



Shop Manual

Sept-Oct 2025

www.badgoat.net/ptcaths

Vice President's Message

The year is passing us by like a modern semi hauling seafood down I-95 from the coast to destinations in New England. It is all about the pedal to the metal and the motor firing on all cylinders. As I write this message, the last days of September are here, and the weather can't make up its mind if it is summer or fall. The leaves are falling on our lawns. Moisture is creating new surface rust on the old trucks sitting outside. I could continue with the metaphors for time and the seasons changing, but I want to keep my message brief, recap the Topsham show, and announce the Fall auction in November.

The Topsham show was a success, with people bringing 85 trucks. It is the largest number of trucks we have had in our show history. I worked the chapter tent and photographed trucks when I had the chance. I will be sending some of them to Darin Burt for publication in *The Wheels Of Time*. This is my first year being involved with the show, other than being what George Nye calls "The Unofficial Photographer" for the chapter. I would like to thank the chapter members who helped with setting up the tent and the tables. Thanks to Howard Clouston and Michelin Abbott for bringing their new tent and some tables.

Additionally, a big thank you to Sandra Gushee for her behind-the-scenes work on the show. I appreciate everyone who helped with the setup and teardown of the show. We worked well as a team to make the show happen, and I look forward to watching the show grow. We added a few raffle items in addition to the 50/50 raffle, and it was a hit. I asked a few children around the tent to help draw the numbers. Chapter member David Hall won the 50/50 raffle. His grandson drew the winning ticket, not knowing it was his Grandfather's number. Tom Doore donated a Torque Multiplier, and Howard Clouston brought a set of mudflaps donated by Bangor Truck and Equipment. Tom's donation item created quite a comical story. The first ticket drawn was one of Tom's numbers. Then another number was drawn, and it was Tom's number again. The third time was a charm, and the winner was Allen Higgins' sister. It was a funny memory from the show.

The Fall Auction has been scheduled for Sunday, November 2nd at the Huntington Collection, 78 Lynch Rd, Newcastle, Maine. Hopefully, everyone brings some great items for the auction fundraiser for the chapter. There is always some great belly-filling food for our potluck, and the camaraderie is guaranteed. It will be a fun time seeing everyone at our last gathering of the year. *Tom*



Red (Fire) Trucks (Hudgins Photo – Topsham) Blue Truck (Hudgins Photo – Topsham)

RAMBLINGS.....

First off, I want to thank the dedicated chapter members who organized and put together the Topsham Show. There are a bunch of members behind the lines that make it all work, and I feel it was our best show ever. I will let others expound on the show.

As you saw, my newest member of the fleet is a 1964 Ford N-750 tractor. This is a very rare model at any ATHS or ATCA show, and this is a prime example of salvaged history, of which I am just the caretaker. I claim no credit for any modification. I acquired it "turnkey" from the second owner who kept it under wraps for a couple of years...Here is a brief history, mostly provided by the builder's son, Scott Zylinski, and his wife Cathy.

It started life in New York State as a platform dump. Somehow, it wound up working it's life in a cranberry bog in Massachusetts, never registered, and working off road it's working life. Upon retirement, it was purchased by Edwin Prescott "Trippy" Zylinski, and there in began a total ground up restoration that took him the better part of eight years to complete, as you see it today. The major portion of the restoration was done by him. Trippy was a proud Local 4 Union heavy equipment operator by trade and worked on this truck in the off season.

It was first built, ground up restoration, with the original six-cylinder Ford gas engine and a pickup bed. Trippy was not happy with that and re-rebuilt the truck with a 3208 CAT engine and an Allison transmission feeding a 19,000# single speed rear end on Neway air ride. The cab was cut, and the Mack sleeper was added. The thought now was to pull a camper and livestock trailer for his Mill Stone Farm. This is how you see it today. I say again, from information gathered, he did most of the work himself....welding, fabrication, all the interior, wiring, plumbing and frame / chassis work. He built a one of a kind "N" Ford....a real craftsman. Unfortunately, he passed away shortly after it was finished. It was sold once, and I purchased it from the second owner.....proud to be the caretaker and show it proudly for all to enjoy. Just 'chuggin on down the road.... *Lars*



Lars' N-750 at Topsham (Hudgins photo - cropped) Lars' N-750 in his yard....after lettering and detailing

N-SERIES



N-700	N-750
MAX. GVW: 25,500 lb.	MAX. GVW: 25,500 lb.
MAX. GCW: 42,000 lb.	MAX. GCW: 50,000 lb.
WHEELBASES: 121, 132, 144, 163, 181, 212 in.	WHEELBASES: 121, 132, 144, 163, 181, 212 in.
CAB-TO-AXLE: 60, 71, 83, 102, 120, 151 in.	CAB-TO-AXLE: 60, 71, 83, 102, 120, 151 in.

Ford N-Series short 89-inch BBC trucks transfer more chassis weight and payload to the front axle than is possible with longer BBC conventionals. This design saves more than one foot in truck length . . . allows longer bodies within the same overall length. Wide-track front axle and narrow front overall width give time-saving maneuverability. All this costs just a few dollars more than you'd pay for a longer BBC conventional truck. Standard equipment for N-700 and N-750 Series includes wide-track front axles, 2,700-lb. slipper-type front springs, 8,100-lb. radius-rod-leaf rear springs, 17,000-lb. single-speed rear axles, and 12¾-inch diameter vacuum brake booster. N-700 has a 330 HD V-8 engine, 13-inch clutch and 4-speed transmission; N-750 has a 361 HD V-8 engine, 13-inch clutch and 5-speed transmission.

OPTIONS

391 HD V-8 engine for N-750 Series, transistorized ignition system, higher capacity front axles, front and rear springs, single- and two-speed rear axles, alternators, power steering, air-over-hydraulic brakes, full air brakes, Maxibrake, shock absorbers and many others.



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1964 Ford Trucks – Gasoline Powered Heavy-Duty Series F-700 F-750 F-800/ N-700 N-750/ C-700 C-750 C-800. Super Duty powered N-850, 950, 1000 & 1100 trucks were offered with 401, 477 and 534 SD V-8s (depending on model); and Diesel-Powered N950-D, 1000-D & 1100-D trucks were offered with the Cummins V6E-195 or one of six Cummins in-line 6 engines – NH-180 * NHE 180 * NH-220 * NHE-195 * NH-250 and NHE-225 (depending on model).

Additional Ramblings I

At Topsham, a couple of old-time truckers and I were talking about big gas-engined trucks in the Boston area....back in the early '60's before diesels really got going. Talk of the FORD T-950' and F-1000's with the 534 engine. My research shows that engine was rated at 266 HP @ 3200 RPM. It was a bull of an engine, but unfortunately, under full dump truck type loading, gas mileage was between 2 and 4 MPG, with an occasional 5 MPG empty, if you kept your foot out of it.

Then International had a V-8 549 @ 257 HP in the same 10-wheeler configuration. I had the opportunity to run door to door with one on the same run, and at the end of the day, my Ford used 7 to 10 gallons of gas less than the IHC. The IHC was prone to run hot under load, and shortened the engine life...

One contractor I knew had a GMC 10 wheeler with a V-6 478 which produced only 210 HP, but had a low RPM torque of over 400 foot pounds...I forget what the transmission combination was, but it was a bull in a china shop in soft going....not much on road speed. I never saw one in the Boston area as a wheeler, but Hudson Oil Co. had a single axle tractor pulling tanker with a GMC V-12 gasser (rumored to be two Pontiac engines grafted together).....another one that could not pass up a gas station

White Motors, about this time frame came up with what they called a "GIESEL". It was a gas engine built on a diesel engine block. White bought Cummins 185 HP V-8's and converted them to run on gasoline. A chemical company in Framingham, MA had one as a 10-wheel tanker of unknown capacity. You could hear its' distinctive engine rumble and exhaust three blocks away. They were available for a short time in the 1970's in White's 9000 series, no mention of any other model. It was also called MUSTANG III (White's Mustang, not Ford's). The late Jimmy Sauta drove it, and said it had plenty of Goobas, but was plagued with mechanical problems, prone to overheating and were short lived. I have no idea how many were built....I hope this info fills in the blanks with the two guys I was talking with....

Lars

The scans below are from a January 1967 "White Trucks Giesel Engine" brochure. White identified the engine as the Mustang VIII, The design objectives were.... 1. Lower Maintenance Cost, 2. Better Fuel Economy, and 3. Long Engine Life Benefits to provide diesel performance with gasoline's weight advantage.

WHITE ENGINEERS TOOK A NEW APPROACH IN DESIGNING THE NEW MUSTANG VIII HEAVY DUTY GASOLINE ENGINE

White Truck engineers have, for some time, recognized the need for an efficient, high horsepower gasoline engine with improved fuel economy, lower maintenance costs and longer service life. With these characteristics firmly in mind, White engineers undertook the development and testing process that resulted in the new Mustang VIII engine.

This new powerplant is actually a gasoline engine built on a diesel structure. This means that the pep, agility and lower initial cost typical of a gasoline engine are now effectively combined with heavy duty, low maintenance diesel components.

MUSTANG VIII

The "Giesel" combines all of the recognized advantages of both diesel and gasoline power plants in a single engine!

Diesel Features:

- Heavy-Duty Components
 - Cylinder Block
 - Heads
 - Crankshaft
 - Connecting Rods
 - Valve & Gear Trains
- Four-Valve Combustion Chamber

GIVE YOU long life, less maintenance and fuel economy.

Gasoline Features:

- Lighter Weight (more power per pound)
- Lower Compression Ratio
- Smaller Size
- Positive Cold Starting

GIVE YOU more flexibility and payload.

MAKE	White	Ford		GMC	International	
MODEL	V8-470G	477SD-V8	534SD-V8	478M-V6	V-478-V8	V-549-V8
Bore & Stroke (in.)	4.625 x 3.5	4.5 x 3.75	4.5 x 4.2	5.125 x 3.86	4.5 x 3.75	4.5 x 4.3125
Displacement (cu. in.)	470	477	534	477.7	477.12	548.7
Gross Horsepower (BHP @ RPM)	250 @ 3400	253 @ 3400	266 @ 3200	254 @ 3700	234 @ 3600	256.8 @ 3400
Net Horsepower (BHP @ Governed RPM)	227 @ 3400	222 @ 3200	235 @ 3000	225 @ 3400	206 @ 3400	230 @ 3200
Compression Ratio	8.0	7.5	7.5	7.5	7.64	7.57
BMEP (P.S.I. @ Gross HP)	130.0	131.2	135.6	139.3	136.1	138.8
Piston Speed (F.P.M. @ Gross Torque)	1983.3	2133	2240	2380	2250	2443.8
Crankshaft						
Main Bearing Journal Diameter (in.)	3.5	3.125	3.125	3.124	3.125	3.125
Main Bearing Total Projected Area (sq. in.)	15.05	12.92	12.92	14.49	12.736	12.736
Cylinders						
In-Piston Combustion	Yes	No	No	No	No	No
Wet Replaceable Cylinder Sleeves	Yes	No	No	No	No	No
Valves per Cylinder	4	2	2	2	2	2
Lubrication						
Crankcase Capacity—Dry (qts.)	16	11	11	11½	14	15
Oil Cooler	Yes	No	No	No	No	No

White noted the Mustang VIII provided 10% better mileage than other engines of comparable size. I have been unable to find any additional information on what models the Giesel was used in; and/or how many may have been produced. **Editor**

2025 Late Fall Gathering – Great Fall Auction

The Chapter's 2025 Late Fall Gathering – Great Fall Auction will be held on Sunday, November 2nd at Charlie Huntington's - 78 Lynch Road in Newcastle, ME. Lynch Road is off of US Route 1 4.2 miles north of the Wiscasset - Alna Bridge on the right; and 1.3 miles south of Key Chrysler – Dodge – Jeep on the left. Colby's Auto Center and Tire is on the corner of US Route 1 and Lynch Road. Charlie's is ½ mile up Lynch Road on the left.

Start time – 9:03 am; coffee and donuts will be provided by the Chapter

Potluck lunch – noon; please bring something to share

Great Fall Auction – 1:00ish; please bring multiple items to put in the Auction; and lots of \$\$\$ to purchase auction items

2025 Topsham Show Photos (Tom Hudgins photographs; Higgens family photo – cropped)



George Nye and Rowland Turgeon (debating ice cream flavors???)



Dave Hall and grandson



Higgens Family members with door prizes



Trucks of all sizes

Meet Iron Mike



We have made a purchase for our 2026 Show Fundraiser antique truck giveaway. Mike Wellman sold us a 1976 Mack R-607T that he just completed restoring. It has a 673 ci, 237 hp Mack engine with the two stick Mack transmission. It is a single axle truck with a wooden platform body and also includes a fifth wheel. The truck has fresh paint inside and out, and runs, drives and stops as it should. We want to thank Mr Wellman for selling us this fine truck and for generously donating 1000.00 dollars back to the Springtime Truck and Tractor Show charity. The Wellman's donation has been added to our trade school students scholarship fund at Northern Penobscot Tech Region III Vocational School in Lincoln, Maine.

Several of our supporters have already sent entry donations for a chance to win this great old truck next year at our annual charity truck Show. For your chance to win send your entry donations in to The Springtime Truck and Tractor Show 24 West Old Main Road, Lowell Maine 04493. Please include your contact phone number and address. Thank You and good luck. Doug Wakefield



Four of seven Ford L/LN/LT/LTLs at Ballston Spa on Sunday, September 21st.

Dodge L600/L700 Medium Duty Tilt Cab Trucks



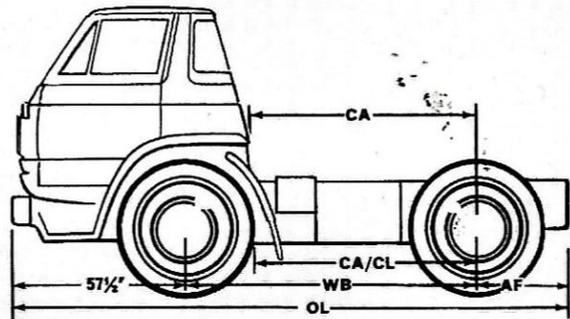
In the last Shop Manual, I wrote about several 1960's compact pickups. In February 1966 Dodge modified the A-100 compact pickup cab and began production of the L-600 and L-700 line of medium-duty tilt cab trucks and tractors especially designed for city pickup and delivery service. Below is a factory press release on the series.



Dodge medium-duty tilt-cab L-600 and L-700 models are especially designed for city pickup and delivery service. The highly maneuverable units have GVW ratings from 17,000 to 27,500 lbs., GCW ratings from 25,000 to 50,000 lbs. Close driving in congested areas is made easier by a 50-degree turn angle. Protruding fender, step, and wrap-around bumper protect the cab against scrapes. Other features include interchangeable fenders, self-cleaning low step, and variable-rate suspension both front and rear for smoother, controlled ride.

L600	L700
<p>GVW 17,000 lbs. 22,000 lbs. 24,000 lbs.</p> <p>GCW 34,000 lbs. 36,000 lbs.</p> <p>ENGINES 140 hp 225 Premium Slant Six 202 hp 318 Premium V8 186 hp 361-2 V8 131 hp Perkins 6-354 Diesel*</p> <p>FRONT AXLE 7,000 lbs.</p> <p>REAR AXLES (Single- or 2-speed) 15,000 lbs. 17,000 lbs.</p>	<p>GVW 18,500 lbs. 27,500 lbs.</p> <p>GCW 40,000 lbs. 50,000 lbs.</p> <p>ENGINES 194 hp 361-3 V8 217 hp 413-2 V8*</p> <p>FRONT AXLES 7,000 lbs. 9,000 lbs. 11,000 lbs.</p> <p>REAR AXLES (Single- or 2-speed) 17,000 lbs. 18,500 lbs.</p>

*Available after July 1, 1966.



DIMENSIONS (L600 & L700)

WB—Wheelbase	89"	105"	129"	141"	153"	167"	192"
CA—Cab to rear axle	72"	88"	112"	124"	136"	150"	175"
AF—Rear axle to end of frame	44"	61"	61"	80"	80"	80"	112"
OL—Overall length	190½"	223½"	247½"	278½"	290½"	304½"	361½"
CA/CL—CA Clearance for low-skirted bodies (with 10.00 x 20 tire)		84"	108"	120"	132"	146"	171"

February 1966 Specifications above

In 1969 the L-700 was offered with a Cummins V8-185 diesel that was recommended for short run operations with high idling time. (source - Don Bunn Dodge Trucks)

Production of the L-600 and 700 series medium-duty tilt cab trucks ended in 1970 due to replacement of the A100 pickups and vans with the larger Tradesman and Sportsman vans.

In 30 plus years of attending old truck events I can only recall seeing one of the medium-duty tilt cab trucks. Where...I don't remember!

2025 Local and Regional Events

Below is the 2025 event calendar through the end of the season. While I have tried to be accurate my sources may not be. Please verify dates and locations before heading out for the event. Also, please submit additional events you would like to see posted in the newsletter to Clayton Hoak – phone (207) 582-3224 or email 1948reo@roadrunner.com. PTC events and additions since the August Shop Manual are in **bold letters**.

Weds-Sun, October 1st-5th Fall Carlisle Flea Market, Corral and Auction, Fairgrounds, Carlisle, PA
Fri-Sat, October 3rd-4th Mack Days 2025, Gerhart Equipment. Lititz, PA
Tues-Fri, October 7th-10th Hershey Swap Meet – AACA Eastern Fall National Meet, Hershey, PA
Sunday, October 19th 51st Annual Ty-Rods Fall Swap Meet, Stafford Springs Speedway, CT
Sunday, November 3rd Pine Tree Chapt'e's Annual Late Fall gathering/Great Fall Auction. Charlie Huntington's 78 Lynch Road, Newcastle, ME
Tues-Sat, June 2nd-6th 2026 AHS National Convention and Truck Show - Ozark Empire Fairgrounds 3001 N Grant Ave' Springfield, MO 65803 – Note: Location Change (formerly Cleveland)

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: 1986 Peterbilt 362 – 3406B CAT; 9-speed; big bunk; air ride. Runs and yard drives. Good parts truck. Buy the motor – Get the truck free! Asking \$5500. Call or text Steve Benedict... (207) 837-0074

For Sale: 1930 FORD Roadster Pick Up...ground up restoration...deal fell thru, and it is back on the market. Call for info.... Lars Ohman (207) 375-6515. A bonus. I can offer FREE winter storage in a secure facility, with access and work privileges.

For Sale: Two - 1948 M15a-20 Studebaker pick-up trucks. 1-ton with side bodies. Both need restoration but have new parts that go with them including 6-cyl. flat head engine (totally rebuilt at a cost of \$4800.00. rebuilt by Hi-Torque, Harpswell, ME, new chrome front bumper, reupholstered seat, new chrome hood nose trim, front wiring harness, new headliner and door panels. \$8000.00 for everything. Contact Bob King at 207-443-5927 (is selling for a friend).

Wanted: Exhaust manifold for 4-71 Detroit; must be center dump. Call or text Frank Betts at 207-431-7557

Wanted: Flywheel housing for an 8V71 Detroit Diesel. Tom (207) 943-6548 or tomchristopher28@gmail.com

Pine Tree Chapter of AHS Board of Directors (elected at the May 03, 2025 Annual Meeting)

President – Vacant (candidates needed)

Vice President - Tom Hudgins - Bradford, ME – Cell: (207) 943-6548; tomchristopher71@yahoo.com / tomchristopher28@gmail.com

Secretary – Micheline Abbott - Bangor, ME - Cell: (207) 659-1438

Treasurer - Jamie Mason - Falmouth, ME – Cell: (207) 949-1360

Director - Howard Clouston - Bangor, ME – Cell: (207) 852-4424

Director – Sandra Gushee - New Gloucester, ME – Work: (207) 926-3467

Director – Peter Mullin - Gorham, ME – Cell: (207) 838-5069

Director - Diane Munsey - Dresden, ME – Home: (207) 737-2997

Director - Andy O'Brien - Pownal, ME – Cell: (207) 232-4743

Director - Bob Stackpole - Cushing, ME – Cell: (207) 354-2372

Director – Doug Wakefield - Lowell, ME – Cell: (207) 356-2237

Director Emeritus/Chapter Historian (appointed) - Lars Ohman - Sabattus, ME – Home: (207) 375-6515

Pine Tree Chapter – ATHS
C/O Clayton Hoak
1 Coach 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:

Harold J. Mason, Treasurer
Pine Tree Chapter - ATHS
104 Falmouth Rd.
Falmouth, ME 04105

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