



Shop Manual

www.badgoat.net/ptcaths

June 2021

President's Message

Peter Mullin

We are a little late with this issue of the Shop Manual due in part to the recently wrapped up AHS National Convention that took place in Harrisonburg, Virginia. Unfortunately, I experienced a knee injury at work roughly six weeks before the convention and was unable to attend. Based on reports and photos from members that did attend the Pine Tree Chapter was well represented. By my count, there were 5 PTC trucks and 35 members and spouses in the group photo. According to the schedule I recently saw posted next year's convention will be in Springfield, Illinois followed by Reno, Nevada in 2023 and back to York, Pennsylvania in 2024. Many of those that attended the convention are on the road heading back to Maine while I am writing this. I don't know if any of them found time to get anything in to George for this issue. If not then we will certainly have some first hand reports next month.

Here at home with restrictions being mostly lifted it is looking like truck shows will be happening this year. Local shows will be starting this weekend, June 12th with the Springtime Truck Show in Burlington, Maine. See elsewhere in this issue for details. A little further down the

calendar is the Owls Head Truck Show on the weekend of July 24-25, and our own Topsham Truck Show returns September 12th.

A few details about the Owls Head Truck Show are becoming clearer. We will be having our annual membership meeting in the pavilion on Saturday of the show (time TBA). The list of nominees for the Chapter Officers and Board of Directors will be published in the next newsletter (a week or two before the show) along with a synopsis of the revised Chapter Bylaws from AHS headquarters. Unfortunately we will not be having our usual Chapter Member and Exhibitor cookout this year due to continuing concerns relative to food services. Please contact my wife, Nancy, for details on volunteering to help with the Chapter table and to donate raffle items @ 207-671-6925 or email pcnancym@maine.rr.com.

That's about it for now. Time to start planning for a truck show in your neighborhood or one of the next 3 conventions. Rumor has it Springfield, Illinois is "only a few hours" further away than Harrisonburg, Virginia was. See you at Owls Head if not before, Peter

Peter

Ramblings

Lars Ohman

This would have been the 30th year for this laid back gathering of anything powering or worth showing with pride. I've personally seen everything from 35 ton off road rock trucks, street rods, trucks, steam powered boats, a helicopter, lawn and garden tractors and just about anything you could think of. In the past some of the weekend episodes would bring tears to your eye with laughter. Fireworks shows, all night camp fires, rain so hard you could take outside showers pine pollen, and mosquito bites from leaving your legs outside the tent at night.

The lions Club always provided an array of food and

drinks plus plus hosted the Saturday night Bar-B-Que. Friday night was pot luck gathering - even complete with an occasional impromptu lobster feed. For almost 30 years Jane and Merry Watson put their heart and love into seeing that everyone had a good time, and in recent years Cole and Shelly, and a great assist crew made sure that the tradition was continued.

Hopefully we will continue next year and celebrate 30 years of good times.

'Chuggin on down the road === Lars

Back Side Of Worley`s Log Book

Larry Worley

Quite often I have discussions about full size truck tires, applications, air pressures, rims and brands being used. I drove for companies that really didn't know, or care what differences were. That can be expensive.

Some places would replace one tire at a time thinking, I guess, it would be cheaper. My findings are not so, I hope I can explain.

Putting a new tire beside old the difference in height causes BOTH tires to wear down and fast. It's two different ratios! They fight each other in that the taller one drags the shorter one usually cupping both. The tall one carries more weight and runs hotter! Also, if you put two on one side not the other you get what we call "tire stagger" in stockcar racing. We did that to cant the rear end to plant both treads when hard in the turns. With duals new against old, the new will stand on the inside tire on that side and the out side tire on the other which has to cup the newer inside and outside older set. On heavy loads it doesn't take long to see. Always try to match all four if possible. It does make a difference!

I had bosses that stubbornly wouldn't do it, so when I got the chance....

The brands of rubber don't really match up in size as sidewalls are different textures and strength. Some are softer and circumferences are don't match. Example:

Firestone IS the smallest compared to Goodyear or Kelly or Bridgestone. Mounted and put side by side there can be an inch or more in height! Steering axle, match both!

With what we do with our empty antiques as long as the tires are safe we probably won't wear 'em down very fast.

Air pressures mean every thing to me. I use a good dial gauge. The sticks will bind up and the bar may not come out far enough to give the full, correct reading! Case in point: The skipper(Daryl Gushee) checked out a trailer for my next load out. Adjusted brakes, checked lights, that sort of thing. The gauge used was a stick, one of three in the box. The tires were 17 inch, called for 125 psi. All 8 tires were the same. When I started my way back, loaded light mind you, lost the left rear inside and both tail lights. Limped to the next exit near Toledo, Ohio. Worked for a couple hours getting my rear panel flat and grafting lights. There was a tire barn a mile away so, next morning I was on his door step. Checked the pressures in the other 7: 157,148,152,160! The sidewalls were all stretched. Lost 3 more the next two days. My pressures in number 10's tires were 115 in the drives and 125, left front, 128, Rf. I have well researched reasons for those differences.

Glad to talk about this anytime! 'Til next page! Larry

Hale Sparrow

Obituary

Long time Chapter member Hale Sparrow, of Bristol and more recently Damariscotta, passed away on January 21 at age 96. Hale lived with his wife, Bea, on the Benner Road in Bristol for many years. Until 1996, they heated only with wood which Hale loved to cut. He enjoyed antique truck shows and the New England fair circuit.

After his honorable discharge from the Army, he hauled wood, worked on power lines, and was a volunteer for the Bristol Mills Militia where he pulled the Militia's cannon

with his oxen in parades. Hale loved dancing and country music, and could be seen at local dance halls, swinging around the ladies well into his 90s.

Hale was predeceased by his wife Bea; and sons, Willard, Joel, and Charles Sparrow; and is survived by daughters, Simone Rodgers and Kathy Sparrow.

A private graveside service will be held at the Pleasant Hill Cemetery in Freedom. Arrangements were under the care of the Strong-Hancock Funeral Home, Damariscotta. Condolences, and messages for the family, may be expressed by visiting: www.StrongHancock.com.



Pine Tree Chapter members attending the Harrisonburg AHS show June, 2021

GMC Lineup for 1950

George Barrett

Years ago somewhere I purchased a great piece of General Motors literature titled "GMC Heavy Duty Trucks Gasoline - Diesel". It is a little larger the usual literature so it does not fit where all of the rest of my collection of truck and construction is kept but I've never lost track of where it was. Inside the solid green cover are 32 pages of detailed photographs covering all the features of the 1950 line of trucks, printed 5-49.

I had been planning for some time of putting together an article pointing out the different models and their features so when running across a GMC at a show or a photo one could fit it into the total line-up of 61 heavy duty basic models At the last assembly session of the "Shop Manual" I mentioned my plans to Clayton and it wasn't long before he delivered a large box of books and literature. I've had General Motors on my mind for the last month.

I'm a little disappointed that I couldn't find a little more about the cab dimensions as this is a way to tell different sizes apart. Many of the areas of the chart are blank because I couldn't find a spec sheet to match the model. All the information is from GMC published literature. I get the impression that they were bringing the new H models

as fast as they could to get heavy duty brochure to the press and then to the public. Changes in the GVW were made in the early 1950s but you can see by the tire options when the larger size is figured in the capacity of the vehicle would increase.

This page shows the smaller trucks like the pickups and then the medium duty. During 1950 the line of medium duty trucks was being expanded so I put in some of the 400 series.

The best way to tell the difference between a medium duty and the heavy duty is the way the headlights are fitted to the fenders. Lighter duty has the headlights molded into the fenders, the heavy duty has the headlight as a distinctly different part attached to the fender. This is the case of both the conventional cab as well as the cab over engine.

The following page show the line of heavy duty trucks. These are all new designs some of which were available in 1948 and 49. The "A" models were gone. General Motors had many selling features for all for all sizes not the least of which were their gasoline engines up to 707 cubic inches and of course their war proven GM 2-Cycle 4-71 and 6-71 Diesels.

1950 GMC Light and Medium Duty

Series Number	GVW	Engine	Cab	
FC-101	4,600 lbs.	228 cid gas		½ Ton 6½ Foot Bed pickup
FC-102	4,600 lbs.	228 cid gas		½ Ton 7'-3" Bed pickup
FC-152	5,800 lbs.	228 cid gas		¾ Ton 7'-3" Bed pickup
FC-253	8,800 lbs.	228 cid gas		1 Ton 9 Foot Bed pickup
FC-281	11,000 lbs.	228 cid gas		7.00/20 tires
FC-283	11,000 lbs.	228 cid gas		7.00/20 tires
FC-301	14,000 lbs.	248 cid gas		7.00/20 tires
FC-303	14,000 lbs.	248 cid gas		7.00/20 tires
FC-351	16,000 lbs.	248 cid gas		
FFR-351	16,000 lbs.	248 cid gas	BBC 83" H 65"	C.O.E.
FC-353	16,000 lbs.	248 cid gas		7.50-20 tires
HCW-400	24,000 lbs.	269.5 cid gas	BBC 114" H 53"	8.25-20 tires 7-51 date
HF-450	19,500 lbs.	269.5 cid gas	BBC 83" H 65"	7-51 date C.O.E.
HF-470	22,000 lbs.	301 cid gas	BBC 83" H 65"	9.00-20-10/20 tires 10-53 date C.O.E.

1950 GMC Truck Lineup

Series Number	GVW	Engine	Cab	Tires	
HC-520	19,000 lbs.	318	BBC 117" H 53"	8.25/20 up to 9.00/20	
HF-520	19,500 lbs.	318	BBC 85" H 70"	8.25/20 up to 9.00/20	C.O.E.
HC-600	22,000 lbs.	318	BBC 117" H 53"		
HF-600	22,000 lbs.	318			C.O.E.
HC-620	22,000 lbs.	360	BBC 117" H 53"		
HF-620	23,000 lbs.	360	BBC 72" H 70"	8.25/20 up to 9.00/20	C.O.E.
HC-640	22,000 lbs.	426	BBC 117" H 53"		
HF-640	23,000 lbs.	426			C.O.E.
HC-650	24,000 lbs.	318	BBC 117" H 53"	10.00/20 up to 11.00/20	
HF-650	25,000 lbs.	318			C.O.E.
HC-700	27,500 lbs.	360	BBC 117" H 57"		
HF-700	30,500 lbs.	360	BBC 85" H		C.O.E.
HC-720	27,500 lbs.	426	BBC 117" H 57"	10.00/20 up to 11.00/20	
HF-720	30,000 lbs.	426		10.00/20 up to 11.00/20	C.O.E.
HC-740	31,000 lbs.	503			
HF-740	28,500 lbs.	503			C.O.E.
HC-750	30,000 lbs.	503	BBC 117" H 57"	10.00/20 up to 11.00/24	
HF-750	33,000 lbs.	503	BBC 85" H 70"	10.00/20 up to 11.00/24	C.O.E.
HC-850	35,000 lbs.	503	BBC 114" H 57"	10.00/20 up to 11.00/24	
HF-850	37,500 lbs.	503		10.00/20 up to 11.00/24	C.O.E.
HC-900	35,000 lbs.	707	BBC 117" H 62"	10.00/20 up to 12.00/24	
HC-910	28,500 lbs.	707			
HDC-740	28,500 lbs.	4-71			
HDF-740	31,000 lbs.	4-71			
HDC-750	30,000 lbs.	4-71			
HDF-750	33,000 lbs.	4-71	BBC 85" H 70"		
HDC-900	35,000 lbs.	6-71	BBC 117" H 62"	10.00/20 up to 11.00/24	
HDC-910	28,500 lbs.	6-71	BBC 117" H 62"		



Gasoline and Diesel models of the 700 - 890 series have a 5-bar grille



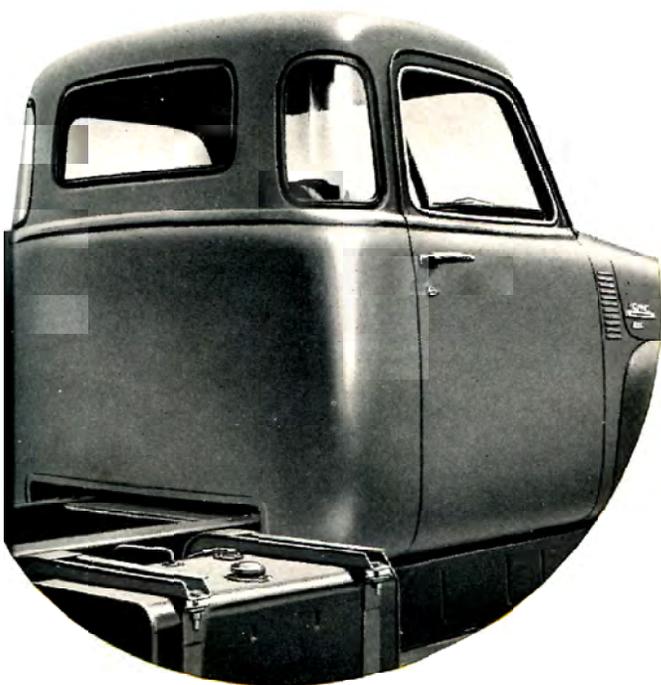
GMC 900 - 980 Diesels and big gasoline models are identified by a heavy duty 6-bar grille. Hood is hinged at center and sides, opens full at fender lines and is securely fastened by heavy external spring-loaded latches.



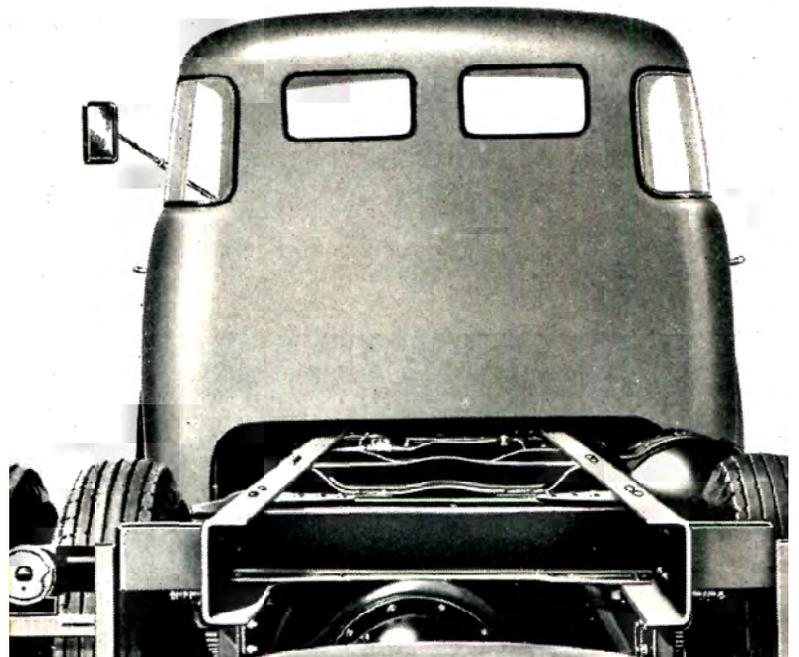
Cab-over-engine models are offered in all series from 520 to 850 and have a 5-bar chrome-plated steel grille. hoods are of rear hinged "alligator" type with external, spring-loaded fasteners..



Conventional 520 - 650 has a 4-bar grille with quickly removable side panels



De Luxe cab for the 520 - 650 series conventional models features quarter windows in addition to the wide rear window.



This cab is available for C.O.E.s and conventional 700-980 series models. Provides greater visibility for winch operation and other off-the-road work.



New conventional cab for the 520 - 650 series models



New longer wider C.O.E. for all series models 520 - 850



New conventional cab, used in 700 - 890 series models is 4.5 inches longer, more than 16 inches wider over-all and 6 inches higher above frame than previous cabs used on these GMCs



Cabs for the gasoline and Diesel models of the 900 - 980 series.



Pine Tree Chapter members from Massachusetts and Clayton Hoak our Regional Vice President

CLASSIFIED ADS

For Sale: Set of 4 NOS 1928-29 Ford Model A wheels with new tires. Been stored inside. New repro wheels alone are over \$500 a piece from Coker Tire. \$2,000 for the set with tires. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale: 3 +/- Mack B model parts trucks. Contact Cheryl Billings, cherylbillings55@gmail.com or (207)319-5167

For Sale: 1970 White 4000, color - red, REO gold comet 6 cylinder engine, 5-speed transmission, two-speed single rear axle, Lane truck-needs some cosmetic work. Most likely needs a new battery soon. Has all the paper work, a manual and comes with some spare parts. Located in Milo, ME Please contact Chad Coulter @ 207-951-4672 Or feel free to message him on Facebook

For Sale: Two wooden wheels for parts. Believed to be from a 1920's Plymouth. Front wheels with hubs and drums. Good for parts or patterns. Make an Offer: Diane Munsey (207)737-2997 or e-mail munsandi@gmail.com

For Sale: 1974 Diamond Reo DC101 SA dump truck. 6v53 Detroit. 5&2. My mechanic says it needs new injectors. Does run and yard drive. Comes with a spare rust free nose with good grill and trim. \$3k OBO 207-949-1360

Wanted: Matched pair of good serviceable 11:R22.5 steer tires on Dayton rims. Contact: Peter Mullin, wfd44@maine.rr.com or (207)838-5069

Wanted: Used differential parts for a 1971 Chevy C10 2wd pickup. The differential is a 12 bolt Series 3, open carrier, 3.07 ratio, with 30 spline axles for 5 lug wheels. Contact Gary Allen by e-mail - garymallen1954@gmail.com or call 207-215-3160 (8 am thru 6 pm).

2021 COMING SHOWS AND EVENTS

June 12 Springtime Truck & Tractor Show, Truck Show for Charity, 24 West Old Main Rd, Lowell, ME 04493

June 12 Connecticut Yankee Chapter – ATCA Show - Bethlehem, CT

June 18-19 ATCA Annual Truck Show & Flea Market – Macungie, PA

June 27 32nd Annual Nutmeg Chapter Antique Truck Show and Toy Show Brooklyn Fair Grounds from 8:00am – 3:00 pm. Food Concessions Available

July 24-25 Owls Head Truck Show

July 24-25 Paris Hill 42nd Annual Founder's Day Classic Car Exhibit

July 30 - Aug 1 Northeast Rockbusters at Concord Sand & Gravel 795 Norht Pembroke Road

Aug 1 South Deerfield, MA Craig 413-834-1677 or Doug 413-522-4092 Yankee Candle Corp Headquarters, Yankee Candle Way (off Rt 5 & 10)

Aug 7 ATHS Green Mountain Chapter Antique Truck Show. 8:00-2:00 at Bellows Falls Union High School, 406 High School Rd., Westminster, VT 05158
INFO: Roger Martin 802 439-5797 or 802-477-2594 e-mail mackltl52@outlook.com

August 28, 29 Bolton Fairgrounds, ATCA Bay State Chapter

September 12 Pine Tree Chapter Show at the Topsham Fair Grounds

PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2019 TO MARCH 2020

President - Peter Mullin 6 Kinney Rd. Gorham, Me 04038 207-838-5069; email: wfd44@maine.rr.com;

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

Director Emeritus - Lars Ohman 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com

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



Pine Tree Chapter member Bob Stackpole's well known Mack at the Harrisonburg show