



Shop Manual

www.badgoat.net/ptcaths

June 2017

President's Message

Jamie Mason

It's been a wet and busy spring. I've been mowing my lawns like crazy, cutting wood, and picking up around the house. When I'm not tending to the regular tasks, I've been exercising my trucks. Here's a brief recap of some of the events that PTC members have attended. In mid May, several PTC members and their trucks headed to the open house at Yarmouth Public Works. It was a compact event with a lot to see and do. The old trucks really drew a lot of attention to attendees old and young. I brought my Oshkosh, with the Vee plow. Trying to be legal, I (attempted) to get an over width permit from the state. I'm glad I started on Wednesday because after a few phone calls and a couple pictures, they finally gave me the okay. I guess if it's not a crane, construction equipment, or a windmill, the computer gets confused!

The next week, I took a quick trip to Des Moines, Iowa, for the National Convention. With over 1,200 trucks present, three from PTC members, I nearly wore my shoes out walking across the fairgrounds. We took a PTC photo on Saturday with over a dozen members present. A good showing considering how far away Des Moines is from New England! Just this weekend was the infamous Watson's Water and Wheels weekend. I was unable to attend but heard from those that went that the music, food, water, and wheels all came together to create a great show. Many thanks to the Watson family. I've also seen pictures from some of the members that went to the ATCA show in Macungie, PA. I hope we'll get an update from the members that went in future newsletters.

The next event on the PTC horizon is the Spring Time Truck and Tractor Show. In Lincoln, Maine, this show has been around for a few years and always attracts a variety of trucks. Donations from this show go to the Acts of Kindness charity that helps cancer sufferers. 29

Access Road, Lincoln, ME 04457 Clayton H. has organized a convoy for those headed north. *please see bottom of this page*

On July 22 and 23, is the Owls Head Transportation Museum Commercial Truck and Tractor Show. We've been supporting their show for years and is by far our biggest gathering! Nancy and her team have been hard at work putting together t-shirts, raffle items, and more. Please reach out and provide a raffle item or offer to help, if you can. Every little bit helps! We could also use help with the membership lunch on Sunday as well. I plan to bring my White 4000 to the touch a truck event and I believe Toby, from the museum, is looking for a couple more trucks. Contact Toby or myself if you are interested. The show is also a great place to pay your membership dues.....hint hint

Saturday, July 22, Bob and Lucy Stackpole have again invited PTC members to their lovely estate (and museum) for a wicked good New England cook-out. If you feel like bringing a side or dessert, let Lucy know. Bob and Lucy put this on to bring friends and family together. I'll make sure and have a "tip jar" available if you feel like contributing towards their wonderful hospitality. Lucy asks that if you're coming, to RSVP, if possible. If you call, just leave a message, they'll get it. 207-354-2372 or stack123@roadrunner.com Their address is 446 River Road, Cushing, Maine 04563.

In closing, the fall truck show committee has been meeting on a regular basis to put together a well rounded event on Sunday, September 17. We've met with the Topsham Fairgrounds crew a couple times and their facility is well setup for a truck show. They offer camping and will have concessions as well. We're lining up an itinerary together to keep truck enthusiasts engaged. More details to follow. Keep that date open!

Jamie

Lincoln Show This Weekend

For those interested there will be a convoy from Augusta, or points south, to the Springtime Truck and Tractor Show on June 24th. Depending on who's interested (presently two known) the convoy will leave O'Conner's upper yard (at the corner of Route 201 and Route 3; two miles east of Exit 113) between 7:00 and 8:00 for the 2 hour run to Lincoln. The show is right off the I-95 Lincoln Access Road. If we have people joining us from the south we will depart

Augusta at 7:30 or a bit later; if not we would leave Augusta around 7:00.

Call or e-mail me if you might be interested in convoying and I will generate the list of potential convoyees (a new word), and notify everyone of the intended schedule. We will attempt to accommodate everyone interested in traveling north to the Springtime Truck and Tractor Show while still arriving at the show by 10:00; earlier if practical. The return trip will leave Lincoln no later than 3:00. Let's talk.

clayton

Heavy Equipment Mechanic I Ain't *Clayton Hoak*

As a number of Chapter members already know, I purchased a 2004 Kaufman fifth wheel equipment trailer with a current Maine inspection sticker at an auction in Fairfield, Maine last November; and I have been working on the trailer throughout the winter and spring for use this summer. My initial goals were to replace the decking, scuff and paint the steel, and replace the safety cans, air lines and wiring. As I got into the trailer the list of goals has grown, and the progress to complete the initial goals has slowed considerably.

The old apitong decking came off very hard whereas very few of the deck screws would back out. I had to saw the deck boards adjacent to the supports and split the apitong with a cold chisel to pull the decking; however the air lines and wiring stripped out pretty easily. Once snow fell I shoveled my way into the trailer between snowstorms and generally worked 3-4 hours on sunny days with above freezing temperatures. The path to the trailer grew longer as the winter progressed because the trailer was behind the snow storage area in Charlie Huntington's Wiscasset yard.

As the snow subsided in mid-March I decided I would pull the wheels and have the 17.5 budd wheels sandblasted and powder coated. Little did I know my efforts to "restore" the Kaufman had just begun.

I rented a Milwaukee 18 volt 7/8 inch impact driver with 600 foot pounds torque forward and 1100 foot pounds of torque in reverse. The Milwaukee did a great job removing all but 2 or 3 (of 20) right hand thread budd outer and inner nuts; but only got 8 of 10 left hand thread budd outer nuts off of the left front wheel, and 0 of 10 left hand thread budd outer nuts off of the left rear wheel. Four wheels were off, four were not. Not good.

In the process of trying to remove the wheels I used a couple of cans of PB Blaster, messed up the square heads on a couple of the right hand thread budd inner nuts, broke a couple of studs on the left rear wheel, and was turning several budd inner nuts with the budd outer nuts and wheel still in place on left front wheel. Not good.

After some research I ordered the "Cheater Wrench" (cheaterwrench.com), a 65:1 torque multiplier wrench with 1 inch drive inner and outer budd impact sockets. With some help from Peter Mullin, additional PB Blaster and other penetrants, a fair amount of heat, a special socket for removing damaged inner budd nuts (loaned by Maine Commercial Tire) and brute force the remaining four wheels came off. It only took 6 or 7 trips over 3 weeks to accomplish this task. Hindsight being twenty-twenty I would have been smarter to have paid Maine Commercial Tire to remove the crusty old wheels, but that wouldn't have been any fun. Part way through this endeavor, with the help of Jamie Mason and the snow gone, the trailer was pulled onto high ground and blocked up.

The Cheater Wrench worked fairly well, although I "failed" the two budd sockets and the 1" drive

extension that came with the wrench in the process. Failure being the impact sockets and extension warped out of shape, as opposed to the Cheater Wrench coming apart. I ended up replacing the warped sockets with a previously owned NAPA 7/8" drive budd socket and a new NAPA 1" to 7/8" adapter to complete the job. Several of the inner budd nuts came off with the outer left rear wheel. These were left to be removed by Maine Commercial Tire and another special tool they have to accommodate customers, like myself, who cannot properly remove outer budd nuts. I intend to send the warped Cheater Wrench sockets back for replacement under the tool's "limited lifetime" warranty. Success with the warranty claim is to be determined.

Once the wheels were removed I invited Lars Ohman to do a brake inspection while the wheels and tires were off. After crawling under the trailer Lars suggested I replace the worn brake pads, the thin brake drums, and the leaking Stemco seals. Although the trailer had a 2016/17 Maine Inspection sticker, the trailer's brakes had not seen a lot of "love" (maintenance). Not good.

With the safety cans caged and slack adjusters backed off we disassemble the left rear hub nut and stops, removed the outer bearing, and tried to manually pull the hub and drum without success. After blocking the drum up on a wheel skate and hitting the drum with two and six pound hammers we tried to manually pull the drum, again without success. We then hooked a couple of ratchet straps between the drum and the rear hitch on Lar's pick-up, took a strain by rolling the truck forward two to three inches, and lifted the drum level with a bar. Success, the hub and drum slid forward over the brake shoes; and we were able to remove the hub and drum, followed by the brake shoes. Lars took off for an afternoon assignment with Whited Peterbilt, and I was able to remove the other three hubs and drums, and brake shoes, from the trailer with similar tactics. Things were looking up. Little did I know the fun had yet to begin.

It was now about two weeks before I am off to Des Moines; and a week before I am scheduled to help my brother roof in Cambridge. After removing the hub stud lock nuts, and with a bit of penetrant, limited heat and a two pound hammer, I was able to separate the hubs from the inboard mounted drums on three of the four hub/ drum combinations. With lots of heat, lots of penetrant and brute force with a six pound hammer I was not able to separate the hub from the inboard mounted drum on the fourth wheel. Not good.

I decided to try removing the rust from the fourth drum and hub area with electrolysis in hopes of breaking the rust bond between machined surfaces of the hub and drum. Basically you mix Arm and Hammer Super Washing Soda and water for the electrolyte (one tablespoon per gallon); set up a tank large enough for the rusted part; install one or more anodes (metal plate or rebar) on the tank perimeter not touching the rusted part; and connect the negative terminal of a battery charge to the rusted part and the positive terminal to the anode(s). The electrolysis process supplies electrons to hydrogen ions in water, changing them into hydrogen gas. Higher current means more hydrogen and faster de-rusting.

There are numerous on-line references to the electrolysis process for de-rusting. Please review one or more references before undertaking. After 7 day there was obvious progress, and after two partial days of de-rusting the affected area looked de-rusted sufficiently that I could break the rust bond. I was reluctant to turn up the current (amperage) when I was not in the garage to watch the ammeter on the battery charger which lengthened the process. After removing and rinsing the hub and drum I tried some brute force, first with the two pound hammer, then with the six pound hammer with no success. Not good.

I had not needed to remove the hub studs on the other three hubs to remove the drums, however since there was no separation between the hub and drum on this fourth combination I decided to pull the hub studs. After beating on several of the studs, from the correct side, without success I fabricated a large oversize washer using a 1 1/2 pipe coupling, re-installed the inner budd nuts, and pulled the studs and inner budd nuts through the washer with the outer budd nuts spun on the oversize washer with my air impact gun. Success.

I whacked the hub and drum with the two pound hammer, then the six pound hammer, expecting the hub and drum to pop apart. They did not. Not good. What now??? I placed a call to my trusted advisor, Mr. Ohman, who suggested a press, and if I did not have access to one, beat on the drum and not the hub where-as both can crack.

After what seemed to be two days of effort with the hammers, chisels, hardwood wedges, putty knives, penetrants, heat and lots of brute force, interrupted by

two days of roofing, the hub and drum finally separated, the Saturday before I left for Des Moines, an increment of an inch at a time. The issue was the rust and crud buildup on the hub inside the drum, which I had not de-rusted, not the rust bond between the hub and drum machined surfaces. By driving incrementally thicker wedges between the hub and drum machined surfaces the force slowly removed the rust and crud off the hub allowing the two parts to separate. Lesson learned.....clean the inside of the hub first, and save lots of time and effort.

Fast forward almost four weeks I believe I have now acquired all the parts necessary to reassemble the brakes, reinstall the wheels and get back to my initial goals of replacing the decking, scuffing and painting the steel, and replacing the safety cans, air lines and wiring. Things are not looking good for having the trailer available for Owls Head. Heavy equipment mechanic I am not!



In Memory of Sandy Hames

Tom Hudgins

Over the past three years since accepting the responsibility of the calendar, I have had the opportunity to meet some members who have become friends of mine. In this hobby, as most of us know, it is not only about the trucks but also the people we call friends. Last week, I received the news that Sandy Hames, wife of George Hames, passed away a day after I last visited with them. I was visiting on the 3rd to show George pictures from my adventure in Des Moines. He is a Diamond T enthusiast and I promised I would take as many pictures as I could of them at the show. Both of them have welcomed me into their home on occasion to talk trucks and about life. I think George has only one truck left that hasn't been in the calendar.

On this visit, Sandy made a wonderful banana bread and we sat around the table talking as George looked at the pictures. She reminded me of my mother or the many other trucker wives I have met in my lifetime. While her husband trucked goods throughout the country, she took care of the house and also the responsibilities of parenting their children. I'm sure there are also Trucker Husbands who stay home but this is about the Mother Trucker Wife/Boss: A thank you to a wonderful human being who worked behind the scenes with love and support.

My last memory of my visit was when she came out to the porch as I was leaving. She thanked me for the shirt I brought her from the Iowa AHS show. As always, I signed off with "I'll see you . . ." and I had no idea the next day, she would be a heaven bound angel. It meant a lot to me that she thanked me for the gift. An appreciative person these days is as rare as some old trucks. I knew she genuinely meant it. I have other memories of her from my visits including when she pointed out in the first year's calendar that "We left the light on in the garage when taking a picture of George's Diamond T". Additionally, George and she made me laugh when they interacted with each other because they personified "The Old Married Couple". I am very thankful that she made sandwiches for last's year's mini convoy from the Bangor area for George, their son Randy and I.

From the stories she told at the table, she was a kind, supportive mother who wasn't afraid to work and do what was needed while George was trucking. She also told some funny stories about adventures with him on the road. They were married for 57 years. Imagine the stories that they haven't told of their life's journey as a couple. When George called he mentioned that she always enjoyed talking to me. I will miss seeing her sitting at the table whenever I visit George the next time. On that note, hats off and much respect to a wonderful lady who will be missed here on Earth. She made me feel "at home" in her home. Life is truly precious.

2018 Calendar

Tom Hudgins

By the time you read this, the 2018 Antique Truck calendar will be ready to send to Dale Rand Printing in time for sale at the annual Owls Head Truck and Tractor Show. Thank you to the "Usual Suspects" who have sent me pictures or graciously let me take pictures of their old iron. Extra thanks go to George Hames and Doug Wakefield. In addition to taking photos of their trucks, I got to ride around town in them on country roads. I hope George brings his B model to Owls Head. That is one sharp looking old girl!

This year, I have stretched out my abilities a little to include some black and white photography. Some classics

look much better in that style of photography. Additionally, Peter Mullin has lent some vintage Maine winter pictures with snow covered trucks for more variety and to start the year. Wrapping up the year is a Christmas themed photo taken by Sheena Mason. You can guess who's truck is featured in the picture.

Looking forward to photographing this year's Owls Head show and our September show. Meanwhile, on June 24th, I will be photographing the Springtime Truck and Tractor show in Lincoln, Maine. I have been asked by Bob Conrad, the editor of Gear Jammer magazine to document the show for publishing in a future 2017 issue. So, if you want your old truck in the magazine, let me know and I'll make sure to get some shots of it. Over and out and I'm 10-7.

Owls Head Show

Nancy Mullin

Well, the show is only one month away. We are in good shape for the most part. As always we are in need of raffle items. Some of our members have stepped up but we still need more. Please let me know if you have something to donate. As usual we are looking for help with the table sales and lunch prep for Sunday. Also let us know if you are able to lend a hand. Our next meeting is tentatively set for June 27 in Freeport at 5:45. We're looking forward a great show. Please contact me at pcnancym@maine.rr.com. Thanks, the Owls Head Committee.

Please Help Support the Chapter with Raffle Items

Pine Tree Chapter Trucks at Yarmouth Public Works Show



The Pine Tree Chapter made a great showing at the Yarmouth Public Works open house on Saturday May 20. Barry and Cheryl Billings brought two trucks as did chapter president Jamie Mason, Scott Dugas, and the Bickford Collection. To round out the total to ten Jim Hall and Clayton Hoak each brought a truck.

Dump Trucks

George Barrett

I've always enjoyed watching dump trucks and I guess that's a good thing because I spent much of my early working life selling the machinery that loaded them. After many years I realized that enjoyment again two years ago when I was down in Plainfield CT at the Rockbusters show where there were three antique shovels loading many antique various types and sizes of dump trucks. Warm weather, a nice breeze to keep you cooled off while you were wiping the dust off your face. Just the way I like it!

I was thinking that with all the antique dump trucks I've seen at shows there's nothing like seeing the truck start to move after the last bucket has been dumped into the body. Probably overloaded, probably in the lowest gear the engine works to overcome the soft uneven pit floor. The driver turns the steering wheel slightly, the tires at first push some of the loose sand and then bite in and start turning the vehicle in the intended direction. Engine producing its full horsepower, the shovel engine probably doing some easy work dressing the bank and getting ready for the next truck to spot itself within reach of its bucket. Just watching Denis Yaworski's chain drive F Mack and Dan Malone driving his B81 dump trailer was a real pleasure.

One of my first tasks upon starting work at Chadwick-BaRoss in 1965 was to set up a newer type of trailer for moving dirt, a bottom dump. I'd seen them in construction magazines many times, they didn't seem that exciting to me because I enjoyed seeing what to my mind was the "standard dump", the rear dump or end dump. Watching the truck back into the position so it could place its load in the desired spot over soft uneven ground was a little different every time. Watching the bogies oscillate, then the truck would stop as the ground became softer or the previous load prevented the truck from going further. Then a moment of relative silence as the engine idles, driver engages the power take-off, most often opened the cab door so he could pull the lanyard attached to the handle that tripped the tailgate latch. You'd listen to the engine come under load as the dump box started to tilt to the rear. Depending on the age and condition of the truck the pivot pins would be loose and the dumping leverage under the box would first force the rear of the body up until the slack was taken out and then the front of the body would start upward. The weight shifts away from the front of the truck, driver increases engine speed, checks to make sure the tailgate is opening, everything is OK and engine speeds up some more and within seconds most of the load is out. Now the truck starts ahead, will the front tires come off the ground, will the rear drive wheels chatter and shake? Ah, the good old days, hard to move my eyes away until the truck was well on its way.

The interstate highway construction program was well underway in New Hampshire and we'd sold a bunch of Cook bottom dumps to two of the bigger contractors. Palazzi ordered 40 toners, Audley got 35 toners. Both contractors had super single tires. In Maine the popular size was 28 ton. They came to us from the west coast two at a time, one on top of and nestled into

the lower. We got the fellow who owned the nearby junk yard, (woops, salvage yard, I'm sorry) who had a 20 ton Lorain truck crane to come over and lift upper trailer out and then on the ground. There were some shaky moments, seems it was all the engine could do to lift the trailer, I'd pull the lower trailer out so he could simply lower the one he had in the air. That's when the shaking started. It was then my job to install the two toggle switches in the cab and wire them to the trailer. It was important to label the switches front and rear so the driver could open the rear gates first gaining higher ground clearance so the load from the front would not bring the whole rig to a stop.

Both contractors were using Mack B-81s for the horse, Plazzi had the super single tires and the V-8 Mack diesel, Audley had the in line 6 diesel. I had, since I first saw one in Boston in 1956, thought the B-81 was the most impressive truck I had ever seen. I changed my mind as soon as I started to climb in and out of them constantly. I finally figured out a way to avoid the push button turn signal switches from attacking me but my 6'-1" frame was never comfortable behind the wheel.

Later in the season I happened to on the I-89 construction site in Warner where Audley's fleet of bottom dumps were bringing in beautiful granular borrow and I pulled in to take a look. There was a truck arriving about every four minutes from the north on Route 103 slowing down from maybe 45 mph and bearing right onto the fill area. By the time it got to the dumping area it was probably doing about 25 and still slowing down. There was a Michigan 280 rubber tired dozer waiting where the dumping was to begin. The dozer began to accelerate to the speed of the truck and at the same time the truck opened the rear clamshell gate the dozer hit the stinger on the rear of the dump trailer with its blade maybe six inches above the ground. The 280 kept pushing the truck about 15 mph at this point and after both hopper doors were open wide and the burrow was out of the trailer the truck gradually turned left. The dozer kept pushing the truck up and out of the fill area and accelerated it to about 20 mph as the truck was nearing Route 103 to head back to the burrow pit. The 280 then stopped and immediately backed up back dragging the new fill and continued smoothing the site for a couple of minutes before the next load came in.

I was amazed, not a wasted moment, no shaking, spinning, or bouncing. The dozer operator had spread the load with his 13 foot blade as the truck was dumping. The driver apparently knew where to put the load by the location of the dozer when he pulled into the fill. I was familiar with the Michigan 280 because I had plowed snow with it during the winter. It was a 60,000 lb. machine with an 8V-71 Detroit in it set up for 290 HP at 2100. Much of the performance came from the eight speed power shift transmission, on the column, left side. No transfer case, the operator could select any of the eight speeds under power when he wished, up to 29 mph. It was a rigid frame design before the articulated came out years later. It was a very well balanced machine, easy to sit in, great visibility, with tremendous acceleration ability. Lots of fun!



above: Frank Palazzi & Sons 40 ton Cook Bottom Dump with load coming out of the front gate. The Mack is a B815SX with the first generation Mack V8 (see Shop Manual May 2016 page 7)



above R. S. Audley's the brand new tractors and trailers set up and ready to go at the Chadwick-BaRoss Concord, NH shop

above: Michigan 280 dozer when your editor was plowing the yard with it in March of 1966



above R. S. Audley's fleet of bottom dumps at work in Warner, NH September of 1965. It was actually owned by Audley's leasing company, the first two letters of his there sons

above: R. S. Audley's 280 Dozer pushing a 35 ton left: one of Palazzi's 40 ton just opened the rear gate



2017 COMING SHOWS AND EVENTS

Saturday June 24th Springtime Truck and Tractor Show Lincoln, ME from 9:00 to 3:00. The Show is returning to it's original location, The S&S trailer lot at the corner of the Access road and the Chester Road.

Sunday June 25 ATHS Brooklyn, CT

Saturday July 1 Boothbay Railway Village Antique Engine Meet with MAPA and Pinetree Boating Club 633-4727

Saturday July 1 Limington Bicentennial Parade Would like to have trucks and tractors for parade and show
Devin Fahie, 207-653-4131, Dmfahie@gmail.com

Saturday July 15 Paris Hill Classic Car Exhibit 9:00 to 5:00 Robert Bahre's private collection 743-2980

Sat & Sun July 15 & 16 Boothbay Railway Village Antique Auto Days with the MOALS 633-4727

Sat & Sun July 22 & 23 Owls Head Transportation Museum Truck Show

Saturday Aug 5 ATHS Green Mt Chapter, Bellows Falls, VT

Fri - Sun Aug 4 - 6 Rockbusters Plainfield, CT

Sunday Aug 20 Barrington at Hillsborough, NH

Saturday September 16 Truck Show at H. A. Mapes 9:00-2:00 152 Pleasant St., Springvale,
Wayne Devoe <wdjr62@hotmail.com>

Sunday September 17 Topsham A new Truck Show Sponsored by the Pine Tree Chapter of ATHS at the Topsham Fair Grounds for more information: George Barrett, sheepscot@gwi.net
207-829-5134 or 207-671-2666 (C)

Sat - Sun September 30 - October 1 Lititz, PA Gerhart's

Monday October 9 ATHS Pioneer Valley Westfield, MA

Sunday October 15 ATCA Bolton Fairgrounds, Rt.117 Lancaster, MA 8:00 -3:00 contact Bill Semple 978-460-0465,
Trucks can be delivered Saturday, Parking for self-contained motor homes, Vendors, Food Available,
Dash Plaques, No ATV's, No Dogs, Truck Registration \$10.00

Sat October 14 Possible Trip to Tackaberry

Remember to tell your Friends

NEW TRUCK SHOW

TOPSHAM

SUNDAY SEPT 17, 2017

REMINDER

HELP NEEDED

OWLS HEAD SHOW

Saturday & Sunday

July 22 and 23

Let Nancy Know

pcnancym@maine.rr.com

Classified Ads

For Sale: 1977 International Transtar II 4070B single axle (4.44 ratio), Cummins NTC 300 Magnum, Roadranger RTO 9513, sleeper cab with rare rear window option, equipped with "Link Cab Mate" cab air ride, recently repainted in bright red with white stripes, sharp looking nice driving truck. \$10,500 contact Bill Mullin (207) 799-0846.

For Sale: 1930 Ford Model "A" Roadster Pick-Up....ground up professional built front bumper to tail lights. Stock rebuilt & balanced engine, 12 volt conversion, Brookville cab & body, LeBaron Bonney removable or fold down top, maroon / black, ready to go. Serious inquiries.....Lars Ohman, Sabattus, ME....207-375-6515 or cell 207-376-7993 (This is NOT a Hot Rod or Rat Rod - all stock appearance)

Please contact me with any for sale or wanted items and I'll be sure there's enough space allotted for all.

George Barrett 207-829-5134 or sheepsco@gwi.net

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: sheepsco@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 _____

Mail to: Pine Tree Chapter ATHS

C/O Diane Munsey

785 River Road

Dresden, Maine 04342

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

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

ANTIQUe TRUCK SHOW

TOPSHAM, MAINE

Sunday September 17, 2017

Topsham Fair Grounds

Enjoy all that the
Freeport - Brunswick - Bath
area has to offer

We've got all kinds of activities planned, details forthcoming.

Overnight parking and camping on Saturday and Sunday night.

Saturday evening gathering and supper

Less than an hour and a half drive from Portsmouth.

Museums, Shopping, and Fine Dining for everyone
within 15 minutes of the Fairgrounds