'd throw this little incident in just to make some of you feel a little better and to encourage others to get a little angry once in a while, it may help you solve your problems.

## South Bend - by Allen Milbury

The old International which hangs out here, the old man, too, left in the wee hours of Sunday, May 22, eastbound. We headed for I-80, which would be THE route for us this time. Once we were on I-80 we went the fifty miles to the Wyoming border (Evanston). Next we ran the 402 miles of Wyoming, then the 460 miles of Nebraska. The end of the first day came at Walnut, Iowa, about 45 miles east of Omaha. That day's total was 1108 miles. The motel at Walnut had a crowd around a couple of Kenworths, people checking-out Jerry Comcowich's trucks. By the way, Jerry's traveling companion was the well-known-to-Maine folks..... Ralph Selby. Yup, the man who often travels in a Ford panel truck, tomato soup color.

Monday, May 23<sup>rd</sup> got us (truck, me) to Walcott, Iowa at about 8:00, right on time to meet and visit with the Iowa-80 people who had left Joplin, Missouri, the day before. The Iowa-80 Group's new facility dedication as well as the Joplin Jamboree had occurred on the 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup>. The people I met in Walcott at 8:00 on Monday, the 23<sup>rd</sup>, had left Joplin on Sunday morning (same day I left here) to return to Walcott. The devilishly horrible tornadoes struck Joplin before the travelers to Walcott had arrived at their home base. There was no damage to Iowa-80's Joplin property. Wow!

I spent the day, Monday, at Walcott, went the rest of the way to South Bend on Tuesday, May 24<sup>th</sup>. On arrival at a national show/convention the first order of business, it seems, always, is to anticipate the hassles and insults and travails that HAVE to happen in the photo area. Terry (Photo Card Specialists) and Charlie Sullivan (man in black) are longtime friends, and they simply HAVE to have their fun. My reception at the photo area, for this year, was a classic.

There was an excellent turnout, with 800 plus trucks by Friday afternoon. But, there always seems to be a 'but', there was plenty of rain. The rain didn't seem to bother many people, though.

Maine was well represented, both by membership and by the number of nice trucks. I still am not decided..... is it possible that Curtis Chase bent the truth? Maybe a little bit, even?

Curtis told me, in a sort of hand-over-mouth, low voice as well.....fashion..... that he was along ONLY to chaperone Bob West and Bob Kenyon. I asked Curtis if those men (Bob and Bob) really needed a chaperone. His answer was, especially for Curtis, the typical low-key type one would expect. "Ya never really know." Let's leave that one alone, going no further with it.

After South Bend I left the old pickup in a storage building at Iowa 80 and flew to back Utah with plans to return to Iowa in mid-July, to be part of the Walcott Jamboree crew. After the Jamboree there's a high school reunion in Portsmouth, New Hampshire, July 21<sup>st</sup>, with Owl's Head starting on the very next day following the H.S. reunion. I will probably wander around a bit on the Walcott to Maine leg, might even get lost a few times.

### Owls Head Committee

With just under 3 weeks until Owls Head the Planning Committee is in full swing with some great new ideas. We have a couple of raffles this year and we are still looking for volunteers to help with the tables so we can all get a chance to enjoy the show. We are asking for two hour blocks but any and all help is welcome. We are also trying a separate membership table to show people what we are all about and encourage others to join in the fun.

Contacts are:

Diane Munsey is coordinating the raffle. She would like to know ASAP what items are being donated to the raffle so that we can properly acknowledge all of our generous donors. Diane can be contacted via e-mail at: [muns43@localnet.com](mailto:muns43@localnet.com).

John Ellingwood is coordinating the donations, cooking, and serving of the Sunday member and exhibitor lunch. John can be contacted via e-mail at: [jellin@sacoriver.net](mailto:jellin@sacoriver.net).

The final meeting will be Wednesday July, 13<sup>th</sup> 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](mailto:pcnancym@maine.rr.com) or (207) 671-6925.



## July - August Events

- July 8-10 HCEA International Convention, I&I Tractor Showgrounds. Pennfield, IL 419-352-5616  
July 10 ATHS Central New York Chapter 14<sup>th</sup> Annual Show, Longbranch Park, Liverpool, NY.  
Contact: Scott Smith @ 315-687-1165
- July 16-17 ATHS Long Island Chapter 19<sup>th</sup> Annual Truck Show at the Hallockville Farm Museum  
Riverhead LI, NY Contact Bruce Young (631) 727-7943.
- July 23-24 Pine Tree Chapter/** Owls Head Transportation Museum 2011 Annual Truck, Tractor and  
Commercial Vehicle Show. Contact: Clayton Hoak 207-582-3224
- July 24 ATCA Uncle Sam Chapter Show - Washington County Fairgrounds, Greenwich NY.  
Contact: Andy Hill 518-752-2169 or Clarence Ritchie 518-642-9437
- July 30-31 16<sup>th</sup> Annual Eliot Antique Tractor show. Raitt Homestead Farm, Rt 103 Eliot, Maine.  
Contact Lisa Raitt, (207) 748-3303
- July 31 Bay State Chapter – ATCA 10<sup>th</sup> Annual Truck Show, Worcester Sand & Gravel, 182 Holden  
Street, Shrewsbury, MA. Contact Mike @ 508-852-1683 or Jim @ 508-789-6571.
- August 6 Green Mountain Chapter – ATHS Annual Show – at the High School Route U.S. 5  
Bellows Falls, VT Contact: Roger Martin (802) 439-5797.
- August 6 Lumbering in the Maine Woods – Men Machines Blacksmith Roundup Lumber Museum –  
Bradley, ME. Contact: Marilyn Hatch 207-722-3289
- Aug 6-7 Owls Head Transportation Museum – Antique Autos, Aircraft & Aerobatic Spectacular. Contact  
the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- Aug 6-7 Back to the Past at Scribner’s Mill, Harrison, ME. Contact 207-583-6455
- Aug 7 30<sup>th</sup> Annual Antique Truck Show - Hudson Massachusetts ; Sponsored by the Elk's Lodge  
Hudson, MA Contact Bill Semple @ 978-460-0465 or Dennis Zilembo @ 508-335-2992
- Aug tbd Annual Friends of Togus VA Hospital Car Show and Picnic. Hosted by the Rusty Nuts Car Club
- Aug 13 12<sup>th</sup> Annual Brockway Show, Cortland, NY
- Aug 14 ATHS Twin Tiers Antique Truck Show, Brockway Museum, Cortland, NY  
Contact: 607-648-8035
- Aug 20 Owls Head Transportation Museum – 34<sup>th</sup> Annual New England Auto Auction. Preview 8/15 -  
20. Contact the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- Aug 21 ATCA - Granite State Chapter Annual “Barrington Old Truck Meet”  
Contact: Don or Marilyn Smith (603) 664-9761
- Aug 21 ATCA Mid Hudson Chapter Show, Montgomery, NY  
Contact Mike Fowler 845 883-5287 or Bob Wager 845 883-7613
- Aug 28 ATCA Little Rhody Chapter Annual Truck Show- RI-CT Historical Airport, Coventry, RI New  
Location Contact: Roger Volatile (401) 647-7226

### ***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 \_\_\_\_\_

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

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

## From the Workbench

By Peter Mullin

Since others have covered a lot of ground this month and there is a lot of important information to cover elsewhere; I will be brief this time around. It was suggested at the business meeting back in March that we should run member profiles as a regular newsletter feature. To date we have received (and published) exactly one member profile. In order to make it easier for the members to submit a member profile you will find a member profile form as part of this month's newsletter (and at the chapter table at Owls Head). You don't need to write a complete story now you can just fill in the form with as much or as little information as you would like to share and we will do the rest. Pictures and stories are always welcome and strongly encouraged. They will be published on a space available and as timely a basis as possible.

Nancy and I did make the Spring Tour. As Clayton also mentioned it was another great tour. I was amazed at the cleanliness of the yard and equipment at FR Carroll and Steve McLean always has something (or multiple things) to catch my eye. Sunday's stop at Motoropolis in Biddeford was amazing. They have a really good start and an ambitious plan for a first rate museum in a rather unusual location. John Ellingwood and Steve Marshall did an outstanding job of planning everything within their control.

We didn't make South Bend, however we did make the ATCA show in Macungie as part of a road trip that also included Niagara Falls, the Welland Canal and the New England Fire Chief's Convention at the Big "E". The only "interesting" escapade (other than battles in Pa. with the GPS) was the 3/8" x 1 1/2" bolt we picked up in the left rear tire of Nancy's Equinox in Niagara on the Lake, Ontario. The truly interesting part was the little three bay garage we pulled into to get the tire patched. The vehicles occupying the bay space were a 1960 Pontiac sedan, a 1968 Plymouth Fury Convertible and a WWII Dodge WC panel truck all being worked on by the nicest old school mechanic you could ask for. Got the best exchange rate of the trip there too.

### **Your 2011-12 Chapter Officers and Directors:**

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

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

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

Treasurer - Harold "Jamie" Mason - 104 Falmouth Road , Falmouth, ME 04105 (207) 949-1360; e-mail - [haroldjmason@gmail.com](mailto: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 [jmggladu@yahoo.com](mailto:jmggladu@yahoo.com)

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

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

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



PO Box 277  
 117 Museum Street  
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Dear Commercial Vehicle, Antique Tractor, Engine and Machinery Enthusiast,

I am writing to invite you to exhibit at the annual **Antique Truck, Tractor and Engine Show** scheduled for **July 23 & 24**. This year's event promises to be the best one yet. Besides an incredible display of exhibits that are second to none, the flying of Museum aircraft and the usual shenanigans, **we will again celebrate heavy iron, moving the goods and good ol' country**. The Museum has contracted the Katahdin Valley Boys to play some fine **live country music**. They will perform at scheduled times each day and also prior to, and following, the special **Exhibitors Buffet** held at the Museum on **Saturday night at 6:00 pm**. All exhibitors are welcome to attend this low-key and fun-filled dinner.

**Please purchase your dinner tickets early as seating is limited.** Use the form below to make your dinner reservations for this evening of fun and camaraderie. There will be award presentations for trucks, tractors, machinery and other contraptions exhibited on Saturday along with drawings for biplane rides.

**Be sure to make your accommodation arrangements now too.** There are also several excellent campgrounds nearby.

We are "down right" charged up about sharing with you the excitement of this nationally recognized Maine coast event. We've already been receiving calls from exhibitors and spectators. Please feel free to contact us for any reason.

Keep in mind, the Museum has extended its initiative to offer free admission to all family members under 18 years of age. Your participation as an exhibitor helps make this possible.

We look forward to seeing you!

**FOR MORE INFORMATION ABOUT:**

**CALL:**

The Event.....	The Museum at (207) 594-4418
The Pine Tree Chapter of ATHS .....	Clayton Hoak (207) 582-3224
Accommodations:.....	Penobscot Bay Region Chamber (207) 596-0376
	Camden/Rockport/Lincolnville Chamber (207) 236-4404

The Pine Tree Chapter of ATHS will be headquartered on Museum grounds. • As a courtesy to others, please no pets.

**EXHIBITOR'S DINNER REGISTRATION FORM**

YES, I am coming to the Exhibitor's Dinner on Saturday evening, July 23 at 6:00 pm

**How many?**

\_\_\_\_\_ MAINE COUNTRY BUFFET DINNER(S): featuring fresh local fare  
 TOTAL COST @ \$25 each = \$ \_\_\_\_\_ Please include payment.

Name \_\_\_\_\_ Tel \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

***Make your reservations today! Limited seating.***

Please return this form with your payment by July 15 to:

**OWLS HEAD TRANSPORTATION MUSEUM, PO BOX 277, OWLS HEAD, ME 04854  
 TEL: (207) 594-4418 • FAX: (207) 594-4410 • www.owlshead.org**

**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 event: Owls Head Truck Show July 23 & 24, 2011**