



# Shop Manual

## September, 2011

### Pre-Fall Tour

#### Edition

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

### President's Message

Greetings. Time sure flies when you are having fun. Unfortunately most of the time since the last newsletter has been dedicated to some of the more mundane tasks of life such as work and getting the REO repaired. I had hoped to make to Owls Head this past weekend for their Movers and Shakers Show, however I had other commitments.

Regarding the REO it had a less than successful showing at Barrington this year. In fact the REO was a no show. On Annette's and my trip south late Saturday the clutch gave out in Sanford. Thanks to Carl Philips and Sons Towing; and Peter and Nancy Mullin's limo services we were able to get attend the show and home safely and conveniently. Fleet Service in Gardiner has since diagnosed and repaired the problem. The throw out bearing was disintegrated. All other parts in the clutch looked almost new.

To date I have been unable to confirm if the Cumberland Fair (October 1-7) intends to have a static antique truck display this year so it has been removed it from the roster. If I can confirm they would like some trucks displayed I will reach out to some of you to see if you would like to display a vehicle. If you know something I don't please give me a call (207-582-3224).

Sunday, October 1 is this year's Trucking for Kids Convey at Scarborough Downs. An abbreviated info sheet is attached. All proceed go to Camp Sunshine.

A couple of updates on the Fall Tour are enclosed. A reminder, safety glasses are mandatory on the tour to Fisher Engineering on Saturday October 15<sup>th</sup>. Please bring your own safety glasses, if you have any, plus any extras you may have to loan. Also we need an approximate headcount for Saturday evening at the Smokestack Grill in Camden, and would like to give them a number on Wednesday, October 12<sup>th</sup>. Please call me (207-582-3224) if you will need safety glasses, or want to sign up for the Saturday evening dinner.

I have reached out for a location for, and a volunteer to host, this year's Late Fall Get Together/Great Fall Auction. The date is Saturday, November 12<sup>th</sup>. I am presently reviewing a couple of options in greater Bangor and should have the specifics nailed down in time for the mid to late October Shop Manual

## Ramblings

By Lars Ohman

Most of us in this hobby have a dream of owning something we drove years ago. We go to shows and see what others have done to fill this dream, and once in a while we get a line on something from our past that we just have to go see. Growing up in San Antonio, Texas, I was fortunate enough to find work washing trucks on weekends at a local truck stop. A major Limestone Quarry operation would leave a half dozen of its fleet at the Wilson Bros. Truck Stop each weekend to be washed and serviced. We washed with a one inch hose (no pressure washers back in 1957 – at least we didn't get to use one) buckets and brushes. The trucks were GMC 630's with 4-71 Detroit's and Hobbs 18 cu yd non hydraulic dump trailers. These dumped on a cable system. We could drive them from the wash platform to the parking area out back. Parking was simple, we did not have to back them up but drive them into a holding line up.

Over the years, I developed a fondness for Macks. I've owned a few, and drove many. A Ford or two crept thru my inventory. Recently, right under my nose at camp in Naples, Maine appeared a GMC 630 with only 14,000 some odd miles on it. It was actually a GMC 634 built for Fire Service Applications. Clayton did the research in his vast files, and came up with a full spec sheet on what was available as standard and optional equipment. The Maxim Fire Apparatus was built in Middleboro, MA and added to the truck. This one was a little unusual as it had a Spicer 5553 5 speed overdrive transmission and an Eaton two-speed rear end.

The wheels began to turn. I don't think it had been used in 4 or 5 years after being retired from the Naples Fire Department. Our Campground owner had removed some of the hose reels and set it up as a parade vehicle with seats. This summer they fired it up, and despite some very poor gasoline, at an idle, it ran like a top. Sheet metal, grille, hood and side panels were dent free, the glass was good, and with a mid mounted pump, the nose was not butchered or cut up. The doors open and close with a click. The cab is solid and rust free. The interior is complete with the original bench seat. There is just one hole in the dash (who ever saw a fire truck that had not been cut up for something to fit in the dash?) and a missing glove compartment door. All the gauges work when the key was in the on position. My wheels began to turn and churn, and I made an offer on it to the owner. Long story short, as the local expression says... "I should have bought it when I saw it at Marden's." I did not have the cash on me to seal the deal that day, and was away for Whited for a couple of days. By the time I got back to Naples, Dana Watson informed me he understood the word got out about the truck leaving town, and the local Fireman got together, and convinced the current owner it should stay in Town, as it was (as I understand it) the first piece of equipment the Town of Naples actually purchased. They had apparatus before that time, but owned by a private fire company, not by the Town. It came used from Littleton, NH. I finally would up face to face with the owner, and he informed me, even though it did not sell for my offer, he felt the pressure to keep it in town, and I fully understand the current Fire Department's desire to restore it.

Needless to say, my dream went up without a puff of smoke, and they are already working on the mechanics of it @ Dana & Cole Watson's garage. It has been 54 years since I drove those GMC's in Texas, and I can still hear the whine of that 4-71 Detroit as we drove them no more than 300 feet in the yard. Being only 16 years old, I'd be willing to bet we only used a couple of

gears and had them right on the pin! I may find another one some day, but for now, the Town of Naples has the prize I was looking for. Maybe I'll get to drive it some day @ Watson's Water & Wheels Show, just for old time sake. Looking forward to Fall Tour, be it in the Model "A" or the Chevy. See you there, Lars

(Per Lars' request the model designation for the 1954 GMC dump tractors with the 4-71 Detroit was D630-47; and the model designation for the 1954 GMC fire truck with the 503 gas engine was 630-50; also offered were 630s with a 426 cubic inch gas engine 630-42, and tandem drive units W630-50 and DW630-47. CAH)

## **Writings on Detroit Diesel Chapter 4**

**By George Barrett**

After talks with the Navy in April of 1932 Kettering must have felt secure that there was a market for good diesel engines of various sizes. Submarines needed main propulsion engines as well as smaller auxiliary units. Railroads could use diesel power rather than the monstrous steam locomotives and now that GM had purchased the Electro-Motive Company who had the transmission system to control power to the wheels.

Ket seemed to be very interested in moving people over the highways with better busses, so much so that in the summer of 1925 he went on an 8000 mile excursion in a bus of his design. It had front wheel drive, four wheel brakes, Cadillac engine and automatic transmission. Ket did most of the driving during the tour of the Western US as well the camping out with the small group on board. Upon returning the Yellow Coach division improved on the vehicle working with Kettering's vast resource of more than one hundred research personal. GM wanted to get in the bus business Some GM corporation executives urged Kettering to acquire an existing bus manufacturer and one exec in particular wanted a diesel engine. He couldn't understand why Ket wouldn't recommend the purchase of a European engine. Ket told the fellow that "if I felt the way you do I'd go buy those engines" which the guy did. They didn't work at all well and the guy came back a year later and scolded Kettering for letting him do such a thing whereupon Ket had to remind him that "I said if I felt the way you did I would . . ." Ket was not about to buy someone else's design, he'd do it on his own, taking one step at a time. He seemed to be settling on the two stroke cycle design but the unit injector was giving trouble. The first Winton design was huge, about two feet long. The machining of the parts and the very small holes in the tip were the troublesome issues. I guess it could be said that work on the injectors never ended as long as the engines were in production but in the early stages the unit injector almost doomed the whole project.

The blower was also somewhat of a stumbling block, going from straight blades to helical and finally to three blades on each rotor to keep the air from pulsating. Scavenging research had been going on since December of 1928 when wooden models of the engine were build with windows to study the characteristics of smoke blown in with the intake air. Now don't laugh too loud, but Ket did tell one project engineer that "one of the most important problems we have in connection of the design of our new diesel is the elimination of noise." We didn't know anyone cared about noise or that the blower had anything to do with it, did we?

In November of 1931, the newer blower on a prototype test engine pulled 100 horsepower at 750 RPM which was about double that of a similar sized engine of the four stroke design. The last patent for a Roots blower was filed in March of 1933 and in April dyno tests on an eight cylinder 201 engine (503 cubic inches per cylinder) could get up to 1000 horsepower and could be rated at 600 horsepower.

Testing continued, modifications were studied, and changes were made. Kettering was one to do things out of the ordinary, or as we say today, think outside the box. Just because the engineers exercised their slide rules and said this part will work did not mean the problem was solved. Ket was much more interested in asking the engine how the parts were working, not forcing the engine to accept the design the engineers were recommending.

Kettering tells the story of the dean of an engineering school stopping by his office one day and telling him "If I designed something as 'screwball' as your two-cycle diesel engine," he said, "I would never be able to sleep". Ket asked "What is wrong about it?" The dean said "it is all wrong. It is just theoretically all wrong." Ket asked "who wrote the theory? He might have been wrong, too." The dean insisted that "this is fundamental theory."

Kettering said "well, we didn't design that engine. Nobody designed that engine. What we did as set up a single cylinder engine and gave it half a dozen different kinds of pistons. 'Try these out and see which one you like the best.' We gave it valves and injectors and other things, and we let it pick out what it wanted. And to show you how much smarter the engine is than the engineers, the piston the engine picked out runs a million and a half miles, and the one the engineers picked out runs fifty thousand."

Ket said many times that a biggest mistake all engineers were making was designing the diesel as though it were a steam engine. He instructed new engineers that "the word 'design' is a treacherous word because you can't design anything that the material doesn't like." And then let's not forget that he was always reminding the people around him that it's alright to fail as long as you learn from the failure and try again. He was afraid that his people would not try something new for fear of failure. Kettering's success in so many areas must have been because of his brilliance as well as the thought that the only time you fail is when you fail to try again.

The month of May in the year 1933 was when the 8x10 two cycle engine had to go to work. The Century of Progress Worlds Fair gave Kettering an opportunity for a dramatic introduction of the diesel. Set in Chicago, the event was really a way for the industrialists to take people's minds off the present and focus their thoughts on the miracles of the future.

Chevrolet's exhibit was a working model of an automobile assembly line powered by Kettering's experimental diesels which had a true weight to power ratio of 20 pounds per horsepower. They were displayed behind glass shields and attracted sizable crowds. Ket's 25 year old son Eugene was a leader in the team of engineers from Winton who set up the engines and apparently worked every evening after the fair closed to perform "maintenance" on the two 12 cylinder diesel generating units.

Years later in an interview Eugene was asked about the problems of keeping the engines on line. His answer was something to the effect that "I can't remember ever having any problems with the dipsticks"

If your editor has found enough room to print all of this you'll know that the next installment will be about the first guy to order and pay for one of these engines. Now things were moving a little faster than Kettering wanted and General Motors had expected.

## Fall Tour Basics

The fall tour is set to take place on the weekend of October 15 & 16, 2011. Steve Corson will be hosting the tour and the abbreviated itinerary follows:

### Saturday October 15

7:30 a.m. - 8:45 a.m. Gather at Steve Corson's NAPA store, 212 Park Street (Route 1), Rockland for coffee, juice, and donuts.

8:45 a.m. Head to Fisher Engineering for facility tour. Safety glasses are required. Please bring your own, if you have any, plus any extras you may have to loan. After the Fisher tour we will be off to Prock Marine's facility to view their equipment including a Komatsu PC1000 excavator. This excavator is the largest in the midcoast area. Next will be a stop for those that need to pick up lunch on the way to the "Sail, Power & Steam Museum" (\$5.00 donation requested) at the Rockland public landing. After touring the museum we will be off to view a collection of unrestored antique trucks and heavy equipment.

6:00 p.m. Meet for dinner at the Smokestack Grill in Camden. If you are reasonably sure you will be going to dinner on Saturday evening please call Clayton Hoak at 207-582-3224 by Tuesday evening so we can give the Smokestack Grill an approximate head count.

### Sunday October 16

7:30/8:00 a.m. Meet at Denny's in Rockport, near the motels, for breakfast.

9:00a.m. Head to Camden to drive up Mount Battie (weather permitting) to enjoy the view of Penobscot Bay. From Mount Battie we will head to Firefly Restoration, owned by Andy Swift, in Hope. Andy restores open cab fire engines and trucks. He does high quality restoration such as the steam fired engine "Vesuvius" which is on display at the Owls Head Museum. The order of these stops may vary depending on the weather. After the morning stops we will travel to Steve Corson's home in Rockport for a hamburger and hot dog cookout and to tour of his "stuff." Please bring chips, cookies, brownies, etc. Steve will supply drinks, condiments, and the main course of hot dogs and hamburgers; and his garage space is heated.

### Fall Tour Room options:

The Claddagh Motel ([www.claddaghmotel.com](http://www.claddaghmotel.com)) looks to be the best value. It is in Glen Cove (Rockport) right on Route 1 almost across the street from Denny's. For Room and Suite Reservations call: 800-871-5454 or e-mail: [reservations@claddaghmotel.com](mailto:reservations@claddaghmotel.com).

The Ledges By the Bay in Rockport– SOLD OUT; two additional options: Schooner Bay Motor Inn in Rockport, phone 1-888-308-8855 or email [sbmi@sbaymotorinn.com](mailto:sbmi@sbaymotorinn.com); also Seven Mountains Motel in Rockport, reservations by phone only 1-207-236-3276. Unfortunately, there are no bargain rates here on the coast until after the weekend of October 15<sup>th</sup>/ 16<sup>th</sup>.

### Fall Events

- Sept 24-25    ATHS Hudson Mohawk Chapter Antique Truck Show & Flea Market  
Ballston Spa, NY Contact Dick Linstead (518) 893-7804.
- Sept 25        MPDA Trucking for Kids Convoy – Scarborough Downs, Scarborough, Maine  
contact Kevin Battle at [trucking4kids@aol.com](mailto:trucking4kids@aol.com) or Rob Fernald at [fernald2@aol.com](mailto:fernald2@aol.com)  
or 838-1074 ([www.mpsda.org/trucking4kids](http://www.mpsda.org/trucking4kids))
- Sept 30 -     20th Annual All Mack Truck Show at Gerharts in Lititz, PA
- Oct. 1         Details write: Box 405, Lititz, PA 17543 or call 717-625-8544

- Oct. 2 - 9 Fryeburg Fair
- Oct. 5 - 8 Hershey 2011
- Oct. 8 - 9 Owls Head Transportation Museum – Foreign Auto Festival  
Contact the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- Oct 15 Friends of Haul of Fame Fall Swap Meet, Plainsville, CT.  
Contact Larry Dudek (860) 705-2301
- Oct15-16 **Pine Tree Chapter** Fall Tour – Mid Coast Area; hosted by Steve Corson  
Details in this issue; Contact: Clayton Hoak (207) 582-3224
- Oct 29-30 Owls Head Transportation Museum – Great Fall Auction & Flea Market  
Contact the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- Nov 5-6 Higmo’s Logging and Music Annual Saw Mill Days; Details to be perfected;  
Contact: Allen Higgins or Paula Hersom (207) 442-0701
- Nov 12 **Pine Tree Chapter** Late Fall Get Together/ Great Fall Auction Location- Greater Bangor;  
Details next Shop Manual. Contact: Clayton Hoak (207) 582-3224

## **Cross Country Drive - In a Cabover**

### **Part 1 Newcastle, Maine - Walcott, Iowa via Mt. Vernon, Washington**

By Charlie Huntington

Over the last few years, I’ve become more and more involved with the Pine Tree Chapter of the American Truck Historical Society. When participating on driving type events, I thought it would be nice to have a bigger truck to take on tour. I also thought it would be good to get set up with a trailer to haul my stuff home as well as possibly help other hobbyists obtain larger stuff. I did manage to get a Fleetstar 2010A but that truck needs more to make it road worthy plus it doesn’t have that diesel sound. Last fall I got serious in my search and anxiously awaited each new issue of “Wheels of Time” to search the classifieds. I soon discovered a big interest in cabovers. As a kid I was always fascinated by this style and still am. Since I have a thing for IH it became apparent that the right truck would be a 70’s IH Transtar.

Last fall I found an interesting prospect in Wheels of Time. It was a 1979 Transtar II Eagle, former Budweiser truck, fresh rebuilt Cummins 300, and aluminum wheels. One slight drawback – it was located in Mt. Vernon, WA. I talked with the owner but couldn’t quite strike a deal. The trip was intimidating, work was heading into the busy season, and we couldn’t quite meet on price. In mid Feb everything was put on hold – I had a bad fall fractured my ankle and tore the quad muscle off my kneecap. Despite this setback, my Transtar search continued on eBay. Sometime in April my eBay search finally struck a potential match – and this truck was in NJ. Just one problem – I couldn’t get the WA truck off my mind. Before the auction ended, I called Steve Andal in WA. He still had the truck and in fact had just listed it again in “Wheels of Time”. This time we struck a deal and the truck was on the way to becoming mine. Once I got back in the recliner (with my bum leg up), I started to question what I had done. I just bought a truck over 30 years old, 3500 miles away. I wasn’t paying much attention to the TV as this all ran thru my mind. Then it dawned on me, could I hit the ATHS national show on the way back thru? I quickly grabbed my latest “Wheels of Time” and confirmed the show in South Bend, IN at the end of May. Suddenly I knew this would all be meant to be.

Planning the trip wasn’t too hard but I did have one obstacle – my leg had to regain enough strength to push the heavy clutch. I informed my Dr. and Physical Therapist that I was heading out at the end of May to make this trip. They seemed a little wary or maybe just confused as to

why anyone would want to drive a truck like this cross country. I tried driving my ramp truck one day and it was pretty painful. I had bought a 54 Pontiac early in the spring so that car with its light pedal become my “clutch therapy” car. My Physical Therapist was delighted at my progress. Every time she said that the exercise bike was doing me good, I told her it was actually the Pontiac’s clutch. I did a little research on the forums of the ATHS website and got some good advice there. One bit I particularly appreciated was a recommendation to take Rt. 30 starting in Idaho, crossing into Wyoming and winding up on Rt. 80 near the Little America Truck Stop.

Finally Friday May 20 arrived, Rose dropped me in Portland to fly to Seattle. The flight was great, arrived an hour early, and it was an easy shuttle ride to Mt. Vernon. Steve Andal picked me up at the bus stop and took me back to his house. Once there we took a ride in the truck. I was relieved that I was able to climb into it and push the clutch. It was obvious, however, that I was going to need some practice shifting gears! Steve and his wife Kay fed me an excellent steak dinner. The Andal’s own a custom meat shop so you know it was something special. After dinner Steve and I went to Wal-Mart to get supplies for the trip. We stopped for fuel on the way home and since the clerk recognized Steve she declined to take my card prior to the sale. She regretted that when my cards were declined. Fortunately it was just put on hold due to the “suspicious” activity away from home and one phone call had it back in action.

Day 1, Sat. – The next morning we discovered that the taillights in the Transtar didn’t work. I didn’t have time to figure it out, but after a quick ride to the parts store in Steve’s custom Kenworth, was able to use the feed to the rear cab light to run the taillights. This also resulted in one of the five cab marker lights coming on as well. Now I was ready to roll! I strapped the original Transtar passenger seat in front of the 5<sup>th</sup> wheel. The Andals took the lead toward Seattle and we were off through the slight drizzle. We had a nice stop for breakfast and then headed up into the mountains. There was still snow on the ground as we approached the top. We stopped at a rest area near Elensburg, WA and at that point said our goodbyes. I was sorry to bid farewell to my excellent hosts but at the same time excited to be off on my first solo. The rest of the day took me down Rt. 82 to Rt. 84. I stayed that night in a truck stop in Ontario, OR just shy of the Idaho border. The truck stop was small but there was a nice Mexican restaurant that I got in just before last call.

Day 2, Sun. – After a great night sleeping in the sleeper surrounded by idling diesels, I awoke and hooked up a CB that Steve had given me. Equipped with communications I headed out. This day was the only really sunny day of the trip. I stopped in Mountain Home, ID to install a stereo and stock up my pantry. One of the goals of the trip was to spend zero on hotels and little on food. I bought a loaf of bread, peanut butter, jelly, and milk and was able to make lunches with that for much of the trip. It felt like a picnic every day. I followed Rt. 84 to Rt. 86, to Rt. 15, to Rt.30. Once off Rt. 15, I fueled up. I knew the price was a little high but didn’t want to push it. I didn’t want to partially fill it because I wanted to check the mileage. I was pleased to see the truck got dead on 8 MPG.

Rt. 30 was one of the best parts of the ride. When I was posting on the Forum some thought the secondary roads would be more scenic. Others felt it would be too rough in the cabover. The road was newly resurfaced. A slight drizzle produced a beautiful rainbow. One great moment was when I heard someone on the CB, “Eastbound bobtail - Is that the truck I saw in Wheels of Time?”. Rt. 30n ended all too soon and I was on Rt. 80 until I got to the Little

America Truck Stop in Wyoming. Here I learned a valuable lesson. Since my fuel tanks were almost full, I couldn't make the 50 gal minimum to get a free shower and fuel was cheaper there then when I filled. All in all it cost me \$20 which is cheaper then most valuable lessons I learn.

Day 3, Mon. – Not a lot of excitement, showers and rain as I chugged thru Wyoming and Nebraska. I stopped in a small truck stop in Elm Creek, Nebraska and feasted on a cheeseburger and 2 large Millers in the cab before crashing in the sleeper.

Days 4&5, Tues & Wed – From Nebraska I headed further east in the rain on I-80 to Walcott, Iowa – home of the I-80 Truck Stop. I-80 is the world's largest truck stop – 3 full floors, chrome shop with 3 trucks inside – one sporting a 53' trailer, barber shop, theater, laundry mat, dentist, food court, convenience store, gift shop, and restaurant. Across the parking lot is a nice truck museum that I visited on Wed. My plan was to leave on Wed after visiting the museum and head to South Bend, Indiana for the ATHS truck show. The forecast was bad at the show so I took a layover day at I-80. I had an enjoyable day puttering on the truck. My biggest accomplishment was getting power to the left front marker which resulted in another 2 cab marker lights coming to life as well (ed. - next Month part 2 the ATHS Convention then on for home).

## **From the Workbench**

**By Peter Mullin**

We've got a bunch of stuff this month. So, I guess I will be brief. We have Chapter 4 of George Barrett's excellent history of the development of the Detroit Diesel along with Part 1 of Charlie Huntington's account of his cross country trip in his '79 International Transtar II Eagle.

Response to the request for member profiles has been pretty slow so far. I hope that once we get a few behind us the response will pick up. I ask that you bear with me as this feature is a "work in progress." We do have the second installment this month. My thanks to Tom Hodgins for dropping his off to me at Owls Head. It was nice getting a chance to meet and chat with you as well.

I guess that's all I have for now. Hope to see you at the tour.

## **Member Profile**

Tom Hudgins of Bradford, Maine was born January 4, 1971. Tom's first truck driving job was driving Deuce and a half's, 5-ton's, and Hemmtt's as a motor transport operator for the U.S. Army from 1989 to 1992. He currently drives Blue Bird (GMC + Vision models) school buses for Cormier's Bus Service of Corinth, Maine. His father was a bus and truck driver for almost 40 years and his brother works for the Virginia DOT. Tom owns a 1974 International Transtar 4200 Eagle listed as "restoration in progress."

**For Sale:** 1975 Kenworth W-900-A day cab. Newer 400 Cummins BC-III with less than 75-K. 13 Speed Fuller Transmission, 40-K rears with 3.70 ratio, Aluminum 24,5" tires all @ 75% or better. Three stage Jake, 6" stacks, newer 5th wheel, two line wet system, custom cab interior with bells and whistles. Power Steering, spotlessly clean and well maintained. Same owner 31 years, storage trailers) garage kept. Turn key toy hauler, drive or show. Super fussy owner wishes to sell. \$16,000. David Macleod, Weston, MA. (781) 891-1580 or Cell : (617-281-7787)



## In Memory Of:

Leola C. Hall of Poland died peacefully at her home on September 7<sup>th</sup>, 2011 with family by her side. She was born on June 6<sup>th</sup> 1940, the daughter to Wilbur and Emily Croxford.

Leola is survived by her husband James of 53 years, her mother, her sons Scott, and his wife Patricia, and Steven; sister-in-law Althea Croxford, and her grandchildren Gregory, Kathryn, Sarah and Jordan.

The Chapter sends its condolences to Jim and the entire Hall family.

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

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

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

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

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

Director - Erv Bickford- Dirigo Restorations, Yarmouth, ME 04096 (207) 846-8662

Director - Mike Gladu- 302 Center Drive, Orrington, ME 04474 (207) 825-4729; email [jmgladu@yahoo.com](mailto:jmgladu@yahoo.com)

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

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

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

### ***DUES NOTICE - Membership Renewal + Update Form***

**Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS. Membership in the American Truck Historical Society is required.**

Name \_\_\_\_\_

Date \_\_\_\_\_

Street \_\_\_\_\_

Phone: (     ) \_\_\_\_\_

City \_\_\_\_\_

E-Mail \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

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

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

### **Department of Corrections**

Upon further investigation it was found that the last issue's story of the 1947 Ford pickup selling for \$800,000 has been exposed as a hoax. As always if it sounds to good to be true...

**For Sale:** 1947 Dodge "WC" from the Roy Mace collection. 6 cylinder engine, runs like a top. 4 speed transmission with single speed rear end. Very good 7:50 x 20" rubber; new 12' rack body. Maroon with black fenders, and all new cab interior panels, and seat. Glass is all good. Truck was purchased by a West Coast Buyer who wishes to sell it here. Myron Ogden is the contact person here @ (207) 827-7293, or Roy Mace. Asking \$5200.00 or best reasonable offer.

*Date:* Sunday,  
Sep. 25, 2011

*Time:* 8:00am - 4:00pm

*Place:* Scarborough Downs,  
Scarborough, Maine

OPEN TO  
ANY AND  
ALL SIZE  
TRUCKS!



# TRUCKING FOR KIDS CONVOY 2011

*RAIN OR SHINE WE CONVOY TO HELP KIDS*

Pine Tree Chapter ATHS  
C/o Peter Mullin  
200 Stanford St.  
South Portland, Maine 04106

Next event: PTC Fall Tour October 15 & 16, 2011  
Rockland/Rockport/Camden Area