



# Shop Manual

February 2024

## President's Message

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

### President's Message

The days are getting longer and (hopefully) a little warmer, and that can only mean one thing - truck show season is about to start! Before the fun can begin we need to conduct a little bit of Pine Tree Chapter business. The annual Chapter business meeting will be held on Saturday March 16th at the Owls Head Transportation Museum in Owls Head, Maine. We will begin to gather around 10:00 a.m. with a potluck lunch being served around Noon. The business meeting will convene no later than 1:00 p.m. I expect the business meeting to be fairly brief since this is not an election year. All Officers and Directors serve 2-year terms and were last elected at the 2023 meeting.

The Officers and Directors will meet the Saturday prior to the Annual Meeting. Historically, this meeting has taken place at the President's home. However, since Nancy and I live further south than any of the other Directors and Officers we made an effort to move this meeting to a more centralized location. Newsletter Editor, Clayton Hoak volunteered his and Annette's home in Pittston as possible meeting location. This generous offer is much appreciated and should make it much more convenient for as many Officers and Directors to attend as possible. This meeting involves mostly mundane tasks like reviewing last years' financial reports (as submitted to National), making recommendations on donations, and brainstorming on future events. The Board of Directors Meeting is open to any Pine Tree Chapter Member interested in attending - for more information contact: Peter Mullin 207-838-5069 or email [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com).

Our first "event" of the season has a location we haven't been to as a Chapter for a while. Shortly after the last newsletter went out I received an email from the President of the Galen Cole Foundation inviting us to have the Spring Stretch at the Cole Land Transportation Museum in Bangor. For those that have never been there, the Cole Museum is an amazing collection including (but not limited to) cars, trucks, trains, fire equipment, snowmobiles, tractors, snow removal equipment and especially military history and equipment. Details for this event (late April or early May) should be finalized and ready to be announced at the annual meeting in the next newsletter.

The sun is getting higher in the sky and the weather trend is for warming up. The snowbanks are shrinking, and the orange "Load Limited" signs have already started to appear in my part of the state. That can only mean two things - mud season and workable temperatures in the big garage. Time to get stuff ready. Old trucks season is too short to have them sitting.

As I close this out and get it sent off to Clayton, it's only 3 weeks until the annual meeting. +/- 6 weeks after that is the Spring Stretch. And it's only 14 weeks until the ATHS National Convention in York, Pennsylvania. Hope to see many of you at the meeting. *Peter*

## Ramblings

Doing a little thinking back about OUR Pine Tee Chapter, and our footprint in the great State of Maine...Looking back to 2002, the AHS last published, in hard copy, a roster of all members in good standing. For Maine, it listed no less than 350 members, and I'd venture, without a lot of research, approximately 50% were members of the Pine Tree Chapter. This research does not take into account the many Chapter members who belong "from away".

Today, considering some members have passed away, or now have other interests, our monthly mailing is approaching 150 newsletters, and remains fairly steady. One of the two factors that keep us coming back, is a top shelf newsletter, now monthly and in color. We are always on the lookout, and welcome your contributions and stories of your adventures, misadventures, or questions about the Antique Trucking hobby. The second thing is, and we are quite proud of this fact, is our annual dues are still the same as 30 years ago, an all-time low of \$10.00..... almost unheard of in today's time.

I follow a few other chapters, and their dues, and no one has managed to keep dues this low, due in great part to generous donators, to 50/50 donations and our Great Fall Auction. To entice new Chapter membership for those joining the AHS on a National level, a program has been funded to offer a FREE one-year membership to the PTC, paid from a private donation that is renewable as needed. I don't know how many folks have taken advantage of this program, but all are welcome and hope you enjoy.

We are fortunate to have such great venues as the Cole's Museum in Bangor, The Bickford/ Mahan collection in Yarmouth, and countless others that open their barns and private collections for all to enjoy. It is up to us to make aware to new members, just how much we have to offer, right in our own backyard. Our younger generation is stepping up to the plate to continue spreading the word as to just what we do and do well! The Annual Meeting is just around the bend, and all are welcome to attend.... bring your ideas, thoughts, and goodies for the Potluck Lunch...'till then.....just 'chuggin on down the road..... *Lars*

(Ed. Note - LPO is back from absentia or was it Florida?)

## Back Side of Worley's Log Update

Some have noticed a regular contributor to our PTC Shop Manual, Larry Worley, has been missing in action, and his story line "Back Side of Worley's Log" leaves a void in the history of trucking. Larry has been having a running battle with health issues, but I want to assure you, through conversations with Larry, he still has the thoughts, but not the current ability, to contribute on a regular basis. We want to let him know, his storyline is missed, and look forward to the time when he will be back up to speed.....'poppin gears in a Quad Box, and running double-over with the best of 'em!!! *Lars*

## Pine Tree Chapter Annual Meeting - Potluck Lunch Saturday March 16, 2024

The Pine Tree Chapter AHS will hold its annual Business Meeting on Saturday March 16, 2024 at the Owls Head Transportation Museum - 117 Museum St. Owls Head, Maine. We will gather starting at 10:00 a.m. A potluck lunch will be served around Noon. The business meeting will start no later than 1:00 p.m. Please bring a hot or cold dish, salad or desert to share - nobody ever goes away from these things hungry 😊

As always guests that are not already Chapter members are welcome to come check us out. We will have the ability to sign up New members and collect Chapter dues for 2024 from current members at the annual meeting.

## Heavy Chevy Trucks 1955 – 1981 Part 2

Correction to Part 1 - The photos were courtesy of TrucksPlanet.com; not TruckPlanet.com

The previous story ended with the statement – “In 1966 the E- and W-80 93” BBC low cab forward models were replaced by the Chevrolet HM- (single axle) and JM- (tandem axle) 70000 and 80000 series chassis trucks, engineered and built by GMC for Chevrolet. The JM-80000 was the highest capacity truck offered by Chevrolet to date with a GVW of 32,000 and a GCW of 48,000. More changes were forthcoming for heavy Chevrolets.

Per Don Bunn’s History of Chevrolet Trucks Chevrolet’s truck management had “vaulted the division into the serious heavy-duty truck business in 1966” by offering 101 high tonnage Series 70 (70,000) and 80 (80,000) models. I am assuming the model designations were like GMCs and were an aggregate of chassis type symbol, the engine type symbol, the GVW range and wheelbase.

In addition to the new 1966 Chevy conventionals, Chevy also offered the T-70 single axle and T-80 single and T-80 tandem axle steel tilt cab models with maximum GVWs/GCWs of 32,000/60,000, 32,000/ 65,000 and 48,000/65,000 respectively.



1966 T-80 (Source - oldcarbrochures.com)

“From 1967- 77 Conventional cab models of Series 70 and 80 with 92-inch BBC were offered with either gasoline or diesel power, and actually were up-rated versions of the medium-duty Series 60. Short cab design gave reduced overall length and increased maneuverability compared to old-style conventional cabs. Gasoline models (Series 70 and 80) powered by V6 engines were offered in a full range of wheelbases, making them suitable for use both as tractors and as trucks with bodies as long as 24 feet. GVW ratings to

32,000 lbs. for single-rear-axle models and 48,000 lbs. for tandem-rear-axle models, GCW ratings to 65,000 lbs. for both single-rear-axle and tandem-rear-axle models. Diesel models (Series 80) with D637 or DH637 V8 Torq-Flow or 6V-53N Detroit Diesel engines were offered for tractor applications. Later there was a wide choice of diesel engines - 2-cycle Detroit Diesel 6-71N, and 4-cycle Cummins NH-230, NHC-250, NTC-270E and NTC-335. There were several sizes of wheelbase to choose: 127" (models HM71000, HM81000), 139" (models HM71200, HV/HJ71200, HM81200), 148" (model HM81000), 152" (models HM71400, HV/HJ71400, HM81400), 169" (models HM71700, HM81700), 191" (models HM72000, HM82000), 205" (models HM72300, HM82300) and 217" (models HM72500, HM82500).”

“The tri-axle versions of Series 70 and 80 were equipped with dual-drive tandem rear axles only. Gasoline models were powered by 401 or 478 V6 engines. Tandem bogies available included 30,000-, 34,000- and 38,000 lbs. Hendricksons. Diesel models employed the D637 or DH637 Torq-Flow or the 6V-53N Detroit Diesel engines, and then any engine from the single-rear-axle range. The tandem-rear-axle models were available in 5 wheelbase configurations: 151" (models JM/JJ/JV71400, JM81400), 169" (models JM/JJ/JV71700, JM81700), 187" (models JM/JJ/JV72000), 198" (models JJ/JV72100, JM82100) and 210" (models JJ/JV72300, JM82300).” Source: TrucksPlanet.com



1968 JM80 (Source – eBay brochure screenshot)

In 1968 GMC took over the design and manufacture of all Chevrolet medium and heavy-duty trucks; and in 1970 Chevrolet began marketing GMC built heavy-duty models with “Bow Tie” badges. This brought a couple of new players to the Chevy heavy-duty lineup – the Titan 90 aluminum cabover, and the short- and long-nosed Chevy 90 conventionals.



1970 Mx-90 long-nose (eBay brochure screenshot)

1973 brought the fuel shortage and Chevy offered 34 heavy-duty models – 14 single or tandem axle short nose 70-80 and 90 Series conventionals; 3 tandem axle long nose 90 Series conventionals; 6 single or tandem axle 70-80 and 90 Series steel tilts; and 11 single or tandem axle 90 Series Titans. Engines offered, depending on series, were a V-6 gasoline; 6V-53, 6-71, 6V-71, 8V-71 and 12V-71 Detroit diesels; and NHC-250, NTC-290 and V-903 Cummins diesels. Model designations reflected the engine, axle configuration and series. Several examples - Short nose conventionals:

HM-80 single axle (H) with V-6 gasoline engine (M)

JH-90 tandem axle (J) with 8V-71 diesel engine (H)

Long nose conventionals

MC-90 tandem axle (M) with NTC-290 diesel engine (C)

Steel tilt cabs:

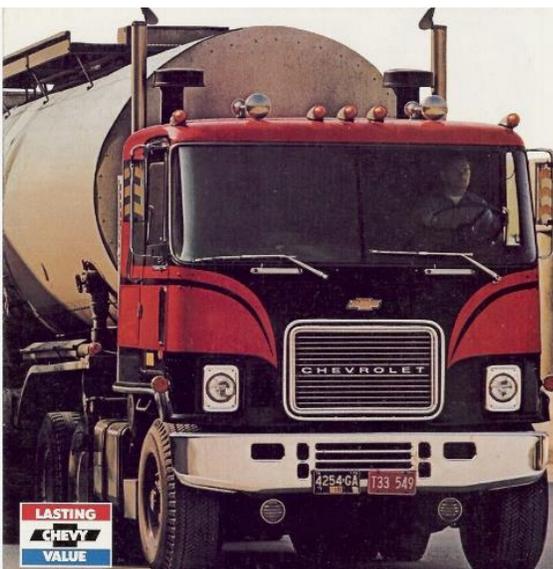
TV-70 single axle (T) with 6V-53 diesel engine (V)

WW-90 tandem axle (W) with 6V-71 diesel engine (W)

Titan 90s:

FB-90 single axle (F) with V-903 diesel engine (B)

DP-90 tandem axle (D) with 12V-71 diesel engine (P)



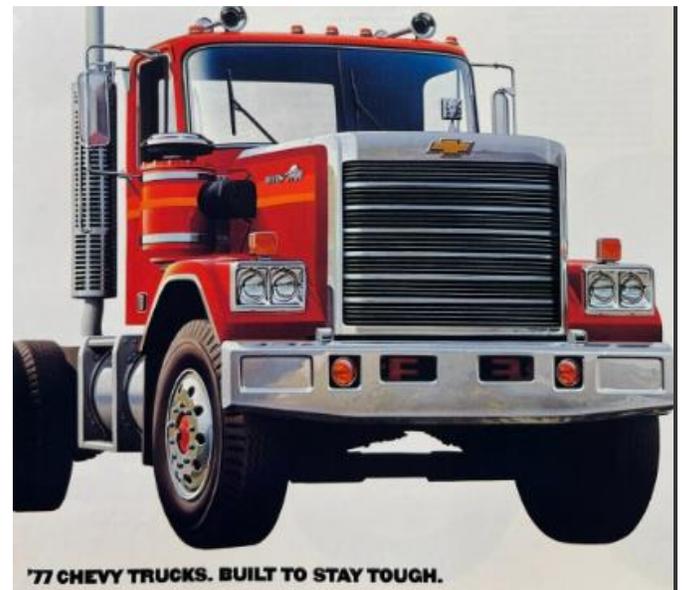
1975 Titan 90 (Source – eBay brochure screenshot)

In 1973 the MSRP for the Titan DI-9203 (6-71 tandem axle tractor) was \$23,787 plus \$817 for the 36-inch sleeper. The Titan DP-9203 (12V-71 tandem axle tractor) with 36-inch sleeper (included in base price) was \$34,547.

Optional weight reducing aluminum components were available to reduce the tare of a 6x4 Titan highway tractor over 600 lbs. Per Don Meyers, GMC Historian now deceased, few DD12V-71 powered GC Astros were sold due to high cost and weight. This likely was true for the Chevy Titan 90 also.

Changes in the heavy-duty lineup were relative subtle between 1973 and 77; perhaps the most significant being the addition of more powerful Cummins engines. The NTC 350 was available in Chevy 90 conventionals and Titan 90 in 1974. In 1976 the Caterpillar 3208 was offered in Series 70 and 80 Conventionals.

In 1977 Chevrolet introduced its' heaviest model - the Bison, the brother of the GMC General which also debuted in 1977.



1977 Chevy Bison (Source – eBay brochure screenshot)

“The 3-axle version was available in two basic versions: a 108-inch BBC model N90, developed mainly for construction and off-road use and 116-in. model M90, mainly for highway use. Bison’s cab was built of high-strength aluminum alloys. A lightweight fiberglass-reinforced sheet-molded hood was also used. Customers could choose steel or aluminum frames and one of many wheel types. The Bison was available with a sleeper cab option. Several engine options were offered – Detroit Diesel series 71 and 92; and Cummins NTC-290, NTC-350 and NTC-400 with an output from 219 to 412 hp. New cooling system was designed especially for the Bison model and included 1400-sq.-in. frontal area radiator.

Series nomenclature has been changed for 1979. N90 trucks and M90 trucks became N9E and N9F trucks. During the last year of production, in 1980, Bisons were equipped with Caterpillar 3406 diesel engines. The production of the Chevrolet Bison stopped in 1980, the GMC General was produced until 1987.” Source: TrucksPlanet.com

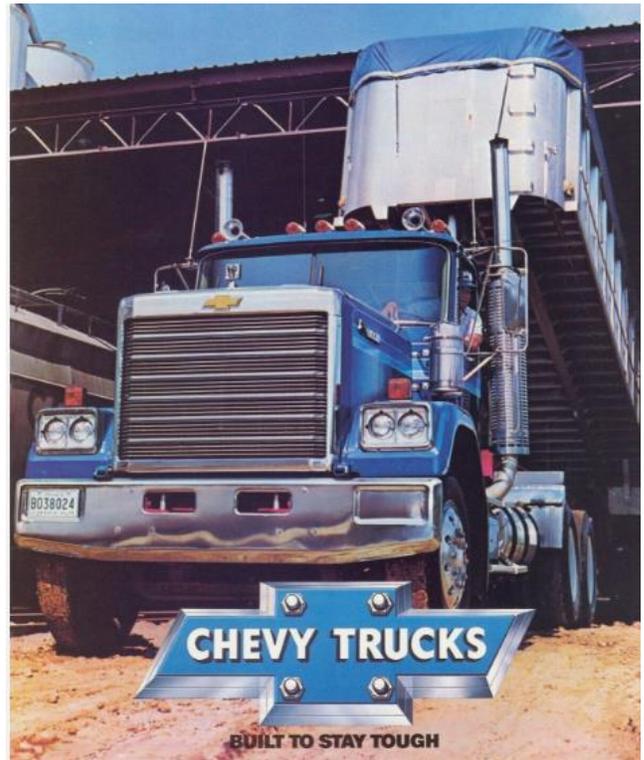
Other 1977 changes included a larger radiator for the Titan 90 to cool the larger horsepower engines, like Cummins’ KT-450 then being offered; and the availability of glider kits for the Bison, Titan and Chevy 90 which was rebadged as the Chevy Bruin in the 1978 model year. The name change did not make it into the December 23, 1977 printing of the Sales Data Book.



1978 Chevy Bruin (Source – eBay brochure screenshot)

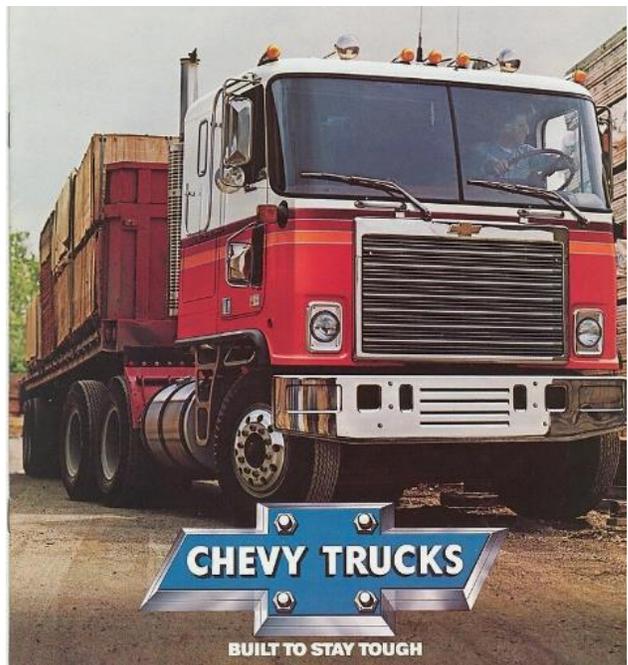
The tandem axle Bruin, or J90 as outlined in the 1978 Sales Data Book, could be specced hundreds of ways. Engine choices were eight GM diesel engines; and four Cummins diesel engines. Transmission choices were three Allison automatics; six Fuller manuals; one Spicer manual; and one Spicer auxiliary. Rear axle choices were one Eaton and four Rockwell single speed tandems. The base price of a 6-71 powered J90 tractor was \$37,500.

1978 was Chevrolet’s 60<sup>th</sup> year in the truck manufacturing business. They offered literally hundreds of models from the light-duty LUV to the heavy-duty Bison. Chevrolet offered only 2 truck models in 1918, the 490 and the 1-ton.



1980 Chevy Bison (Source – eBay brochure screenshot)

Per Don Bunn’s Encyclopedia of Chevrolet Trucks Chevrolet only had about 150 dealers selling heavy-duty trucks in 1979 with an aggregate sales volume of 3,674 Class 7 and 8 trucks. In late 1979 GM Corporate announced Chevrolet would discontinue selling Class 7 and 8 vehicles effective in October 1980. “Heavy trucks accounted for only 1 percent of total Chevrolet truck sales in 1979.” Hence the end of the “Heavy Chevy”.



1980 Chevy Titan (Source – eBay brochure screenshot)

## A Very Unique Reo

Earlier this month I was contacted by AHS to see if I could assist in identifying a 30's vintage Reo and possibly provide some data on the truck. The request read – "I have a 1937 reo coe truck cab how can I get info about this truck I've looked everywhere and can't find anything about these thank you." I had a brochure on the Reo cabover models of that era in my Reo literature showing the 1938 and 1939 Reo 1B7M and 2B7M series trucks. I scanned the brochure and sent it to Steve Drake who shared the following pictures.



The truck cab sits in a Montana back forty boneyard along with numerous other pieces (note the school bus is an early 60's Dodge chassis) awaiting resurrection. The frame and running gear are gone. The owner, Steve Drake, who is in the market for a headlight bucket and support for the right fender (or a parts truck), intends to mount the cab, in its' present patina, on a modern pickup chassis to have something unique to take to car shows. The Reo Club Membership Roster, which lists vehicles owned by members, shows there is at least one other 1938-39 Reo 1B7M and 2B7M series truck in the world, and I happened to know the owner – Mark Welte. In fact, I had visited Mark in 2017 to see his Reo truck collection and had seen the truck.



## SPECIFICATIONS

### Model 1B7M

Gross Rating — 13,000 lbs.  
 Gross Semi-Trailer Rating — 19,000 lbs.  
 Engine Displacement — 228 cu. in.  
 Torque — 150 ft. lbs.  
 Horsepower — 73 at 3,000 R.P.M.  
 No. of Main Bearings — 7.  
 Lubrication — Pressure to main connecting rod and camshaft bearings.  
 Clutch — 10" single plate.  
 \*Transmission — 4-speed.  
 Rear Axle — Full floating, spiral bevel drive.  
 Brakes (Service) — 289 sq. in.  
 Booster — Standard.  
 Frame — 7-1/16 x 3 x 7/32.  
 Steering — Cam and lever.  
 Wheels — Spoksteel.  
 Tires — Front 600 x 20.  
           Rear 32 x 6 — 8-ply single.  
 Wheelbases — 105, 125, 147, 166.

\* 5-Speed transmission optional at extra charge.  
 \* High cowl and windshield available on all chassis, cab on left-hand drive only.

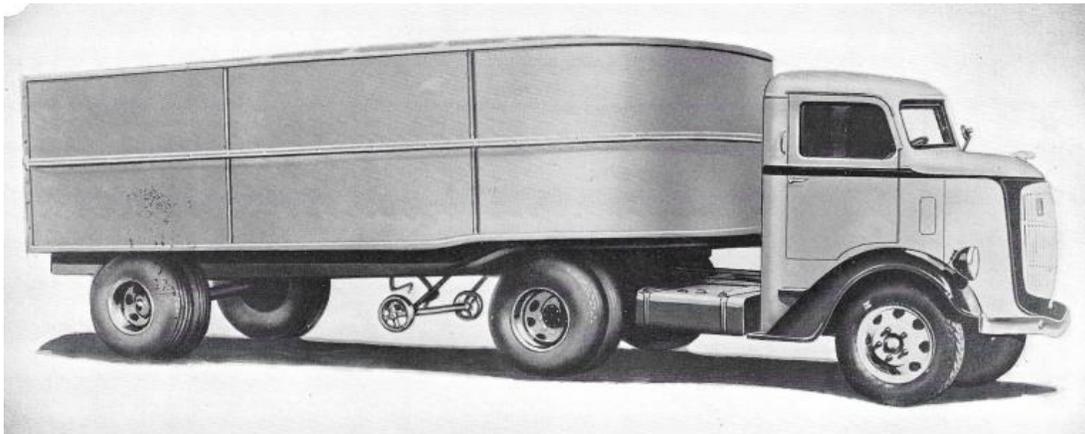
### Model 2B7M

Gross Rating — 15,000 lbs.  
 Gross Semi-Trailer Rating — 23,000 lbs.  
 Engine Displacement — 268 cu. in.  
 Torque — 178 ft. lbs.  
 Horsepower — 83 at 2,800 R.P.M.  
 No. of Main Bearings — 7.  
 Lubrication — Pressure to main connecting rod and camshaft bearings.  
 Clutch — 11" single plate.  
 \*Transmission — 4-speed.  
 Rear Axle — Full floating and spiral bevel drive.  
 Brakes (Service) — 349 sq. in.  
 Booster — Standard.  
 Frame — 7-1/16 x 3 x 7/32.  
 Steering — Cam and lever.  
 Wheels — Spoksteel.  
 Tires — Front 650 x 20.  
           Rear 650 x 20 dual rear.  
 Wheelbases — 105, 125, 147, 166.

\* 5-Speed transmission optional at extra charge.  
 \* Double reduction axle at extra charge.

In our constant effort to improve Reo Products we reserve the right to make changes in specifications and prices without notice or obligation.

Mark does not think more than a couple hundred Reo 1B7M and 2B7M series trucks were built in the two model years they were offered. At the time I did not realize how unique his 2B7M was. A 1937 Reo Truck Body Sales Book I picked up at Hershey shows various bodies for the different truck models. Two are shown.



2B7M w/ 20 FT. Round Front Van Type (Mickelson-Baker Lumber Co.) Semi-Trailer Body - \$3228.02 Mason, MI



1B7M w/ Truxmore Six-Wheel Unit and Gar Wood 5 Compartment Streamlined Tank - \$4434.43 Detroit, MI

Should you know of any carcasses or parts trucks please contact me. *Clayton*

## Local and Regional Events – March thru July 2024

<b>Saturday</b>	<b>3/9/24</b>	<b>Pine Tree Chapter Board of Directors Meeting – East Stage Road. Pittston, ME</b>
<b>Saturday</b>	<b>3/16/24</b>	<b>Pine Tree Chapter Annual Meeting – Owls Head Transportation Museum</b>
Sunday	4/7/24	Annual Spring Ty Rods Swap Meet Stafford Springs Ct
Saturday	5/18/24	MMTA – Professional Truck Driving Championships and Professional Technician Skills Competition (Location to be announced)
Saturday	5/18/24	OHTM – Spring Auto Tour
Saturday	5/25/24	4 <sup>th</sup> Annual Coastal Cruise in and Fun Day @ Wiscasset Speedway 10-3 FMI go to <a href="http://wiscassettspeedway.com">wiscassettspeedway.com</a>
Sunday	5/19/24	45 <sup>th</sup> Bonney Eagle Car Show, Buxton, ME
<b>Thurs – Sat</b>	<b>6/6-8/24</b>	<b>ATHS National Convention and Truck Show – York, PA</b>
Sun	6/9/24	ATHS/ ATCA Convoy to Macungie, PA
Fri-Sunday	6/7-9/24	Squarebodies of Main Mud Bowl – Spud Speedway, Caribou, ME
Thurs-Sat	6/13-15/24	ATCA 44 <sup>th</sup> Annual Truck Show & Flea Market – Macungie, PA
Saturday	6/22/24	Springtime Truck and Tractor Show – Silsby’s Shop Hampden, ME
Sunday	6/23/24	Nutmeg Chapter - ATHS Annual Show - Brooklyn, CT
Thurs-Sat	7/11-13/24	45 <sup>th</sup> Walcott Jamboree – Iowa 80 Truck Stop - Walcott, Iowa
Saturday	7/13/24	12 <sup>th</sup> Annual International Motor Truck Gathering – ATCA – Muncy, PA
Saturday	7/13/24	Squarebodies of Maine 3 <sup>rd</sup> Annual ALL Truck Show - O’Connor GMC, Augusta, ME
Saturday	7/13/24	Boothbay Railway Museum Antique Auto Day
Fri-Sat	7/19-20/24	7 <sup>th</sup> Annual Gear Jammer Magazine Truck Show – Epping, NH
<b>Sat-Sunday</b>	<b>7/20-21/24</b>	<b>Pine Tree Chapter – ATHS Gathering at the OHTM Truck &amp; Tractor Show</b>

### **National ATHS NEWS** (borrowed from the Classic White Truck Group’s 1st Quarter 2024 Mustang Quarterly)

Just \$24 in 2024 The ATHS Board of Directors had a meeting in January and one of the issues they decided on is effective immediately the digital memberships have been reduced in price from \$39 to \$24 per year. What is a digital membership vs the general membership in ATHS do you ask? It is the same as a general membership with all the benefits, the only major difference is, instead of receiving your bimonthly Wheels of Time and annual Showtime in paper form via the U.S. Postal it is sent electronically to your email address. No more waiting for your copy to arrive in the mail while other people you know have already received their copy and you receive it a whole lot sooner than the mailed hard copy. You can either read the issue online or you download and save the issue(s) in a pdf file which also gives you the ability to read at your leisure and the ability print out specific pages/articles that you wish to have a hard copy of. In these times of rising costs it gives you the ability to save almost ½ on your ATHS annual dues without really losing anything in the process.

**EARLY BIRD REGISTRATION ENDS MARCH 31** Be sure and register yourself, guests, and your truck for the National Convention & Truck Show in York, Pennsylvania. Complete your registration prior to March 31, and receive the \$10 early bird discount per registrant.

**2024 EDUCATIONAL SCHOLARSHIPS** If you have a child or grandchild seeking financial assistance with higher education, please check out the 2024 ATHS Scholarship — four opportunities totaling \$10,000! Past recipients are eligible.

## 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:** 1942 Ford Marmon Herrington with the “SnoGo” blower and power plant; not run in 12 years, with a 1942 2wd rolling chassis from a fire truck. The rolling chassis engine is in my shop on an engine stand. The tires and wheels on the rolling chassis are in very good shape. “SnoGo” and fire truck rolling chassis to be sold as a package deal. \$2500.00 O.B.O.;

**Also For Sale:** 1944ish G506 dump truck, the cab and dump body are there but rough, the frame is in good shape, the engine and transfer case are missing, with another G506 shortened to pull a cord wood trailer that ran when parked. The trailer is powered by a drive shaft from the shortened 506, includes (formerly) functional capstan winch. Photos available upon request. \$2000.00 for the pair. Contact Gary Allen, Sidney, ME 207-215-3160; email [garymallen1954@gmail.com](mailto:garymallen1954@gmail.com)

**For Sale:** 1988 GMC Brigadier 16-foot flatbed with 250 hp 3208 CAT, five-speed transmission, and two-speed rear axle; former fire truck 31,000 miles, like new condition. Needs to go – Make me an offer. Contact Bob Dore 207-242-8751

**Wanted:** 5th wheel setup for a single axle truck. **Also Wanted:** 5th wheel setup for a tandem axle truck.

**For Sale:** 1951 GMC 640 471 Detroit, 5&2 body in good shape and restoration started. Some assembly required. \$3500 OBO. Delivery available. Jamie 207-949-1360

**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](mailto:rdavis@peco1938.com).

**Wanted:** One Bostrom Viking T Bar seat in good condition or a pair of low mount air-ride seats in good condition for 1957 GMC 630 project. What might you have? **For Sale:** ten 8.25 – 22.5 budd rims in varying condition – gathered from several sources for 57 GMC project; changed plans. Make an offer per wheel or for the lot. Wheel sales monies will be donated to the Chapter. Contact Clayton Hoak at 207-582-3224 or [1948reo@roadrunner.com](mailto:1948reo@roadrunner.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](mailto:wfd44@maine.rr.com)

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

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

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

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

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

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

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

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

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

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

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

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.***