



Shop Manual

www.badgoat.net/ptcaths

September 2018

President's Message

Jamie Mason

A lot has happened since our last newsletter. The Owls Head show was a success. Perfect weather Saturday made up for some less desirable weather Sunday. Thank you to all that participated, donated money or raffle items, and to those that volunteered their time to help the museum and the chapter. Special thanks to Dick Brown and Hannaford's for coordinating and donating the food for our Sunday exhibitors' lunch. With their help, we raised hundreds of dollars for the chapter to help us keep the organization running smoothly. Special thanks to Diane and her "crew" for staffing the booth selling t-shirts and other novelties. Last but not least, let's thank Bob and Lucy Stackpole put on another feast. The food was excellent and so was the company and the museum! Thank you again for inviting the Pine Tree Chapter to your home.

Looking ahead, the next big event is the fall show at the Topsham Fairgrounds. The show will be Sunday, September 16th. The show will be from 8-2. You can bring trucks Saturday, if you'd like. We've invited the antique tractor club, fire truck, and construction equipment clubs as well. We hope to have live demonstrations of the construction equipment. The Towing and Recovery Association of Maine will have a variety of towing and recovery vehicles demonstrating different recovery techniques as well as having a towing and wrecker show. Last, but not least, the fairgrounds are having a swap meet going on concurrently. Last year most vendors were selling automotive related tools, parts, and other memorabilia. Bring spending money! Saturday evening, we plan to have an evening cookout inside the track with burgers and dogs provided. The show committee will be on site setting up before the cookout from about 3-5. Andy plans to fire the grill up around 5. Please RSVP to Andy O'Brien or Jamie Mason if

you plan on attending the cookout so we can plan ahead. 207-232-4743 and aobrien211@gmail.com or 207-949-1360 and haroldjmason@gmail.com.

Plans are underway for a fall tour. Robert Hanscom is searching far and wide to find the right spots that only an antique truck lover could appreciate. Robert is tight-lipped about the exact locations at this time, but stay tuned for directions in the next newsletter. If you have a secret location in the Bingham area that might support our addictions, please give me a call, 207-949-1360, and I can relay this to Robert.

Lastly, I'm still looking for a site to host the great fall auction. We had a great time last year at Cote Crane in Auburn. They were excellent hosts and there was plenty to see and bid on. This is our biggest fund raiser of the year and we need a location that can support 50 people and their vehicles. Ideally, we would like running water, electricity, and indoor plumbing, but we can work around about anything. Within a half-hour of Augusta is preferable, but we can make about anyplace work. This is a perfect time to host the chapter and move some of those unused items in the back of the garage and support the club at the same time. If you're concerned about hosting a big crowd, remember, we all chip in and help set up and take down, we just need you to volunteer and maybe clean up the shop for us in advance.

In closing, thank you to everyone that supports the chapter. Dues, donations, snacks, volunteering, and trucks are just some of the ways that members help the chapter every day. This support makes this organization grow, be prosperous, and a lot of fun. Thank you!

Jamie



Chapter members George Barrett and Clayton Hoak assist chapter president Jamie Mason move this late 40's early 50's vintage cable dump trailer for one strategic location to another.

I'm real happy that Larry has offered to write about some of his adventures with Daryl Gushee. It was my mistake that I failed to put the first writing in the last issue and that's why there are two of them for September. - your Editor

Back Side Of Worley`s Log Book

Larry Worley

14 years ago I needed to change jobs and remembered seeing a sign at Gushee Rigging for riggers needed, so I drove in with the 379 Pete I was driving and inquired. Set down with Daryl D a couple weeks later. After a while, told him I was 56 and he asked if I was sure I wanted the work he did as it was and still is a young man`s sport. Real heavy work!

I liked this man right off, had good feelings this was

going to more challenges, more adventure. It wasn't long before I realized this guy knew where every footfall would be. Took me a while to get used to that, as most places I'd been I wasn't sure of steady work.

This was my dream job and the people I wanted be with. Wished I had met them 35 years ago. Daryl demanded the trucks be in perfect repair at all times. He dared Commercial Vehicle Inspectors to find ANYTHING wrong!

Daryl is the best horseman I have ever known. Did his own engines, trans., and rear cases when he could. We had some very tight places to deliver, and we kind of challenged each other and enjoyed it all.

My health took me off the road 2 years ago or I'd still be at it. I have a lot more stories to share, so til the next page:

Back Side Of Worley`s Log Book

Larry Worley

One of my favorite adventures was bringing home the giant 884 Kenworth from Ogden, Utah. They were way off on the weight, saying it was 54,000. When Daryl started telling what was in it and under it I was coming up with 63 to 65,000lb. I requested my favorite RGN lowbed, a Fontaine, with a flip 3rd axle making it a 50 ton.

Well, Daryl said a 35 ton would be enough for this one. I knew this would be another adventure, indeed! I did request a second time for the 50, but again Daryl said 35.

Daryl took the Fontaine as 35 ton with 2 service trucks, welders, extra pieces of steel, jacks and selected blocking to secure the trailer that goes with this supersize monster plus most of the crew as escort. I went out days later, bob-tail.

When I got to the sand pit where the 884 was I found it loaded and 3 -3/8 x 20 ft chains applied, I would add 5 more. After hooking up I was to check weight on the pit's scale. My No.10 truck is equipped with an axle scale of her own accurate to within 50 lb. Pit scale read 38,650 lb. 10 said 47,500 lb.

Being in this truck for 8 years or so, I trusted her gage every time. If it said 47,500, that's what it is. No doubt in my mind.

Naturally, I gotta have a scale receipt for proof, so 3 mile north of me is a Pilot truckstop with a CAT scale. I can only have 92,000 lb gross on 5 axles:12,000 - 40,000 - 40,000. When I got on the scale, the master asked what range I was looking for I said 92,000. He said "DING"! "Leave it there and come inside." 98,560! To put it politely, "uh oh!!"

Went down 3 miles to a Flying J stop and called the Skipper, (that's what I called Daryl most of the time). Being the fact that the 884 hauled Saturn missile motors for it's short lived job in life, all I could think of to say was "Huston, we have a problem." It took an hour or so, but Daryl got in contact with one of our machine customers who was happy to help out.

The fun parts were:1,I was in Ogden with permits for I-15 to I-84 to I-80 east.Machine customer 15 miles south on I-15,and 2)it was legally dark and

I had no night permit! Just living up to my outlaw ways! Of course I made it! Wouldn't know any other way!

The owner there had a worker stay and help take my entire inventory out of racks, all of the cargo straps and their binders, 2 tarps, ropes, (some of us older cowboys still like ropes), and bungies.

When I got back up to the Pilot scale the same guy was on duty early and remembered us. Of 92,000 lb I was 91,870 lb!

Oh! Did I mention I had less than a 1/4 tank of fuel? I only took on what I thought I could burn off before the next scale.

As it turned out 35 ton did work with the giant driven all the way back, with a 29 ft deck that left about 1 ft between the frame end and the gooseneck rail! This the way Daryl and I and the Gushee crew worked most of the time and wouldn't have had it any other way.

'Til the next page! Larry

*Topsham fairgrounds show will have calendars for sale!
T-shirts, decals, novelties and more available for purchase. Get them while they last!*

Ramblings *Lars Ohman*

from the Shores of Trickey Pond

Long story short; Dana Watson, Cole Watson, Nicole Watson, Clayton Hoak, and I recently went to Danbury, NH to rescue a truck I had owned 54 years ago. I sold it with the option of first refusal if he ever wanted to sell it all those years back. I have tried to buy it back many times over the years with no luck - until this year. The barn fresh, non-running 1928 Ford AA Dump is now at the Watson & Watson facility in Naples, Me.

First day home Dana had the cracked head off, battery installed, and the engine turning over before morning coffee. By the end of the second day a "new-used" cylinder head was installed and the engine was running for the first time after being idle for more than 50 years. Now, the truck goes forward and backward and the body goes up and down. Other than the explosion of the left front tire (more on that next time), the truck is ready for its first road trip.

Special thanks to Russ Tarbell from Pocasset, MA, who came all the way up to help. He was with me when I first bought the truck more than 50 years ago. Much more next newsletter.
Lars



Touch a Truck

Clayton Hoak

Touch a Truck Event: Climb, Explore, Learn
Sunday, September 16th - 10 AM to 2 PM
Wiscasset Speedway
Feed Our Scholars / Wiscasset School Backpack Program

The Feed Our Scholars (FOS) Program is part of a not for profit 501 (c) (3) organization with the mission is to generate funds to provide weekend nutritious meals to children attending Wiscasset schools who are living with food insecurities. Nourishment equals Learning. Each Friday afternoon during the school year, kids are discreetly and confidentially provided a food filled backpack to ensure they have something to eat during the weekend.

The program is in partnership with Good Shepherd Food Bank of Maine in helping fill the backpacks to take home over the weekend and other out of school times.

Charlie / Jamie – Might each of you have a spare, registered, insured antique truck in Wiscasset, not going to Topsham, I could move to the Speedway on Saturday for the Sunday event, and return to I&S late Sunday or Monday. I plan on taking two to the Touch a Truck, and two to Topsham. I will be leaving the Topsham show Sunday am to go to Wiscasset to stand by the trucks during the event.

Mary Bailey, the Wiscasset teacher's aide, who asked me to participate is a long time friend. I was best man at her wedding (decades ago); and am godfather to one of her kids (now 41).

Thank you

Dodge Dart Pickup

While in Ann Arbor, Michigan in late July I traveled to the Benson Ford Library in Dearborn to see what they had for Dodge truck literature. Their collection consisted mostly of 50's through 70's brochures, many of which I had seen before, and paint chips.

One 1962 Dodge Truck press release caught my eye whereas it stated a pickup based on the downsized Dodge Dart chassis was being developed for introduction in the next year or so. I had never seen or heard of a mid-size Dodge Dart pickup and I was intrigued. (Note: The Dodge Lancer was renamed Dodge Dart in 1963).

That evening I did a Google search and found very little information on a Dart pickup. One source – curbsideclassics.com had photos of this 1963 Dodge Dart pickup.

Per the story -

<http://www.curbsideclassic.com/curbside-classics-american/curbside-classic-1963-dodge-dart-pickup-do-all-caterpillars-become-butterflies/> that pickup is a conversion, not a factory production model or prototype.

Further research shows a ute pickup was produced by Chrysler – Australia under the Valiant Wayfarer nameplate starting in 1965. All photos found to date show the Dart style pickup with right hand drive which leads me to believe U.S. Dodge Trucks did not introduce the Dart pickup as suggested in the 1962 press release.

I wish I had had a copy of the press release made.

ANTIQUE TRUCK SHOW TOPSHAM, MAINE

Sunday September 16, 2018

Topsham Fair Grounds

Exit 32 off I-295 and head East on Maine Route 196
(Brunswick - Topsham bypass). Turn South onto Community Way.
From US Rt 1 take the Topsham Exit to Maine Route 196

8:00 AM to 2:00 PM \$5.00

Swap Meet 6:00 AM to Noon

Automotive and Truck Parts sponsored by the Fairgrounds

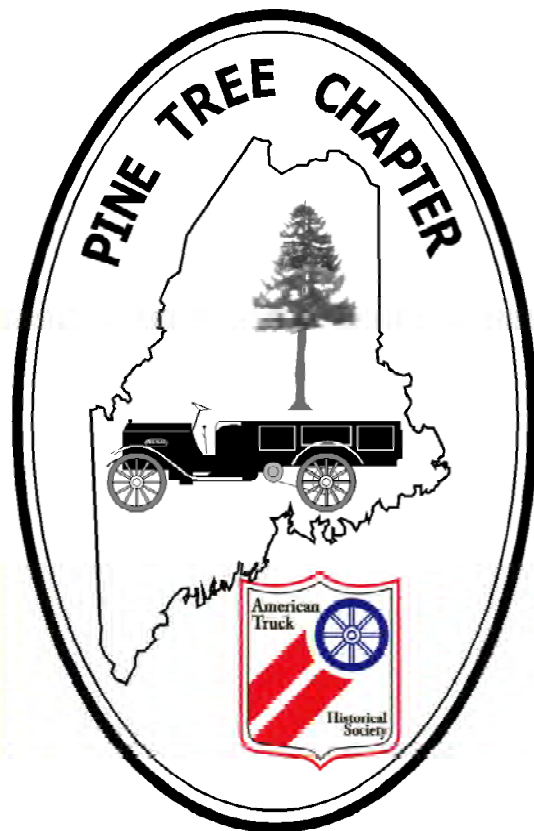
Towing and Recovery Association of Maine

Wrecker and Tow Show with Demonstrations

*Antique Construction Equipment, Tractors,
and Engines are welcome*

overnight parking & camping

Call 207-841-3200 for camping reservations



for more information:

George Barrett
207-829-5134 office
207-671-2666 cell
sheepscot@zwi.net

Chapter President

Jamie Mason

207-949-1360

haroldjmason@gmail.com

Sponsored by:

Pine Tree Chapter

American Truck Historical Society

www.badgoat.net/show

What's a Giesel?

George Barrett

A few weeks ago Lars emailed four of us asking what we knew about the Giesel. I remembered it, I'd seen it in Commercial Car Journal which came to the college library every month. I knew within days when to expect the latest issue because I'd paid the subscription, \$10.00 a year. I couldn't get my own subscription because I didn't own trucks so I got the library to get it in their name although I paid it. Giesel was the name that the White Motor Company had given their their new engine, a gasoline engine that was so tough it would outlast a diesel. I don't remember hearing anything more about it but I never forgot the name.

I searched my library and files, nothing. Did a Google search and found a little bit about a 470 cubic inch V-8, I knew Cummins made a V-8 diesel of that size, dug out the spec sheet but still no mention of any connection between White and Cummins. I've got a data base on the computer that I started years ago and now has 1800 engines listed and did a search for engines with a 3.5" stroke and found two, both Cummins, a V6 and a V8. The last resort was to my book *The Engine That Could*, an almost 600 page detailed scholarly account of the business story of the Cummins Engine Company. I don't think the authors know the difference between a crank shaft and a cam shaft but they know of every business deal that the engine company made in their first 75 years. A great book by Jeffrey L. Cruikshank and David B. Sicilia, 1997 Harvard University Press.

What follows is some insight into what was going on at Cummins during the time they were designing the V series engine. Clayton has verified the engine because he knew that fellow chapter member Bud Davis had an original piece of White literature that he scanned and sent to us.

Cummins first began designing a compact V-engine in 1953. By 1959, Irwin Miller (President of Cummins) had run out of patience. Earlier in the year Detroit Diesel had announced the introduction of eight new V-type engines including models aimed at the light and medium duty-truck markets. In a confidential memo to his top subordinates, he asserted that the "sales and profits lost by this delay and failure to have a commanding edge are astronomical." Things were so desperate, as Miller saw it, that Cummins could afford to spend "*any sum of money* required to get this *family* of [smaller V] selected and in existence before the end of 1960 and in *full production, commercially proven*, by the end of 1961" Miller added that money was "*absolutely no object*" in accomplishing this vital goal.

Miller was not given to the indiscriminate use of italics nor to asserting that money was no object. Those who saw this memo got then message. Two days later a series of weekly "New Engine Meetings" was inaugurated. "This company has never given proper attention to the weight of its products," Miller noted after the first of these meetings. "Every time I ask what an engine weighs, no one in the Research Laboratory can tell me right away . . . Weight, Miller knew, was the all-important factor in the light and medium markets.

Layouts of the new engines on "clean paper" began on January 2, 1960. Cummins principal officers and directors

assembled on May 24 in the research lab to watch engineer Nev Reiners start the new V8 for the first time. In July 1960 a V8 was installed in a truck and operated in and around Columbus (Indiana where the Cummins factory is) and in December the research department released for production all 238 drawings for the V6 and V8 drawings.

In July 1961 the V8 (265 hp) went into commercial field testing when PIE put 36 Peterbilt tractors into service on the West Coast. The experiment was judged a success, the compact V-8s allowed increases of 1,000 cubic feet of cargo space and 700 pounds of payload, with acceptable fuel mileage. PIE ordered 35 more and even more significant they ordered six V-6s (200 hp) for city pickup and delivery service.

The Vs hit the market in volume in 1962 and by 1963 were generating major warranty costs. The average warranty cost of an NH in May 1963 was \$61.00: on the V-8s the equivalent figure was \$1285.00. Another problem was fuel efficiency, the Vs simply were not as fuel-efficient as their inline counterparts.

Another activity that was happening at Cummins during 1962 -64 was merger talks with White Motor. White was a big purchaser of Cummins diesels and White was talking about making their own engines. White was trying to improve their mediocre profit to sales ratio and saving money on engine purchases would be a big help. White was sending a clear message to Cummins: The Engine Company's biggest customer was determined either to get married or end the relationship. When other truck manufacturers got wind of the proposed merger they started going to other engine manufactures, PACCAR reduced Cummins share or their business from 82% to 40% in two months.

On April 24, 1964 Cummins and White jointly announced that in the face of Justice Department opposition the two companies were abandoning their efforts to merge. Briefly Cummins considered other ways of accomplishing its hoped-for vertical integration, including even a hostile takeover of White. But in the words of one participant, the company's leaders were tired of "manufacturing hay to feed a dead horse."

So what about the Giesel? How did it come about? How many did they sell? I'd love to know for sure and maybe I'll learn some day. But until do I'm going to tell the following story and stick to it unless someone has a better guess.

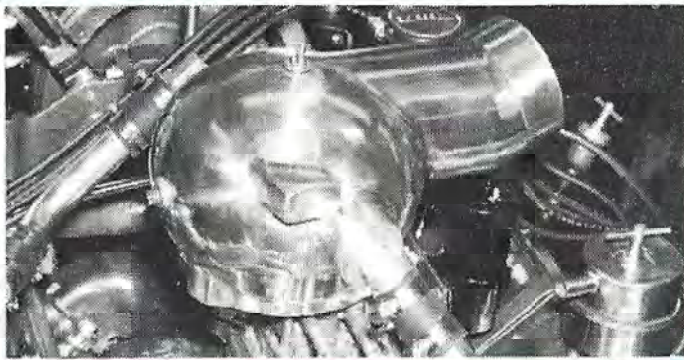
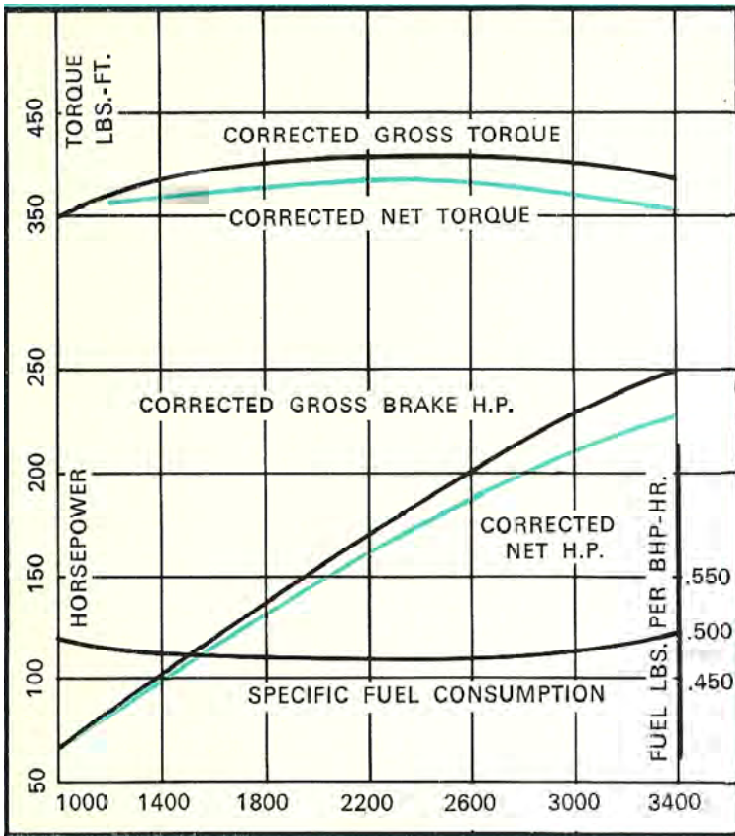
I think by 1965 Cummins had come to the conclusion that the 470 cubic inch V-8 block wasn't worth much and if White wanted to build their own engine Cummins would give them a good low cost way to get started. The engine was small enough to fit under most hoods, White had a new gimmick to sell and Cummins would get back a little of what it had spent and will be spending over the years to nurse the small V engine program back to health.

Two weeks ago I had no idea I'd be diving into something like this but I love it. That's what comes out of the Pine Tree Chapter when you have the inquisitive mind of Lars Ohman, the dedication of Clayton Hoak to organize a database and file for a fellow chapter member like Bud Davis who has saved years of literature to verify the history of trucks. Just another activity of the Pine Tree Chapter.

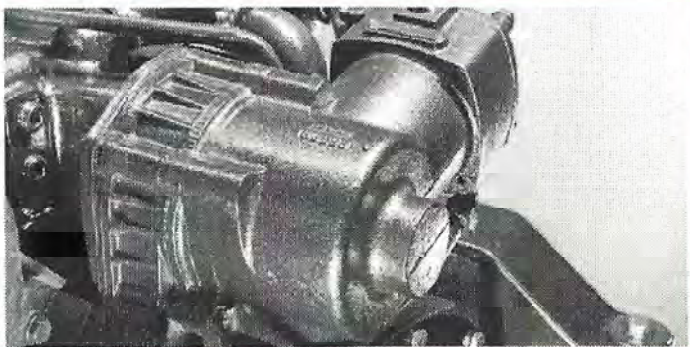
MEET THE GIESEL*



***White Trucks' New Gasoline Engine
Built on a Diesel Structure**



The carburetor is the simple two-barrel design with increased flow capacity to match the high horsepower of this engine. It will maintain adjustments better than the four barrel design used on conventional engines of comparable horsepower. Positive crankcase ventilation is provided as standard.



This is a high-efficiency air compressor . . . a geared, direct drive unit designed integrally with the engine. This installation eliminates the usual belt-and-pulley drive and the associated adjustment and maintenance problems.

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.

Displacement	470 cu. in.
Horsepower; Maximum B.H.P.	250 @ 3400 rpm
Compression Ratio	8.0
Maximum Torque	404 lb. ft. @ 2200-2400 rpm
Governed Engine Speed—rpm	3400 full load; 3550 no load
Weight (wet)	1470 lbs.
Clutch Type	Heavy duty 2 plate
Distributor	Holley 12 volt
Carburetor	Holley 2 barrel
Governor	Holley—Centrifugal Vacuum
Manifold; Intake	Metered 8 port— temperature controlled
Pistons	Cam ground with ni-resist top ring insert

WHITE TRUCKS

Division of  Motor Corporation

2018 COMING SHOWS AND EVENTS

Sunday September 16 Topsham Pine Tree Chapter of ATHS truck show at the Topsham Fair Grounds, Camping Available, Saturday Evening get-to gether, Demonstrations, George Barrett sheepscot@gwi.net 207-829-5134 or 207-671-2666 (C)

Sunday September 23 Scarborough Downs Trucking 4 Kids Convoy 8:00 - 4:00 to Benefit Camp Sunshine and Camp Postcard www.mpda.org/trickingforkid

Saturday October 6th Damariscotta Pumpkin Fest Parade line up at 1:00 pm @ 92 Mills Rd in Newcastle. The Parade steps off at 2:15 and covers a route of approximately 1.25 miles and is viewed by 10-12,000 visitors. We would love to have your club participate in our parade. Mark Doe, Parade Chair, doeboy@midcoast.com

Topsham Fairgrounds truck show: door prizes for the oldest truck, furthest driven truck, and more!

CLASSIFIED ADS

FOR SALE: 1930 Ford Model "A" roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod! Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE Four 1935 Ford wire wheels, Trued up, media blasted, primed and painted..will fit Model "A" Fords. \$475.00 Lars Ohman, Sabattus, ME. (207) 376-7993
FOR SALE: "Tumble Bug" Scraper, BOCE, near perfect condition for age, no wear. Pull behind small CAT or tractor \$375.00 Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: Thinning out the Herd

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.

1956 Walter FGBL. Cummins, restored. \$6.500.

1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.

1978 Autocar tandem prime mover, Cummins powered. Nice old truck. Needs tires. \$5,000 which is what I paid for it.

1957/97 Walter rehabbed by the factory and one of a kind. Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about \$5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.

Contact: Jon R. Doyle at jdoyle@doylenelson.com or Cell (207) 242-7414.

FOR SALE:

1954 GMC 450 cab & chassis, 302 -6 cyl, 5+2, PTO, partially restored former fire truck, 9.00-20 tires, \$1500;
1964 Ford F-750 cab & chassis, 361 V-8, 5+2, PTO, former fire truck, 9.00-20 tires, \$1500;
1964 Chevy K-20 4x4 cab & chassis, 230-6, 4-spd, PTO, no rear bed, original drive train- not running, \$800;
1965 Chevy ? ton stepside pickup, 292-6, 4-spd, long box, runs good, \$3000;
1966 Chevy ? ton stepside pickup, 283-8, 3-spd, short box, PS, PB, not running, \$3000;
1966 Chevy C-10 cab & chassis, no rear bed, no engine or transmission, frame very good, \$300;
1985 GMC ? ton 2WD rolling chassis, frame excellent, five - 5 hole rally wheels, \$500;
2 each - fender & inner fender for 1954 Chevy 1 ? ton, very good condition, \$400;
15 inch 6-hole GM wheels with hubcap cups; left side mirror for 2013 Tahoe, power fold, adjust with new paintable trim cap, \$100; left front fender & hood for JD Gator, TS, green plastic, \$150; 4-spd OD transmission & shifter for 1982 Chevy K10 4x4 with 6.2 diesel;
Antique stuff - Black Hawk floor jack; Alemite Gear Oil Pump; Overland Headlight; Grindstone on stand
Contact Bob Dore (207) 242-8751 Vassalboro, Maine

FOR SALE: Running GMC 478 cubic inch V-6 engine. It's still in the frame with running gear - engine \$500.00; Also a complete 1969 GMC 5500 with 351 cubic inch V-6 engine. Cab very solid other than floor. Has skip in engine - truck \$1500.00. Contact Alden at 207-458-2172 . Open to offers or trade.

FOR SALE: Six 10:00 R 20 budd wheels with tires (two steer; four drive); off my 1983 International S2575; suitable for local use as is; all tires appear suitable for re-capping. Asking \$360.00 for the set. Clayton - phone 207-522-7088, e-mail 1948reo@roadrunner.com

WANTED:: Individual driver and passenger seats out of an International Comfo-vision cab. The Comfo-vision cab was used on L, R, V, M, and 210-230 series trucks. Will recover seats if necessary. If interested I have a bench seat to trade. Contact Clayton Hoak - 207-522-7088, or e-mail 1948reo@roadrunner.com



From Nancy.

Sincere thanks to everyone for all of their hard work to make this year's Owls Head Truck Show successful. Sales of t-shirts, hats, raffle tickets, and ATHS trinkets; signing up new Chapter and National members; cooking, serving and cleaning up after the exhibitor lunch; greeting exhibitors at the gate - all of these things get done because of our strong base of volunteers. Special thanks to our raffle prize donors and to Hannaford Supermarkets for their continued support of the exhibitor lunch.

1914 Brockway Model G s/n #105
 a new line of water cooled Brockways released in
 1914 with a 20 horsepower Continental engine.

photos from George Nye who was in Courtland, NY

*Topsham Fairgrounds truck show!
 Dash plaque for every registered
 truck! Rain or shine!*

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- President - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com
 - Vice President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com
 - Secretary / Treasurer - Diane Munsey**, 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com
 - Director - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email:cherylbillings55@gmail.com
 - Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscot@gwi.net
 - Director - Steve Corson** 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com
 - Director - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com
 - Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com

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 _____

Pine Tree Chapter Dues of \$10.00 run from January to December.
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Mail to: Pine Tree Chapter ATHS
 C/O Diane Munsey
 785 River Road
 Dresden, Maine 04342

Pine Tree Chapter ATHS
c/o George Barrett
2 Country Charm Rd.
Cumberland, ME 04021



The ATHS 50 Year Company and Golden Achievement Awards were presented to Keith Morrison at Morrison and Sylvester, Inc. the Auburn, Maine International Dealer
from left to right Lars Ohman who sponsored the awards, Keith Morrison, Clayton Hoak, ATHS Regional Vice President, and Jamie Mason Pine Tree Chapter President