



Shop Manual

January 2024

President's Message

www.badgoat.net/ptcaths

President's Message

Welcome to the first "Shop Manual" of 2024. Even though we are in the middle of the off season there is still a fair amount of Chapter business to be taken care of. I met with our Treasurer (Cheryl) and Secretary (Nancy) yesterday afternoon and we hammered out the information necessary for filing our annual reports (financial and membership) to ATHS headquarters. Our reports should be submitted by the time you receive this issue of the Newsletter. This reporting is required by ATHS bylaws and the Chapter agreement because we, as an ATHS Chapter, operate under National's 501C3 non-profit status and receive liability insurance (at no cost to the Chapter) for our events and gatherings.

Next up on my Chapter to do list is scheduling and hosting a Board of Directors meeting and scheduling the Chapter Business Meeting (late March). The exact date for the business meeting will be in the next Newsletter in late February or early March. This is not an election year so, unless an existing Chapter Officer or Director chooses to step aside prior to the end of the current (2 year) term, there will be no need for an election at this meeting.

Mother Nature held off on delivering real winter weather to most of Maine well into January. In Portland we had no plowable (less than an inch total for the season) snow until the January 7th storm dumped more than a foot of snow in the area. Other than the snow piles, all of that snow got washed away in back to back rain/Nor'easters, culminating with the January 13th storm that set the all-time record for highest tide (surpassing the 1978 blizzard) in Portland and left massive destruction including a Detroit Diesel powered fishing vessel on the rocks in Cape Elizabeth, significant damage at Portland Headlight, and the total destruction of historic fish houses at Willard Beach (my home port) in South Portland.

Already being past the middle of January, the days are already getting longer. That means it's time to start figuring out what old truck projects need to get done before the busy show/event season starts. Relocating smaller or moveable projects to heatable spaces is always helpful. Sometimes (for me recently) just cleaning up the heated work area is a major accomplishment. Remember, this year the ATHS Convention and the ATCA Macungie Truck show are on consecutive weekends and less than 100 miles apart - and within a long day's drive for most of our membership. So, it's time to start getting the rigs ready and plan on hitting one (or both) of these huge truck shows. It should be epic! Hope to see a bunch of you at the meeting and out on the road. *Peter*

Chapter Dues are Due

The 2024 Pine Tree Chapter dues run from January 1st through December 31st. Please submit your 2024 dues payment of \$10.00 to Treasurer Cheryl Billings if you have not done so already. ¾ Century Club members are exempt from Chapter dues, however, still must pay national dues. Contact Cheryl if you are not a ¾ Century member but are eligible to be one. Thank you. *Peter*

Ramblings (in absentia)

Fellow members of the PTC..... Welcome to what we hope is a better 2024! This Ramblings is actually written Christmas Eve of 2023, as we load up and head out on our usual Snowbird Adventure to Florida, and a couple of short Cruise with family members, then back for a late Christmas in Pennsylvania with Terry's Kids.

We survived the big blow and rain without CMP power for 79 hours. My small 3,000 watt generator failed, and neighbor brought over another 3,000 watt, so we had at least enough fan to work along with our propane fireplace, and power the freezer, which had come from -10 degrees to -2 degrees in 30 hours.....no worry there. Later in the outage, another neighbor (and PTC member of good standing) Granville Morgan showed up with a 6500 watt generator, and we were able to hard wire it into the master switch (eliminating a chance CMP might have come back on) and we had full heat, lights and even the deep well 220 volt water pump....a hot shower was very welcome !

Three or four hours into using the big generator, I took a ride down street to be greeted by a line crew from Kansas, working for CMP. They informed me we would have full CMP power in 45 seconds! We have had CMP without a burp ever since. Many thanks to Shawn Maloy and his wonderful family for assisting us, and other old folks thru the storm. Granville Morgan, for the use of his larger generator was deeply appreciated.. Neighbors helping neighbors.

On our road alone (about a mile or more, 26 major trees broken off or completely down)... I'm sure others in the PTC have their own story of survival.....with many thanks to the hundreds of CMP and out of state line workers who worked countless hours to get the grid up and running.

Back to PTC stuff, we hope for a much better year in 2024, lots of "show-n-tell" gatherings and maybe even a tour... From Terry and I, and with thanks to all who contacted us when Terry was laid up, she is back to being Terry, and looking forward to some warm weather.....Happy New Year ! Just 'Chuggin on down the road..... *Lars*

REO GOLD COMET CORNER POWER

REO Z-880 8X8

Submitted by Bob Trimble (member #166)

During 1956 and early 1957 REO built two Z-880 trucks for the U.S. Army. They had full time 8 wheel drive and were fitted with two 220 H.P. Gold Comet V-8 engines driving two Clark 5 speed transverter transmissions with manual shift by hydraulics to a power accumulator and to a single transfer case for front and rear wheel drive.

One of the trucks was shipped to the A.P. Hill Army Base in Virginia where user-type tests were conducted. The second truck underwent engineering tests at Ft. Eustis.

I corresponded with Jim Bibb during the early 1980s. Jim was one of the test drivers at A.P. Hill. The trucks were intended to carry 60 ton tanks. He said the transmissions were slow to shift and sometimes one would end up in neutral which would let that engine over speed while the geared engine was under full load.

There were other problems as well that probably could be rectified over time. Gasoline mileage was about 1/2 mile per gallon under load.

These trucks were for the Transportation Corps Project in competition with the Ordinance Corps who were testing Kenworth desert type tractors using a single large diesel engine.



The REO trucks were much too complicated for use in the field, maintenance was high, and would be difficult in comparison to the much more conventional Kenworths.

I met Jim through the American Truck Historical Society. He knew I was a REO nut. Had we never corresponded back and forth the above info may never have been saved.

Saving old trucks, one at a time by Doug Wakefield

I got a call from our past Regional Vice President Clayton Hoak around the first of June 2022, he asked me if we had any interest in an old firetruck. We being the Springtime Truck and Tractor Show.

He told me that there was an old firetruck in Lee, Massachusetts that was going to be sold for scrap if it wasn't sold soon. The Truck was part of a private collection in Lee that had been sold to VanderHaag's Yesterday's Memories Truck Museum in Sanborn, Iowa. The Museum didn't really want the fire truck but it was included in the sale of a 1922 Reo. The Reo was transported to Iowa, but the 1974 International firetruck was left, still for sale in Massachusetts.

I got in touch with Denny Postma, AHS Ambassador at Large and lead curator at Yesterday's Memories Museum. He told me that yes the truck was available but needed to be moved ASAP. I told him that I would check the truck out on my way to Macungie, Pennsylvania at the end of the week. Thomas Hudgins and I found the truck to be in very good condition, started up, ran and drove well. Soon after returning home from the Macungie Truck Show, I called Mr. Postma and told him that yes, we would like to buy it. Soon after our annual truck Show we made arrangements with our good friends at Sibley Transportation to bring the firetruck as a backhaul to Bangor, Maine for us.

Plans were made to include the firetruck as our second prize in our Acts of Kindness antique truck giveaway fundraiser as we had already purchased another truck for our first prize for our 2023 Show. When our supporters found out that there 100.00 dollar entry donation would give them a chance to win one of two trucks, we were off to the races and by our 2023 Show date, we had received 240 entries in to our drawing. The second number drawn belonged to one of our long time supporters, Mr John Carrier from Chapman, Maine.

Thanks to the generosity of Mr. Carrier, and 240 others, we were able to make Acts of Kindness Donations totaling over eight thousand dollars to people in their time of need. We have also been able to purchase two more antique trucks for our 2024 fundraiser. As a small non-profit we end 2023 completely debt free. We are and will remain #oldtruckershelpingothers.

We were told it couldn't be done, but year after year we Show that yes it can be done, thanks to people like Denny Postma, Clayton Hoak, John Carrier and all of our past winners and supporters. Thank You all, for all you do!!



Picture shown is of Mr. and Mrs. Carrier, their Children and Grandchildren on Christmas day 2023 with their new, old firetruck. Still no snow in the county. Remember old trucks are fun!!! *Doug*

Decisions and More Decisions by Tom Hudgins

We make many decisions to find answers in the old truck world. Do I buy that old truck? Do I want to put the time, money, and effort into restoring a truck? Do I have storage for another old truck? Is there a chapter member who has extra space that I can borrow? Do I comment on a controversial topic post in the ATHS Facebook group? How many items need to be crossed off my list of small projects on my truck? Do I go to York 2024 or Macungie 2024? Do I take an extended vacation and attend both of them? The last three questions are currently on my mind for this new year.

I attended the 2015 York ATHS show for 1.5 days and have great memories from it. I have attended the ATCA Macungie show several times and it is well worth the trip. Both shows are in Pennsylvania two weekends in a row. I was not involved in the decision-making for the 2024 scheduling for the York show or any truck shows for that matter. Like old trucks, it takes time, money, effort, planning, and maybe some help from a few friends.

I could make a chart with the pros and cons of both shows. I could be practical and think about the available PTO I will have left after attending my brother's April wedding in Virginia. Only attend one show? Where am I going to stay, or do I buy a tent and camp? What is my budget for a possible two-show trip? Do Doug Wakefield and I make the trip to York and then return to Maine for a few days of trucking before heading back to PA for Macungie? He and I have discussed that option.

My 1974 International Transtar 4200 (a.k.a. Binderstein) may still be at the shop that has better tools than I do. Fuel tank brackets need to be welded, restored and the frame sandblasted and covered in industrial paint. My ultimate goal is to have a truck that I take on a longer journey to a show beyond Owls Head. For those of you who ask me "When are you going to paint it?" The plan is to finish the restoration cake recipe before considering the icing and fancy decoration. A well-running truck is better for me than a shiny one with lots of chrome. Yes, in the words of chapter member Jody Hames "Chrome won't get you home, but it sure looks good getting there." However, I also need 8 tires for my tandem Dayton hubs. Those decisions will include more decisions and again, I will be working towards longer-term answers.

Only time will tell if I decide to choose between both Pennsylvania shows or only one. In my Christmas card, Clayton Hoak wrote "Think York 2024" and at the moment on this cold January night, I am thinking of York and I am thinking of Macungie. The scale is balanced at the moment and life happens while contemplating my attendance at the old truck shows in 2024. Hopefully, the dilemma can be resolved better than Abbott and Costello's "Who's On First?" comedy routine. Stay warm, think Spring, and keep bringing those pickups to the shows. Some of the Facebook keyboard warriors are annoyed that pickup trucks are at shows or featured in *Wheels of Time*. That Hornet's Nest is another article to write about at another time. *Tom*

Spring Stretch Host Wanted

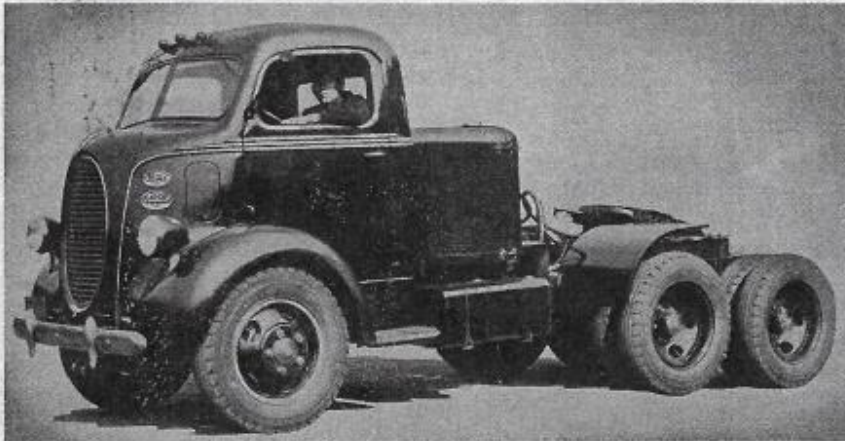
We are looking for someone to host the 2024 Spring Stretch. For those that have neither hosted or attended a Spring Stretch, it is a pretty laidback gathering with a potluck lunch on either a Saturday or Sunday. We usually go to a member's home, shop, or collection but we have also gathered at function halls and visited the occasional museum. We tend to have many our events in the Augusta and Midcoast area. I would like to see us broaden our reach and try to go a little further out - Western Mountain, South Seacoast, Bangor - Ellsworth area and others all could be in play. For more information about hosting the Spring Stretch or any other event contact:

Peter Mullin ph. 207-838-5069 or email wfd44@maine.rr.com *Peter*

GRICO TWIN-MOTOR FORD

THE GEAR GRINDING MACHINE CO., Detroit, announces the Grico Twin-Motor Tractor, putting into practice a revolutionary principle in the field of motor truck transportation and heavy hauling operations. A second device, also newly added,

is the trailing axle. The Grico two-axle drive, adaptable to all makes of trucks, will continue to be manufactured. The two new units have been designed for Ford trucks, to be marketed through distributors of the manufacturer and Ford dealers.



Grico Twin-Motor Ford Tractor with two-axle drive

The new Twin-Motor unit consists of the standard Ford cab-over-engine short wheelbase truck to which has been added a second engine placed immediately back of the cab. The second engine drives another set of wheels through its own driveshaft and rear axle. A streamlined hood houses the second engine. The combined horsepower of the two 95 horsepower motors is 190, with a corresponding increase in rim pull and torque.

Performing alone, each motor is run by its individual controls. When the two engines are working together they provide dual operation in every respect with the exception that there is a single throttle, single gear shift lever and single brake and clutch pedals. Double compression drag of the two motors makes for a lighter use of the vehicle's brakes and greater control.

The new tubular trailing axle, designed for Ford trucks, provides for the safe carrying of about 100 per cent overload to regular specified tonnage and is equipped with wheels or regulation size, carrying standard tires and brake drums.

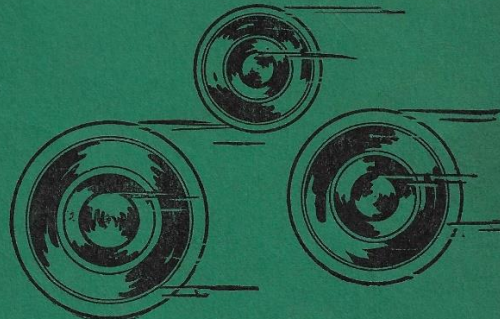
COMMERCIAL CAR JOURNAL
FEBRUARY, 1939

BEAR WHEEL STRAIGHTENER

No. 320-A



"KEEP THEM ROLLING ON ROUND WHEELS"



Heavy Chevy Trucks 1955 – 1981 Part 1



1955-57 Spartan 1000 Tandem
Hood emblem notes a V-8 engine; either a 155 HP Taskmaster V-8, or 162 HP Turbo-Fire V-8.



1958 Spartan 80 or 100 Series Tandem
Again the Hood emblem notes a V-8 engine; either a 175 HP HD Super Taskmaster V-8 (80 Series), or 230 HP Workmaster V-8.



1959 Spartan 80 or 100 Series LCF
Non – LCF Spartan 80 or 100 Series single axle cab identical to tandem's cab. Engine options match the 80 or 100 Series Tandem engines.

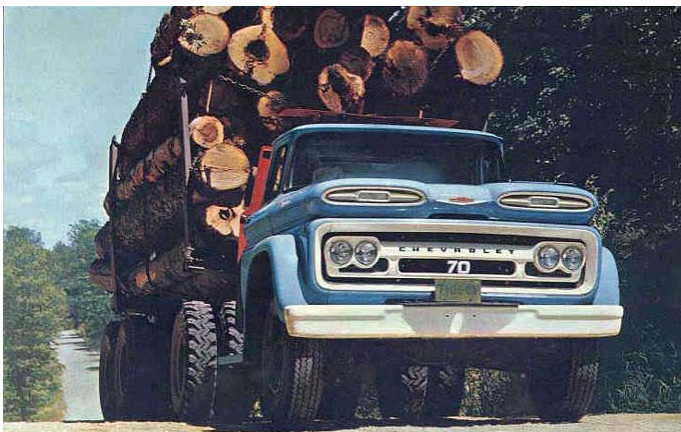
Over the years there was considerable collaboration between Chevrolet and GMC on light and medium duty trucks; however, Chevrolet offered only a limited number of heavy-duty models until 1966. For example - in the late 50's Chevrolet's largest truck was the Spartan 100 with optional GVW of 25,000 and GCW of 48,000. GMC models 450 and F450 had GVW ratings of 22,000 (25,000 optional) and GCW ratings of 38,000 (50,000 optional). All 500, 600 and 900 Series single axles GMCs matched or exceeded the Spartan 100 optional ratings. The 1958 Spartan 100 tandem optional GVW rating was 36,000 and the GCW rating was 50,000. The GMC W670 (503 gas) and DW970 (6-71 diesel) each rated 59,000 GVW and 90,000 GCW. Chevrolet did not offer a diesel option.



1960-63 Tilt Cab – likely a T-80 (48,000 GCW) given the tanker load. Note the twin headlights. All Chevrolet trucks were redesigned for in 1960. Initially the heavy models consisted of the C70 and 80 conventionals; the L70 and 80 short cabs; the M70 tandems and the T70 and 80 tilt cabs. Maximum GVW/GCW ratings were similar to the late 50's trucks. No diesels were offered; nor were the aluminum tilt cab (aka Crackerbox) or "B" conventional. C-70, L-70 and T-70 chassis were powered by the 185 HP Workmaster Special 348 CI V-8 (with two barrel carburetor); while the C-80, L-80, T-80 and M70 chassis were powered by the 230 HP Workmaster 348 CI V-8 (with four barrel carburetor).



1960 Chevrolet L-80 tractor. Note two-tone paint combination.



1960 Chevrolet C-70 tractor – most likely overloaded given the 42,000 GCW rating.

In 1962 Chevrolet offered its' first diesel powered trucks – E-80 (single axle) and W-80 (tandem axle) 93" BBC low cab forward models, initially with 130 HP General Motors -53 diesel engines; then with 195 HP General Motors 6V-53N diesel engines; referred to as Chevy-GM diesels. The trucks were rebadged GMC B-Conventional models. The trucks were intended for tractor or short platform bed use (per Don Bunns' Encyclopedia of Chevrolet Trucks). The E-80 trucks were rated 26,000 GVW and 51,000 GCW while the W-80 trucks were rated at 36,000 GVW. In the final year of the 93" BBC low cab forward model production (1965) two Toro-Flow diesels were offered in addition to the Chevy-GM 6V-53N diesel. General Motors 6-71 diesels were offered in the GMC models.



1962 or 63 Chevrolet W-80 mixer.

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.



1966 Chevrolet HM-70

Photos courtesy of TruckPlanet.com. To be continued.....

Local and Regional Events –2024

(others events will be added as they are confirmed; this list will not be reprinted in its' entirety)

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 th Annual Coastal Cruise in and Fun Day @ Wiscasset Speedway 10-3 FMI go to wiscassettspeedway.com
Sunday	5/19/24	45 th Bonney Eagle Car Show, Buxton, ME
Thurs – Sat	6/6-8/24	ATHS National Convention and Truck Show – York, PA
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 th 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 th Walcott Jamboree – Iowa 80 Truck Stop - Walcott, Iowa
Saturday	7/13/24	12 th Annual International Motor Truck Gathering – ATCA – Muncy, PA
Saturday	7/13/24	Squarebodies of Maine 3 rd 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 th Annual Gear Jammer Magazine Truck Show – Epping, NH
Sat-Sunday	7/20-21/24	Pine Tree Chapter – ATHS Gathering at the OHTM Truck & Tractor Show
Fri-Sunday	8/2-4/24	Northeast Rockbusters Antique Construction Equipment Show, Concord, NH
Fri-Sunday Steam	8/7-10/24	HCEA International Convention and Old Equipment Exposition, at the New York Engine Association’s Pageant of Steam, Canandaigua, NY
Sat-Sunday	8/17-18/24	Granite State Chapter - ATCA Old Truck Meet,– a.k.a. Barrington; (Location to be announced)
Weds-Saturday	8/21-24/24	OHTM -45 th Annual New England Auto Auction Week
Sat-Sunday	8/24-25/24	Bay State – ATCA 22 nd Annual Show, Bolton Fairgrounds, Lancaster, MA
Fri-Sun	9/6-8/24	Squarebodies of Maine 4 th Annual Shin Pond Squarebody Rally, Shin Pond, ME
Mon-Fri	10/7-11/24	AACA Eastern Fall Meet - Hershey, PA
Sunday	10/13/24	Ty Rods Fall Swap Meet Stafford Springs Ct
Thurs – Sat	6/5-7/25	ATHS National Convention and Truck Show – Madison, WI

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

For Sale: 1954 M37 Dodge Military vehicle – Used in Korea. Stainless steel gas tank - Can hold 2 tons - Teak seat benches in truck bed - original Dodge flat head 6-cylinder engine with new points, plugs, wires, condensers, distributor cap and regulator. \$14,000. Truck is in Shapleigh, ME. Contact Karin at 978-376-0589; or email johnsondk@comcast.net.

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 - \$20,000; Also for Sale 1954 Ford NAA tractor . Recent restoration - \$5000. Contact Bob Dore 207-242-8751

Wanted: Dirigo Restoration is looking to purchase a stake body truck bed built to fit a 1930 Ford Model AA - 1 1/2 Ton truck. This is a restored truck, and only a high-quality bed is suitable. Contact Jim Gordon at 207-415-7952 or Jim Hall at 207-754-2208.

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 AHS 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: nancyjmmullin@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@gwi.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

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.