



Shop Manual

July-August 2023
President's Message
www.badgoat.net/ptcaths

The Owls Head Truck Show was successful in spite of the lousy weather that has plagued much of the Northeast through the first half of the summer. According to Toby Stinson the weather in Owls Head had been so foul they had yet to fly an airplane on a show weekend through and including the truck show weekend. That being said, truck attendance was pretty solid on Saturday but a little lighter on Sunday. Raffle ticket sales on Saturday were very good with the Stackpole grandkids (and a neighbor) competing to win several items. Raffle sales on Saturday totaled \$500. Unfortunately, due to a significant impending weather front coming through, an early decision was made to cancel Sunday's 50-50 raffle.

Fortunately, while the fog refused to burn off, the rain held off for Bob and Lucy Stackpole's lobster bake and cookout on Saturday night. As always, this favorite event was well attended, and no one went home hungry. A huge Thank You! to Bob and Lucy for hosting this event. It is a lot of work and truly a labor of love.

To say this year's t-shirt truck honoree was pleased would be an understatement. Wayne Devoe, Sr., of Freeport, Maine, is a retired Bickford Transportation driver and has been a Chapter member from our start in 1989. Wayne's white B-61 Mack was a great choice for this year's shirts. Wayne kept asking how did this happen? The Board of Directors and Officers choose the honoree and truck from the Chapter's 3/4 Century Club membership (and other known members over 75 years of age). Wayne continued throughout the weekend expressing the sentiment that he didn't think it would ever happen. It was truly an honor for me to present this year's t-shirt to a member who I personally have known and called a friend since we formed this ATHS Chapter back in 1989.

As an added bonus, shirt sales were solid enough at Owls Head that we sold out of a few sizes. But, not to worry, we are currently working on a supplemental order (including more Chapter hats) to insure we have sufficient stock on hand for the Topsham Truck Show in September. We are currently awaiting a re-supply shipment of license plates from ATHS Headquarters as well.

Recently the weather went from too rainy and wet, to too hot to do anything. However, in just the last 24 hours the weather trend has moderated significantly pretty much statewide. Friday in Portland it was around 90 with crazy high humidity but last night's torrential downpours left us with high 70's and low humidity. Perfect weather for working on projects (shop and yard), camping, and going to truck shows. So, get out there, work on something, enjoy the great weather with family and friends and maybe go to a truck show or visit some old truck friends. Nancy and I are headed Downeast (Bar Harbor and Washington County) camping August 5-?? Who knows what old iron we will find or whose yard we will end up in. See you on the road and at the Topsham Truck Show September 17th.

Peter



2023 Pine Tree Chapter T-Shirt Presentation with Wayne and Peter

Huntington Photo

Pine Tree Chapter ATHS – Internet Presence

By Charlie Huntington

Here's a quick update on the Chapter Website & Facebook presence. The Website has been up for a few years at this point. This spring I cleaned it up a little so information should be easy to find. In general, it's good for an organization to have a website as information on them tends to be more stable and easier to find. Our group's website includes a lot of event history that's within a couple of clicks to view. As webmaster my reward to working on the site is to simply know it's being used. With that being said, please send me updates on anything you see that needs attention. I take it as a positive thing to get that kind of feedback. My e-mail is chrng66@gmail.com or you can click the link to it on the website. The Chapter's website address is www.badgoat.net/ptcats.

More recent news is that the Chapter now has a Facebook GROUP. We've had a Facebook PAGE for a few years but a PAGE limits how people can participate. Once you're accepted as a member of a GROUP you can post at will. This was setup very recently and we had over 50 members in the GROUP in the first 24 hours. Jump in and post a picture of your truck, project, for sale item, or share a Maine Trucking history item that you've seen elsewhere on Facebook. The more active it becomes, the more fun for everyone. The name on Facebook is ATHS Pine Tree Chapter (Maine). Just make sure you're looking at the GROUP, not the old PAGE. Once you've joined, click the "Invite" button on the upper left and let your other truckin' buddies know about it as well!

Happy Browsing!

The Backside of Worley's Logbook – Volume I

Once in a while I think way back to the 60's when I worked at the Atlantic Truckstop on route 1 in Kittery opposite Howell's. About midnight one night Jimmy Howell; jumped over the center rail as I was tending to a truck and all excited asked " Did you see that!"

What he was asking about was one of Pioneer Plastic's rags lost a set of duals off the trailer and it hit the guard rail and bounced over 3 rigs that were resting in his yard. They went up out of the lights and he didn't know IF they came down let alone where! Later, the swamp they must have landed in became a landfill for the soon-to-be 95 bridge.

At that same job that Thanksgiving eve I was working alone running 3 fuel islands, the drivers were helping me out pumping their own when this 59 Chevy wagon pulled up to the gas island and kept blowing his horn for service. I was very busy writing credit cards, making change for, at the time, \$80-90 dollar sales to stop for his maybe \$3 dollar sale! He didn't wait. He blew the horn one more time and screamed "I'll have you fired tomorrow!"

As it turned out the next day Pete Gross came as I came in to check the books and asked if I had had any trouble last evening. I told of the guy and he said "that son of a bitch was my brother and I him told you weren't going anywhere and he should have got off his dead ass and helped". Figuring he owned the place it was only right. Wow! That was Pinetree State Petroleum.

Just a short one this time folks! Til next page, Larry

The Backside of Worley's Logbook – Volume II

The show at Owls Head was fantastic, fog and all. Thank you one and all for the well wishes after my bit in the hospital. I truly love being around the old trucks and people speaking in the same language (antique truck, that is!).

I do miss the feeling of a ridged straight - frame rail truck like Mack, White, Autocar, Diamond T, Brockway, Peterbilt, and Kenworth. These trucks are the most solid feeling to me, anyway. I enjoyed learning the transmissions. My favorite is Mack quadraplex or triplex. The only thing that can mess up is the driver, not able to blame an air shifter for missing a gear.

The proper fifth wheel setting makes them ride good pushing down on the steering springs the correct amount. I won't accept the "4 in. is good enough" statement. Know what you are doing or ask. The truck will ride better and might even TURN THE CORNER in wintertime.

I'm looking forward to the Topsham show.

That's all for this page. Til the next one! Larry

(Editor's note: Larry has been away for several newsletters dealing with some health issues. Since he submitted two stories this last month we are printing both. Welcome back Larry.)

Ramblings

At our gathering at OHTM, I observed a youngster on a Ford "Doodlebug" in the tractor parade, proud as a peacock running it all by himself, and doing a great job. I strongly suspect there was a proud Grampie watching from the sidelines to make sure all went well. Brought back memories of being able to sit in my dad's lap, and "driving" his 1928 Ford Model "A" up and down the long driveway. I soon graduated to being able to steer on the way to the town dump on Sunday. I was way too short at 8 or 9 to reach the foot throttle, even though we had a hand throttle. Brake and clutch pedals were out of the question, but I was pretty proud of myself. Fast forward to when I was 16 and saved every penny I earned to buy a '34 Ford Pick Up with a very tired V-8 engine. Dad thought I would be OK with a Pick Up versus a car because I could only carry one passenger in the cab...boy, was he wrong, but that is another story.

I bought it, registered it in my name, insured it, and had my own transportation for a paper route. Short end of the first day, ran out of gas on the way home, and had no money for gas! Life went on, and when I left Texas, I sold it for \$5.00 more than I paid for it.....the engine had died, but the kid that bought it had another engine.

Fast forward to 1958, I had moved to Massachusetts, and just had to have another car @ 18. The first one was, yes, another Ford....a '28 sedan with a huge dent in the left rear (co- owned with another chap). Then a '39 Ford sedan that we beat the daylights out of and wound up removing the engine and dissecting it with a sledge hammer. Dumped that and had a '47 Ford convertible with a three speed on the floor, and no top.....not much fun in the rain.

That lasted until a '34 Ford Five Window came along.....never did get that one on the road, spent hours working on it though. Next, in the old iron classification came along the 1928 Ford "AA" that I have recently re-acquired after 56 years. Got that up and running, and had a few hayrides and field trips, but not fit for the road. Had a '55 Ford sedan for transportation...ran that a while and then I went into the service.

Got out and bought a '65 Ford F-100 with a 352 and overdrive, bucket seats and a side mounted tire carrier. Man, I was in tall cotton, my first "new" vehicle after 7 years of junkers. Needed to be on my own and bought a 1963 Ford T-950 (used) and went into trucking in the Boston area.

Now with a young family, bought a '67 F-100 and life went on until I could once again afford a truck on the side. Bought my Ford 1930 Roadster Pick Up.....great vehicle, just what I wanted, and could afford, but a 50 MPH top speed put some limits on it.

Oh, I forgot, during my time in the Coast Guard, three friends and I bought a 1928 Ford "A" two door sedan with what we thought was a soft engine. Drug it home, pulled the engine, found the flywheel had not been safety wired, and was hitting the bell housing. Tightened it up, safety wired it, and threw the engine back in. Did some machine work on the hubs to accept Ford disc wheels, and some old General ambulance 8:20-15", and after fabricating a tow bar, were on the sand dunes of Cape Cod with an official beach Buggy! A few additional modifications including beer coolers between the wishbones in the rear floor....God, we had some fun with that buggy.

Anyhow, back to the story. I had the "A" roadster, but still longed to have my "28 Ford "AA" dump truck back. 56 years of fruitless negotiations finally paid off. The guy I sold it to gave it back to me with an engine with a cracked head. We rescued it out of a barn in Danbury, NH, got it back to (the late) Dana Watson's in Naples where he installed a used head, and we were down the road in it for a short ride before blowing a couple of (at least) 65-year-old tires. Now you know the rest of the story, and you have seen "Ol Crusty at Topsham, where it will be again this year....good Lord 'willin and it ever stops rainin'..... Just chuggin' on down the road..... Lars

Pine Tree Chapter
2023 Topsham Truck Show
Topsham, Maine Fairgrounds
Sunday, September 17, 2023
8:00 AM to 2:00 PM - \$5.00
Fairground Swap Meet 6:00 AM to Noon
FMI – www.badgoat.net/ptcaths/

2023 Owls Head Truck Show – Several Charlie Huntington Cab-Over Photos



1960 Mack H-Model



1968 GMC Crackerbox



1959 IH Emeryville



1972 IH Transtar



1979 IH Transtar & 1977 Southwest - Budweiser Clydesdale Hauler

GMC Steel Tilt Cabs 1960 – 66

1960 saw significant changes in the GMC truck line-up. Only three models, the Crackerbox DLR8000 and DFR8000, introduced in 1959 as 1960 models, and the D860 - 90inch BBC diesel tractor, were carried forward. The conventional light, medium and heavy-duty trucks were redesigned and used the new Chevrolet cab; and two new model lines – the B Conventional series and the L Steel Tilt Cab series were introduced. The other significant change was all GMC in-line 6 motors (excluding the 270A used in the forward control chassis vehicles) were replaced by the new GMC V-6 (305A, 305B, 305C, 351, 401) and V-12 (702) gasoline engines (Source: The First Century of GMC Truck History, Donald E. Meyer 2018).

The L-series steel tilt cab trucks featured a 72-inch BBC with a set-back front axle with GVWs from 19,500 lbs. to 52,000 lbs.; and GCWs from 35,000 lbs. to 76,800 lbs. All were powered by the new GMC V-6 or V-12 gasoline engines or General Motor's 6V-71 diesel. Chevrolet offered a similar line of T-Series trucks.

While not glamorous trucks and tractors applications for the L-series included fuel delivery; dry van, flat-bed, and low-bed hauling, beverage delivery, concrete mixer chassis and fire engine chassis. Changes over the years were nominal. Models were added or dropped; different powertrain components were introduced. Several changes from GMC Product Data releases are noted below.

An L6500 was introduced in the fall of 1961 with the new 478 V-6 power and a maximum GCW of 65,000 lbs. to reduce the gaps in the engine and model spread between the 401 and 702 gasoline engines. B-6500s and C-6500s were also offered.

In 1963 NAPCO offered a 4x4 Powr-Pak conversion for the LV-4000 that did not require cutting or welding the truck body or frame to install. The local NAPCO distributor serving Maine was Hews Body Company, then located at 87 St. John Street in Portland.

GMC offered a "Four man" steel tilt cab in 1964 for construction and utility company use. The width of the cab did not change; however, the steering wheel was moved 1.5 inches to the left, the center console was removed, the standard shift was routed through the 72" wide foam seat, and each man was provided 18 inches of hip room.

DEK, an aftermarket supplier, engineered a reinforced fiberglass plastic "sleeper" that mounted at the side window elevation behind the seat. The "sleeper" reduced the CA dimension 8 inches. The bunk size was 25 inches by 79 inches.

In 1965 GMC introduced the DL-5900 tractor. It featured General Motor's 6V-53 Diesel to fill the GCW gap between 45,000 lbs. and 51,000 lbs. whereas GMC Toro-Flow Diesels were recommended for GCWs below 45,000 lbs. and General Motor's 71 N Diesels were recommended for GCWs above 51,000 lbs. Suggested applications for the DL-5900 were auto haulers, moving van operators, general freight operators, grocery wholesalers and reefer units.

1966 sales literature consolidated the various models into three categories:

Steel Tilt Models Gasoline Powered 4x2 with GVWs from 10,000 to 34,000 lbs.; GCW's from 20,000 to 76,800 lbs.; and nine engines – two inline 6, five V-6 and GMC's 637 V-8.

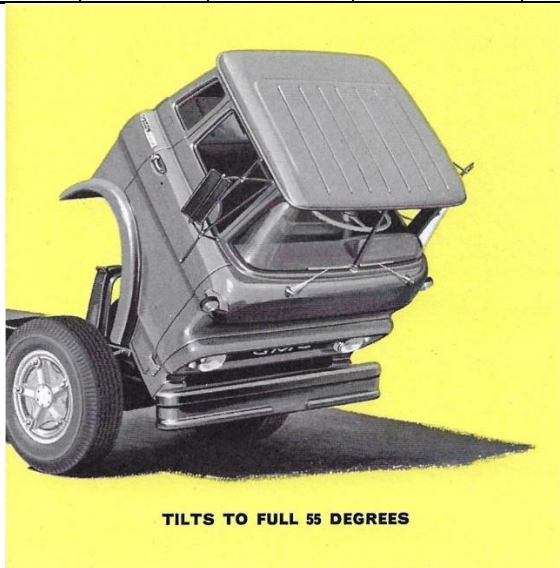
Steel Tilt Models Diesel Powered 4x2 with GVWs from 15,000 to 34,000 lbs.; GCW's from 35,000 to 76,800 lbs.; and seven engines – two Toro-Flow V-6, two Toro-Flow V-8 and three Detroit Diesel N series.

Steel Tilt Models Gasoline and Diesel Powered 6x4 and 6x2 with GVWs from 40,000 to 49,000 lbs.; GCW's from 60,000 to 76,800 lbs.; and four engines – two Toro-Flow V-8 and two Detroit Diesel N series.

The L Series continued in production, albeit with fewer models and engine choices, until 1981.

The 1960 L-Series Lineup

Model	GVW	GCW	Engine	Trans	Brakes	Wheels	Tires
LV-4000	19,500	35,000	305B	4-spd	Vac-Hyd	6 Stud Budd	8.25-22.5 Tubeless
opt.	23,000	-	305A/305C 351	5-Spd		Cast Spoke	10-22.5 Tubeless
LA-4000	23,000	35,000	305B	4-spd	Full Air	6-Stud Budd	9-22.5 Tubeless
opt.		-	305A/305C 351	5-Spd		Cast Spoke	10-22.5 Tubeless
L-5000	24,000	40,000	351	4-spd	Vac-Hyd	Cast Spoke	9-22.5 Tubeless
opt.		-		5-Spd	Full Air	10-Stud Budd	10-22.5 Tubeless
L-5500	27,000	50,000	401	4-spd	Vac-Hyd	Cast Spoke	9.00-20 Tube Type
opt.		-		5-Spd	Full Air	10-Stud Budd	10.00-20 Tube Type
L-6000	30,000	55,000	401	4-spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	32,000	-		5-Spd		10-Stud Budd	11.00-20 Tube Type
L-7000	30,000	60,000	702	5-Spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	40,000	76000				10-Stud Budd	11.00-20 Tube Type
DL-7000	32,000	60,000	6V-71	5-Spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	33,000	76000				10-Stud Budd	11-22.5 Tube Type
LW-5000	37,000	50,000	351	4-Spd	Vac-Hyd	Cast Spoke	8.25-20 Tube Type
opt.				3-Spd Aux	Full Air	10-Stud Budd	10.00-20 Tube Type
LW-5500	45,000	60,000	401	4-Spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	48,000			5-Spd 4-Spd Aux		10-Stud Budd	10.00-22 Tube Type
LW-7000	45,000	65,000	702	5-Spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	52,000	76,800		2-Spd Aux 3-Spd Aux		10-Stud Budd	11.00-20 Tube Type
DLW-7000	45,000	65,000	6V-71	5-Spd	Full Air	Cast Spoke	10.00-20 Tube Type
opt.	52,000	76,800		Roadranger 2-Spd Aux 3-Spd Aux		10-Stud Budd	11.00-20 Tube Type



TILTS TO FULL 55 DEGREES

MORE PROFIT IS YOURS WITH A

GMC Tilt Cab

Extra load capacity . . . easier servicing . . . easier parking! These are just a few of the important advantages you enjoy when you choose a GMC Tilt cab. They're compact . . . with a shorter wheelbase and a 72" bbc. You haul longer bodies or trailers for more payload . . . lower costs per haul.

Engine service is easy with a GMC Tilt cab. These cabs tilt a full 55 degrees for complete engine accessibility. What's more, GMC cabs tilt easily and safely. It's a one-man job anywhere . . . with doors open or closed.

Parking is easy, too! GMC Tilt cabs turn shorter than conventional trucks . . . even when overall lengths are the same. With time saved in parking and maneuvering, you make more deliveries per day for more dollars of profit.



LW-5000

Classified Ads

Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters request.

For Sale: 1952 GMG M135 6X6 service truck. Hard cab, V6 Toro-Flow 478 diesel, 5 speed + Hi-Low range. Hydraulic Garwood front winch, hydraulic driven Lincoln 400 amp welder, hydraulic crane. Asking \$2,000 ORBO. Contact Tony Bullard 802-685-7766 or tonybullardvt@gmail.com.

For Sale: 1967 GMC Crackerbox. 671, 10 speed. Needs full restoration. Comes with a good 671 (I assume the one in it is no good). \$3500 firm. I have a spare cab for another \$1,000; **Also For Sale:** 1951 GMC 640 road tractor and 630 parts truck. 471 Detroit, 5&2. Air brakes. Truck is all apart but I have everything. Very nice body. Hasn't run in 10 years but stored inside. Good candidate for a restoration. \$3500 obo; **Also For Sale:** 1956 Dorsey 30' step deck. New 15" tires. New deck. Air brakes. Built in ramps. Probably 7 Ton capacity. Restored and in 8/10 condition. \$4500 obo; **Also For Sale:** 1972 GMC 9500. Cab and chassis. Single axle. Complete, but needs restoration. 671, 10 speed. Starts in the cold and runs like a top. Radial and tubeless tires on Budd wheels. Passenger side cab has rust. Driver's side has been patched. \$3500 obo; **Also for Sale:** Air tag axle. Setup for Daytons. \$550; **Also For Sale:** 17.5' Beau-Roc HTT dump body with lift cylinder. Was going to make a tri axle but going a different direction. \$5500 obo. Contact Jamie - Falmouth, Me. 207-949-1360

For Sale: 1972 Ford C8000 Cabover – 1160 CAT engine; 5-speed transmission; 2-speed rear axle. Asking \$9000 OBRO. Please contact Wayne @207-318-0323 or email wjdr62@gmail.com

For Sale: Mack B-73 LST tandem road tractor – Serial No. 3533 – year unknown (2,520 B-73s were built between 1955 and 1966). Cummins engine; aluminum radiator shell; 5-speed transmission; 2-speed (direct and underdrive) auxiliary; camelback suspension; 10-22 rubber on Dayton rims; fifth wheel. Not running. B-model cab and rubber in poor condition. Nose and fenders in good to very good condition (likely replaced). Truck is in Alna, ME. Asking \$4,500 OBRO. Contact Becky at 207-737-9322 or rdavis@peco1938.com.

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting)

President - Peter Mullin 6 Kinney Road, Gorham, Me 04038; (207) 838-5069; email: wfd44@maine.rr.com

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email: tomchristopher71@yahoo.com

Secretary – Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE – PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

Director - George Barrett 2 Country Charm Rd. Cumberland, ME; 04021; (207) 829-5134, cell (207) 671-2666; email: sheepscot@zwi.net

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

Director - Steve Corson 163 Main St., Rockport, ME 04856; cell (207) 542-4192; email: blackdogmack@gmail.com

Director - Jamie Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com

Director - Diane Munsey 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

Director - Bob Stackpole 446 River Road, Cushing, ME 04563; (207)354-2372; email: stack123@roadrunner.com

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

Local and Regional Events – Now through the end of season

Fri-Sunday	8/4-6/23	Northeast Rockbusters Antique Construction Equipment Show, 9-4 daily Mark Gluck Farm, 157 Packerville Rd, Plainville, CT; FMI Dave Benn 401-644-7602, Joe Turco 401-932-2430, Mark Gluck 960-608-6013
Saturday	8/05/23	O'Connor Motors Squarebody Show – Augusta
Saturday	8/05/23	Green Mtn Chapter – ATHS Truck Show – Food on site!! Note New Location! Connecticut Valley Auto Auction site - 1567 VT RT 14, White River Junction, VT 8 am -2 pm; FMI Evan Shangraw 802-272-0357
Sat-Sunday	8/5-6/23	Empire State Antique Truck Assn – Annual Show, Alexander, NY
Sunday	8/13/23	Mid-Hudson Chapter – ATCA Show – New Platz, NY
Sat-Sunday	8/19-20/23	Granite State Chapter - ATCA Old Truck Meet– a.k.a. Barrington - Flea Market / Craft Fair / Liver Music / Food / Primitive Camping Feather Airport, Old Concord Road, Deering, NH FMI – Al Murphy 978-590-8632
Weds-Saturday	8/23-26/23	OHTM - 45 th Annual New England Auto Auction Week
Sat-Sunday	8/26-27/23	Bay State – ATCA 21 st Annual Truck Show, Bolton Fairgrounds, 318 Seven Bridge Rd., Lancaster, MA; Trucks \$10 Pre-Reg/ \$20 Day of Show; Admission \$5.00; FMI Jen Santucci 508-768-5997 or baystatechapteratca@gmail.com
Sat- Sunday	8/26-27/23	Athens, Ontario Truck Show
Saturday	9/9/23	The Maine Truck Show, 10:00 a.m., Acton Fairgrounds, Acton, ME
Sat - Sunday	9/16-17/23	ATHS Hudson Mohawk Chapter 31st Annual Antique Truck Show, Ballston Spa, NY
Sunday	9/17/23	Pine Tree Chapter Annual Topsham Show ; with Fairground's Annual Swap Meet Topsham Maine Fairgrounds 8:00-2:00 \$5.00 Entrance
Mon-Fri	10/2-6/22	AACA Eastern Fall Meet - Hershey, PA
Fri- Sat	10/6-7/23	Gerhart's Annual Mack Truck Day - Lititz, PA (source Big Mack Trucks)
Sunday	10/15/23	Ty Rods Fall Swap Meet Stafford Springs CT

Pine Tree Chapter – ATHS
C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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