



Shop Manual

www.badgoat.net/ptcaths

September 2020

President's Message

Peter Mullin

We are getting dangerously close to fall (ok, unofficially it already is) and we should be into the final push for the Topsham show. Unfortunately current circumstances with the Coronavirus do not allow gatherings on that scale. The fallout from a recent wedding in Millinocket pretty strongly reinforced that fact. Last month we announced that in place of the show we were going to have Sunday Cruise on September 20th starting from the Topsham Fairgrounds and going to the Bickford Collection on Yarmouth. Originally we intended to have a cookout at the Bickford Collection. However due to exposure concerns (and the procedures required to maintain safety) with pot-luck events and with providing food in general, your Chapter Officers and Directors have made the decision to make this event "Bring Your Own Lunch." The Chapter will be providing a couple of cases of bottled water. Lyn Bickford has informed us that face masks and hand sanitizing will be required while at the Bickford Collection. We fully support Lyn's stance on this as we do not wish to present a liability risk to the Bickford Family or the Pine Tree Chapter. Additionally our Officers and Directors will be enforcing a 50 person limit (RSVP's are well under that) on the gathering overall and establishing an appropriate occupancy limit for the Dirigo Restorations shop. We respectfully ask that if you are unable or unwilling (politically or otherwise) to abide by these limitations that you please not attend.

I am looking at this coming weekend's event as sort of a dry run for the Fall Gathering. Basically, IF we can pull this small event off in a safe manner AND the Governor

loosens up some of the gathering limits (specifically the 50 person limit) then we MIGHT be able to go forward with our Fall Gathering / Auction.

I received an e-mail from ATHS Headquarters this week reminding us (and other Chapters) that the revised by laws we were slated to vote on at the Annual Meeting back in March are supposed to be accepted by the Chapter by December 31, 2020. At this time we can't have a business meeting under the State mandates - we routinely have more than 50 people turnout for our annual meeting. I will be following up with them for guidance on how they would like us to proceed. One option may be a dedicated mailing with mail-in ballots. If we go that route we will probably include the previously proposed slate of Officers and Directors including two new Director positions.

On a personal note, I received my building permit for a small toy shed (36'x48') to house our antique vehicles. Hopefully the trusses have been ordered by now. Ground should be broken in the next couple of weeks.

Nancy and I will probably not be attending the cruise/lunch this weekend. We will probably be busy either clearing "stuff" out of the soon to be construction zone or working on our rental property / alternate storage location in South Portland. We will be there in spirit though and hope to see you somewhere out and about.

Peter

Please See page 9 for Details on our Events

Ramblings

Lars Ohman

The "N" Model Ford trucks, my life with at least one. Back in the early 60's, I was working for a contractor down in Wayland, MA, Our truck of choice at the time was a post world war 2 International KB (R?) 11 dump, long retired from Garden City Sand & Gravel, but still had a few hot laps left in her at a blazing 40 MPH or so. The 'Binder was slow, heavy, old, and most of the Massachusetts "Registry" (DMV) inspectors were on the lookout for it. Time had come to semi-retire it to pit or off road use, and my Boss was looking to update to something more suitable for deliveries over the road. A visit to Cote Motors in Mattapan and he began looking at the 1963 Ford " N" model for a dump truck. Ford's very popular "F" were around in the same size, but all were powered with a selection of gas guzzling I-6's or V-8's. H.J. Lundy, my boss was looking into going to a diesel engine, and the "N" Ford was offering a new (to America) 6 cylinder Dagenham Diesel which came from England and had about a 8 year track record. The new N-7000 was being offered as the alternative to gas powered in the 25,000# GVW rating he was looking for.

There were three or four on the lot supposedly set up from the factory with "dump truck specs" for New England. We had heard of a couple of guys who had jumped on the "N" bandwagon, and some reports were out there as to how suited the N-7000 was for this chore. H.J. bought one with a Gar-Wood body on it, 9:00 x 20" tires, hydrovac brakes (not MY choice by any means) a Clark 264 VO (overdrive long 4th) and an Eaton two speed rear end of a 6:50 / 9:04 ratio. The engine was a Dagenham 363 Cu. In. 6 cylinder of a (reported) blazing 128 horsepower. Hey, what did I know, I was driving a brand new "N" Ford, and a pretty proud kid. I drove it home from the dealership and had a little difficulty shifting it empty. First load of 6 or 7 yards was out of H.J.'s pit on the Wayland / Sudbury line on US 20. or The Boston Post Road if you want to call it that. Out of the pit, and up hill and things did not go well.....I thought I'd left the over-center emergency brake on, but that was not the problem. The engine was quite low on torque, and compared to the International's 501 Cubic Inch engine, this one was "number than a rock" on a hard uphill pull. Cresting the hill headed down past the old Wayland dump it began to pick up speed and I began to figure out the transmission / 2 speed rear end shifting pattern, or thought I had. Long story short, the combination of an overdrive 5 speed and 2 speed related to having to have to skip a few two speed splits, as the ratio's clashed, and you would over rev or miss all together. So much for gears, but you didn't see much of 5th overdrive when you were loaded. I liked the visibility and creature comforts. It would turn on a dime due to its short 89" BBC and power steering, but was a little light on it's toes on a wet road. Reports began to filter in from others using it as a dump truck.....other owners had different

gearing combinations but all complained of grossly underpowered, but no one was complaining about the fuel mileage compared to equal sized gas powered rigs. I was getting used to it's oddball shifting pattern, and it was coming into fall and colder weather. The heater and defroster wasfor a lack of a better word...adequate, but the water temperature was never very high, and it always had a raw smelling exhaust that unfortunately dumped out on the drivers side under the dump body no use trying to put a stack and vertical exhaust on that rig, so we just extended the pipe back to dump in front of the rear axle, not really the answer. We took it back to Cote Motors and they assured us it was within specs. A decision was made to add a plow frame, and plow in the winter for the Town of Wayland, they would provide the plow, more on that later. First storm I almost froze to death due to the lack of engine temperature. I found a piece of cardboard, and blocked the air flow to the radiator with a little better results, but it did not cure the obnoxious fumes and smoke from the exhaust. The bench type seat did give a nice spot to grab a few winks during the night, except it was short lived.....the engine would cool off worse @ idle, stink worse, and after 15 re 20 minutes. you would wake up gagging and frozen, ! Plowing was a bit tricky with an 10' Anderson plow on icy roads. Being a short wheelbase, the Anderson plow would trip and shoot you right across the street before you could blink ! Snubber chains stopped that issue, and I can't blame the "N" for that issue. Finally, we added a piece of old carpet and blocked off the radiator opening completely, giving us a little more heat, and it never once overheated on a road run. The exhaust still stunk unless you were moving at a pretty good clip, which wasn't very often.

Spring came and we started hauling field stone walls up to the Concord area from Stow (MA). 10 tons would just about bring her to her knees on the two lane back roads, but we chugged along. Return trips with the O/D transmission could give you about 62 MPH, down hill with a tail wind ! We hauled stone out of a quarry in Danielson, Ct for Chas. J. Precourt, & Son. They would send their F-750 rack truck down and pallet load onto that, and I'd bulk load the N-7000. We would leave together, and all I'd see of the F-750 would be the tail lights !. Returning to Sudbury, a long time after the F-750 arrived and was off loaded. He could haul more tonnage (not by much) faster, but the gas bill was almost double the gallonage of the diesel, and of course diesel was much cheaper back then, so the "N" did have some good points, but power was not one of them. Things changed, I departed under good terms from H.J. Lundy, and he sold the truck to a landscape contractor from Norwood. Last I saw it, it had higher sideboards on it, and was very content hauling bark mulch, a much lighter bulky commodity.

The Dagenham's had some success as a city delivery truck, but the engine was not long in the Ford line-up Good riddance as far as I'm concerned. " Just 'chuggin down the road really applied to that truck, unless you were empty Lars

Back Side Of Worley`s Log Book

Larry Worley

Went to work for Steel Service Center ,Lewiston, Maine in the fall of 78. Bob Roy Jr. said that he wasn't looking for another driver just then, which was December. Said that they short warehouse help and would put on another driver near April or so I needed a job so it worked well.

It was important that I learn the steel products they handled anyway. There was an assortment of trucks from a 1400 series Baby-Binder with a 14 teen foot body, a Chevy with an 18 foot body and a 366 engine, a tilt-cab ten wheel International with a 22 foot body on 28,000# Hendrickson, A Dodge cabover with an 8V-71 @ 265hp, 13spd, on RTE 340 Hendrickson, a White 4000 with a 240 Cummins, single screw with an air tag with no lifter, 5spd only, an attempt at a Maxidyne midtorque. Another story on that one!

Last on the list was a Kenworth cab over that I thought they were using to test my knowledge or bravery. They bought it from an employee and really had no idea of what it was. A 335 Cummins with a 16 speed Spicer air shift with a worn out shift tower so bad that all positions felt like neutral. The drivers seat was very worn underneath and would sway sideways to the door and back. To get reverse you had to rock the seat to the door, slam the stick hard against the seat cushion and forward. To add more challenge to it all the clutch was air operated with a long pedal. The air slave mount pins were almost worn

off! Every time you used it ,it applied differently. Sometimes it didn't apply! You had to try it again.

The suspension was Kenworth's own torsion bar with badly worn linkage that allowed the rear housings to rock for and aft. I used it local only. I believe they threw it away as a trade-in? towards the 78 Roadboss 2 that tried to kill me 3 years later!

All gone KW, right? I was coming back from NY on route 9 climbing Searsburg hill and what do I pass near the top but that old worn beast! The driver got me on the CB and asked if I knew anything about it. I pulled into the driveway of the old restaurant and told him to bring his coffee! He had rebuilt the suspension.(had to) But it was still a mess!

The Roy family was good to me, but after 5 years I couldn't afford to stay. They really didn't know about their trucks. Lewiston/ Auburn is the lowest paying area in Maine. I moved on to Georgia Pacific.

A little more on the White 4000; It had a 5 speed Spicer trans that the factory had to change after a few law suits. 1st and reverse were WAY too high of ratio to start off heavy loads or backing tight spots. They tore clutches and of course flywheels out of all of them! Spicer/Dana put deep reduction 1st and reverse newer tranny's in their place. That was done before I came on board!

As Waltrip would say " it takes "sperience" to do some of this! Til next page, Larry

Still Playing with Trucks

By Doug Wakefield

My first Trailer Trucking job was with Diamond International Corp,a paper making company that had a paper mill in Old Town, Maine. I had hired on as a dump truck driver with the woods crew building woods roads, Hot and dusty in an Autocar with a small engine (270 Cummins) and a big old dump body. Living in a woods camp with a bunch of guys and only going home for the weekend was not something I enjoyed, but I was finally Truckin for a living!

A couple of months into the summer I bid on an opening in the wood chip transportation crew and got the call. Night shift hauling chips from there chip mill in Milo, Maine or thir Stud Mill in Passadumkeag, Maine to the mill at Old Town. Night shift but I got to go home and see my wife everyday so I went Trailer trucking in a W-923 Kenworth with a small engine 270 Cummins and a 48 foot Budd open top chip wagon.

I didn't know how much I didn't know at the time, but it all came to me over the next 10 years, I'm just one of those guys that if it can go wrong it probably will, Lets just say the old guys called me the hard luck kid, never to this day have I ever hurt anyone or myself but man I've banged up some stuff, Just a couple of examples for this story. One of the trailers had a big dent high in the left front corner, I never knew what happened to cause the damage but i found out one night soon after I started. Number 2 chip dumper was located at the north end of the scale home, so close in fact that you had to swing hard to the left and then

hard to the right between the dumper and the scale house to line up your trailer to back on to the dumper, I had backed onto it several times without a problem but this time as i pulled back to the right I fetched up hard and fast as the left front corner of my trailer struck the roof overhang on the scale house. Just a slow speed impact, just enough to break the trim board on the roof as put a matching dent on the second chip trailer in the fleet, as i was the second guy to strike the building, I was told to be more aware of my surroundings and very soon after curbing was installed so that you could not get that close to the building, Live and learn. Another night about a year later I had just pulled out onto route two, had just about got up to road speed when I heard a loud bang so I pulled over, got my flashlight and checked to see what tire had blown. Must have been a rock between my tires that flew out because all the tires were fine. OK, so off to the mill I go. About ten miles down the road my company radio sound-ed Base to 108, so I answered go ahead base, Hey Doug, did you just start down route two? 10-4 Boss what's up, Well you tell me, someone just called me a said one of my trucks just ripped the meter box off the side of his house! Yes boss I guess that was me. He said you stopped down the road, but before he could get to you, you left, Why did you do that? Yes I stopped because I though I had blown a tire, OK, Doug bring your truck to the garage so we can check it out, it turned out that someone else had snagged his wire but just my luck, I was the guy that took it with me. As Forrest Gump said Sh#t Happens! See you down the Road. Doug Wakefield



above Early 1960s Ford N cab that Lars talks about in his "Ramblings"

below 1983 LT-9000 Louisville Ford that is Clayton's subject on the next page



Ford Louisville Trucks -Part 1

Clayton Hoak

Ford Louisville Trucks – Part 1

In 1969 Ford opened its' Kentucky Truck Plant in Louisville and introduced a new series of Ford medium and heavy-duty trucks – the L-Line. The original plant, which included forging, stamping, and assembly areas covered 57 acres (2,483,000 square feet).

The Ford L-Line trucks, introduced as 1970 models, offered long and short conventional, single and tandem axle, trucks with GVW's ranging from 15,000 to 64,000 lbs. and GCW's to 80,000 lbs. The L-Line replaced the N- Series, and the heavy-duty F-900 and F-1000 Series models.

Ford marketing stated the new Louisville Line set new standards for "reliability - maintenance ease - driver comfort - choice of job-matching models". The 1971 Ford Louisville Line brochure noted over 650 models were available to handle virtually all big trucking jobs. The L-Line models were broken into several categories with three-digit model numbers indicating gasoline power and four-digit model numbers indicating diesel power. All models had a tilting fiberglass hood for walk-in access to the engine compartment. Butterfly access hoods were available for trucks with front mounted equipment.

The medium/heavy duty short conventional line (models LN-500, LN-600, LN-700, LN-750, LN-6000 and LN-7000) had a BBC dimension of 95.3" and offered, depending on model, seven different Ford gasoline engines (240 six, 300 six, 300 HD six, 330 V-8, 330 HD V-8, 361 HD V-8, 391 HD V-8) and three Caterpillar built "Ford" V-8 Series diesels (V150, V175, V200) with GVW's from 15,000 to 27,000 lbs., and GCW's to 50,000 lbs.

The heavy/extra heavy duty short conventional line (models LN-800, LN-900, LN-8000, LN-9000, LNT-800, LNT-900, LNT-8000 and LNT-9000) had a BBC dimension of 93.3" and offered, depending on model, six different Ford V-8 gasoline engines (330 HD, 361 HD, 391 HD, 401 SD, 477 SD, and 534 SD), three Caterpillar built "Ford" V-8 Series diesels (V175, V200, and V225), seven Detroit diesels (6V-53N, 6-71N (195, 218 or 238 hp), and 8V-71NE, 8V-71N (290 or 318 hp)), and nine Cummins diesels (NH-230, NH-250, NHC-250, NHCT-CT, and NTC-335 (260, 280, 300, 320 or 335 hp)), with GVW's from 23,500 to 54,000 lbs., and GCW's to 80,000 lbs.

The heavy/extra heavy duty long conventional line (models L-800, L-900, L-8000, L-9000, LT-800, LT-900, LT-8000 and LT-9000) with BBC dimension of 105.3" offered, depending on model, the same engine options as the heavy/extra heavy duty short conventional line, with GVW's from 23,500 to 60,000 lbs., and GCW's to 80,000 lbs. Rounding out the heavy/extra heavy duty conventional line were four set-back front axle models (models LTS-800, LTS-900, LTS-8000 and LTS-9000) with 105.3" BBC dimension. The LTS models offered, depending on model, six different Ford V-8 gasoline engines (330 HD, 361 HD, 391 HD, 401 SD, 477 SD, and 534 SD), three Caterpillar built "Ford" V-8 Series diesels (V175, V200, and V225), one Detroit diesel (6V-53N), and three Cummins diesels (NH-230, NH-250, NHC-250), with GVW's from 50,000 to 64,000 lbs., and GCW's to 80,000 lbs.

Noted Louisville features included premium single-channel steel frames, heavy duty precision instruments,

dual brake systems - both air and hydraulic, steel reinforced fiberglass tilting hoods, true truck style power steering, cross flow radiators, four strategically located electrical junction boxes, underhood dry element air cleaner (standard with diesels and on 900 Series), and "space to spare" engine compartments.

Truly (too) many models and options for the unseasoned truck buyer!

Focusing on one model, the LT-9000 long tandem axle diesel conventional, the standard components included a 9,000 lb. front axle, 34,000 lb. rear axle, full air brake system (wedge or cam type), Cummins NH-230 engine, 5 speed transmission, and 10.00x20 12 ply tires on cast spoke wheels. Unique to the 9000 series trucks as standard equipment were individual knitted vinyl seats, an adjustable steering column and Ford's linehaul "Cockpit Console" with EZ read gauges.

Optional equipment included 12,000 and 16,000 lb. front axles; 38,000 and 44,000 lb. rear axles; a heavy-duty full air brake system; Cummins NHC-250 series, NTC-335 series and NHCT-CT engines; Detroit 6-71N and 8V-71N engines; 6, 10, 13 and 16 speed transmissions; 3 and 4 speed auxiliary transmissions; 10- hole disc wheels; and 12.00x20 14 ply tires.

Changes over the first fifteen model years included – 1973 – Introduction of the LT-880/ LNT-880 tandems – big 475 gas V-8 "governed at 3400 rpm for economy"; LTS series rated to 70,000 lb. GVW with 20,000 lb. front axle/ 50,000 lb. tandem rear axle.

1973 – Owner-operator packages offered on 9000 Series – bright finish trim/bumpers/exhaust, stainless steel mirrors, Grover air horns, Torpedo marker lights, upgraded seats/interior, custom paint schemes, etc.

1976 – Cummins NTC-290, Formula 290, PT 270 and V-903 engines, and Caterpillar 3406 (280 and 325 hp) offered.

Ford LTL 9000 introduced – 118.3" BBC dimension; 154.3 BBC dimension with sleeper.

1980-81 – Detroit's 8.2L Fuel Pincher offered in mid-range LN-7000 series trucks. Fuel Economy is promoted in the L-, LT-, LN-, LNT-, LTS - 8000-9000 series – Detroit "Fuel Squeezer", Cummins "Formula", Caterpillar "Economy" 3406 diesel engines, overdrive transmissions, steel belted radial tires, aluminum components, air deflectors.

1983 – Optional 400 hp Cummins (NTC-400/ Formula 400) and Caterpillar 3406 engines, and 440 hp Detroit 8V-92TTA engine available in LTL-9000; optional GCWR up to 138,000 lbs.

1984 – Front disc brakes offered on L-600, L-700 and L-800 series trucks.

1985 – L-Series goes all diesel; LN-600, LN-700, and L/LN/LT/LNT-800 series discontinued. LTL-9000 Pent-house Sleeper offered.

Ford produced L-Line Series trucks until 1998 when Ford sold its heavy truck business to Freightliner which built the L-Line under the Sterling nameplate. Ford Louisville Trucks – Part 2 will review changes from 1986 to 1998 including the introduction of the Aeromax and the second generation L-Line 1996 to 1998.

A special thank you to Bud Davis for allowing me to access his Ford truck literature for information on the L-Line.

Early Mack B Models

George Barrett

As many of you know I was in the business of making HO scale models for those in the model railroad hobby. When I started I was doing structures like stations and switch towers and eventually I noticed that there were very few good truck models available. Many guys involved in the hobby modeled the steam era and the transition from steam to diesel but a railroad does not exist in a vacuum, there are trucks that deliver freight to the rail system and trucks that receive freight and machinery to deliver to an area where there is no rail line. About the only truck model available that was of reasonable quality was an AC Mack with hard rubber tires so I started out selling pneumatic tires which got us out of the 1920s and into the 1930s.

I've always admired the looks of the BX Mack and it wasn't long before I came up with a kit of photo-etched brass and cast metal to make a BX. The catalog of trucks expanded but I kept thinking that the BX needed a lighter duty companion like the BG so I modified the fenders, lengthened the hood lowered the cab and eventually came up with suitable examples of 1930 era trucks that could be taken for that of many different manufactures. I never assigned a kit number or make but I'd sell the finished model at shows telling the buyer it was a Mack BL or BG but no one really cared, it looked appropriate for their layout.

A year ago I retired and sold the business to a fellow who understands trucks and machinery and has been purchasing my kits for thirty years. Got a call from him a week ago asking about the differences between the various Mack early B models since he's got the various parts. I was ashamed to admit that I really didn't have a good answer for him. The deadline day was approaching for my decision on what to write for the shop manual and I realized that something I should have done years ago should be done now and you, dear readers, will be the first to see it.

HO scale (1:87) model BX for a model railroad



101285.1

Over the years I've collected odds and ends of a great deal of literature having to do with with the 1930s but very few real spec sheets with dimensions and numbers. John Montville's book was a help and what you will find on the next page is the result of my research. The BL is the lightest duty, the BM was the most heavy duty although the BQ had a larger engine but was not a popular choice. The BC and BX were offered as a chain drive or shaft drive. Montville's book mentions the the BX engine was upgraded at some point but upon further research confirms that the displacement remained the same, only the compression ratio was increased to give seven more horsepower.

I'm glad I took on this project, it gave me an opportunity to collect and organize some of my collection of info. My impression is, other than the BX and the BQ, Mack was trying to fit into the small truck market. It was probably difficult for the Mack dealer to sell the higher price. Easy for me to say because I don't have the price and discount information needed for an informed statement.



1935 Mack BX from Hartford Conn



BX 4x4 Drive Wrecker



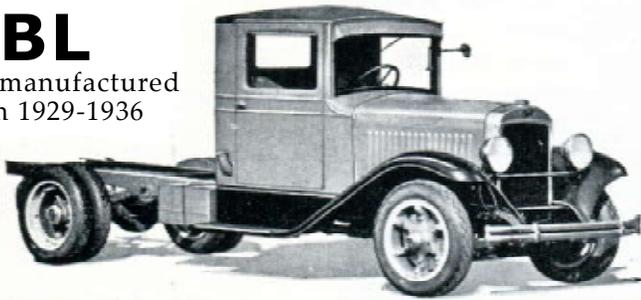
1937 Mack BX with 5 yard Ransom Mixer



Geo. M. Brewster & Son
Bogota, N.J.

BL

502 manufactured from 1929-1936

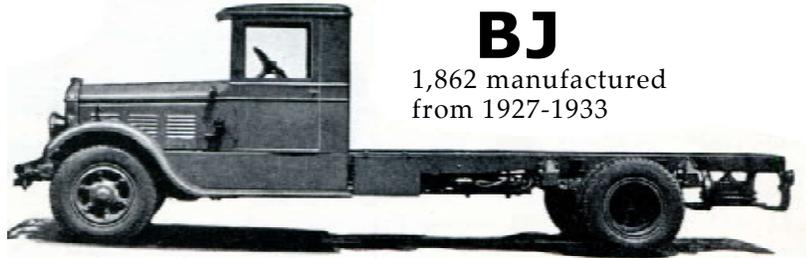


BBC -
Width over Fenders - 88"
Height Cab Roof - 58"
Tire Size - 10.50 - 22
Engine - six cylinder 4.75 x 5.75
Piston Displacement - 611 cu in
Horsepower @ RPM - 128 @ 2300

BBC -
Width over Fenders - 71"
Height Cab Roof -
Tire Size - 6.00-20
Engine - six cylinder 3.25" x 5"
Piston Displacement - 249 cu. in.
Horsepower @ RPM - 60 hp @ 2600 RPM

BJ

1,862 manufactured from 1927-1933

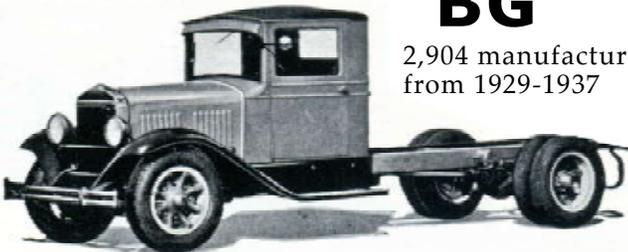


BBC - 112"
Width over Fenders - 81"
Height Cab Roof over frame - 55"
Tire Size - 6-32
Engine - six cylinder 3.62" x 5"

Horsepower @ RPM - 79 @ 2300 RPM

BG

2,904 manufactured from 1929-1937



BBC -
Width over Fenders - 78.5"
Height Cab Roof - 61" (C-cab)
Tire Size - 36 x 8
Engine - 6 cylinder 4" x 5.5"
Piston Displacement - 415 cu. in.
Horsepower @ RPM - 102 @ 2400
available w/ dual reduction and chain drive

Piston Displacement - 309.6 cu. in.

BC

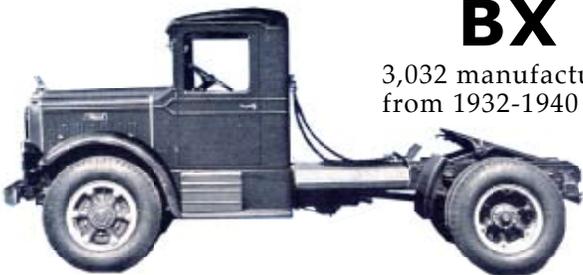
1,513 manufactured from 1929-1933



BBC - 107"
Width over Fenders - 93"
Height Cab Roof over frame - 60"
Tire Size - 9.75-22
Engine - six cylinder 4.25 x 5.5
Piston Displacement - 468 cu. in.
Horsepower @ RPM - 117 @ 2300 RPM

BX

3,032 manufactured from 1932-1940



BBC -
Width over Fenders -
Height Cab Roof over frame -
Tire Size -
Engine - six cylinder 4.75 x 5.75
Piston Displacement - 611 cu. in.
Horsepower @ RPM - 135 @ 2200 RPM

BQ

327 manufactured from 1932-1937



Larry Smith

We regret to inform you of the passing of Granite State ATCA Chapter President, Lawrence "Larry" James Smith. Larry, age 68, passed away unexpectedly Thursday, September 3, 2020, at his home in Barrington, NH.

He is survived by his parents, Donald and Marilyn (Wilbur) Smith; his wife Shawna Genest Smith; his children Julie Dubel, Christine Kendell, Jillian Langley, Charles Ireland and Brittany Evans; and his grandchildren Michael & Gabriel Gonzales and Esther & Torin McKeever. He is also survived by his siblings Evelyn Musgrove, Eugene Smith, Kenneth Smith, and Donna Riley; and many nieces, nephews, great nieces and great nephews.

Larry was born March 9, 1952 in Brockton, MA, and graduated from Bristol County Agricultural School. He was the founding member of the Granite State Chapter Old Truck Meet 1987 (ATHS) and recently became President of the ATCA Granite State Chapter. He built a life of love and laughter, full houses, full hearts and full bellies. He loved freely and fiercely, he could drive anything far and fast and made friends and family wherever he went.

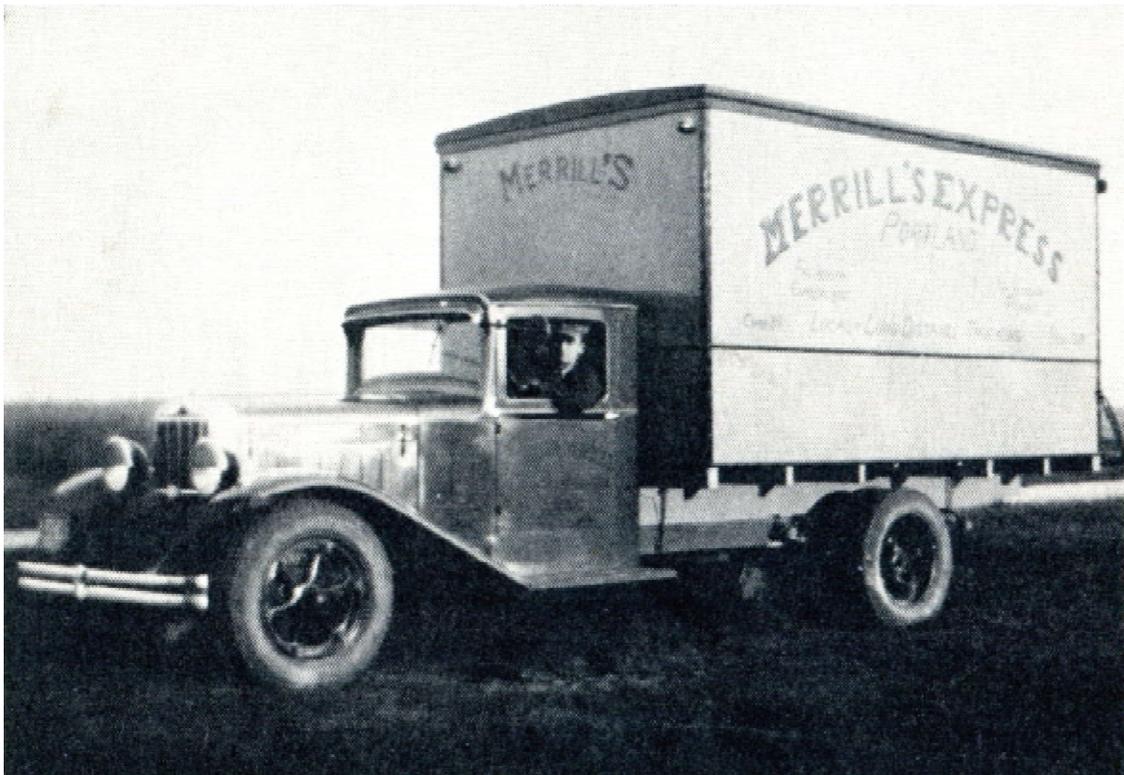
To sign the online guest book, please go to www.purdyfuneralservice.com. We offer our thoughts and prayers to Shawna, Don, Marilyn, all his children and siblings. He will be sadly missed.

ATHS Adopt-a-Member Program

In mid-July ATHS launched its Adopt-a-Member Program to assist existing or former members currently unable to renew their membership due to the pandemic's lingering effects. Letters or emails were sent to all persons who have dropped this year, allowing them to take advantage of the program. Should you need assistance, or know of someone who needs assistance, to maintain ATHS national membership please reach out to the Home Office @ (816) 891-9900. Participation is anonymous.

The other part of the ATHS Adopt-a-Member Program is donations. Should you have \$52.00 (or more or less) burning a hole in your pocket you can donate to the program by calling the Home Office at (816) 891-9900, going online to www.ATHS.org/Adopt-a-Member, or mailing your contribution to 10380 N. Ambassador Dr., Ste. 101, Kansas City, MO 64153 with Adopt-a-Member in the check memo. All donations are greatly appreciated. Gifts are 100% tax deductible for those who itemize.

Clayton Hoak, Regional Vice President



The first new truck, a Diamond T cost \$1034 in 1931
From Paul Merrill's book "50 Years A Truckman"

2020 COMING SHOWS AND EVENTS

Topsham-Bickford Collection Cruise / Lunch Update Bring Your Own Lunch - Face Coverings Required

In place of the Topsham Show we will be having a short "Members Only" cruise starting at the Topsham Fairgrounds and ending with Lunch (BYO style) at the Bickford Museum in Yarmouth. This event will take place September 20th with departure from the fairgrounds anticipated at 11:00 a.m. This is the date of the swap meet that has been held at the fairgrounds during our previous shows, so that is available for early arrivals. The previously stated RSVP deadline has passed and so far the expected number of attendees is within the state mandates for gatherings.

Please note: the Chapter Officers and Directors as well as the event host will be enforcing face covering, hand sanitizing and social distancing requirements. Additionally an occupancy limit of 50 attendees will be in force. We ask out of respect for our hosts that if you are unable or unwilling to abide by these limitations that you please not attend this event.

Late Fall Gathering -

The Late Fall Gathering - Fall Auction has been tentatively scheduled for Sunday November 1st at Cheryl Billings' home on Pinkham Brook Rd. in Durham. Still Tentative, more details to follow.

PINE TREE CHAPTER OF AHS 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;
- Vice President - Andy O'Brien** 54 Upper Minot Rd. Pownal, ME 04069 (207) 232-4743 aobrien211@gmail.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: sheepscoth@gwi.net
- Director - Steve Corson** 163 Main St., Rockport, ME 04856 cell phone: 207-542-4192 email: blackdogmack@gmail.com
- Director - Bob Stackpole**, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.com
- 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

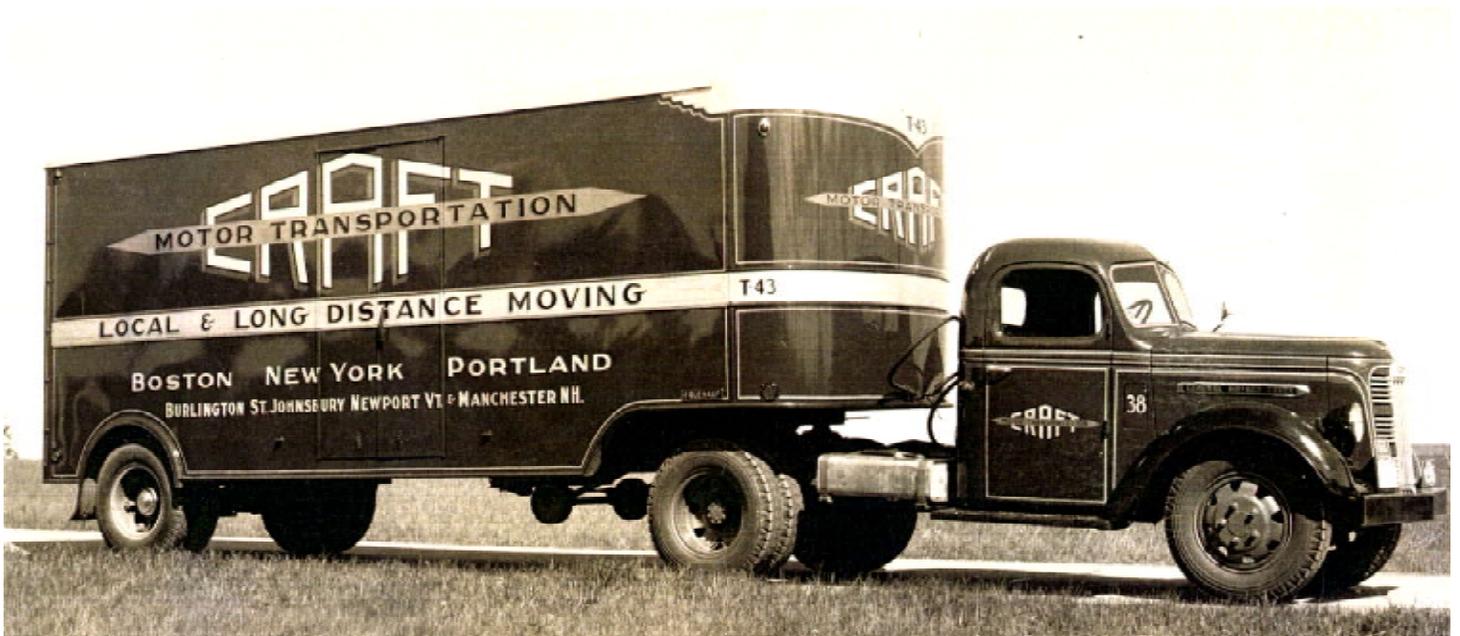
For Sale and Wanted

SHARK 3600 PSI pressure washer, on wheels.
Honda powered, Factory remanufactured pump,
extra H/P hoses, nozzles and Turbo Wash
Head.....Lars Ohman,, Sabattus, ME. 207-375-6515
Please add into the ad for the pressure washer,
however you care to word it: This is a Heavy Duty
Commercial Washer with a three stage ceramic
commercial belt driven pump..... Thanks, lars

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

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



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