



Shop Manual

www.badgoat.net/ptcath

January 2019

President's Message

Jamie Mason

The first newsletter of the year always has me thinking as to what 2019 will give to us. In the antique truck world, we hope all the tires held air, the battery is still good, and no rodents found a home under the driver's seat. Praying for good weather is a given!

On January 19th, the Board of Directors met at the PTC Oval Office. We discussed everything under the sun. During the meeting, we laid out a plan for 2019 to include a winter luncheon, annual meeting, spring stretch, spring tour, Owls Head Truck Show, Topsham show, fall tour, and fall auction. We also agreed we should support other neighboring chapters and other members and their events. Not all dates or locations have been set. If you'd like to host or know a great location for an event, there is still time.

We reviewed the chapter finances and do not anticipate increasing the dues, so please pay them. If your dues are not paid by May, we'll have to remove your name from the membership and newsletter roster. The PTC received many memorial donations over the last year and we have come up with some suggestions for their use. The board also suggested we continue to donate \$250.00 to the following organizations: Owls Head Transportation Museum, Cole Land Transportation Museum, The Bickford Museum, and Camp Sunshine.

Our next event is the winter luncheon. We've decided to

have it at Big G's Deli in Winslow, Maine on February 23. Last year we had 23 people, so I told them we'd be bringing at least 25. They are notorious for their home made baked goods, oversized sandwiches, homemade soups, fresh salads, desserts, and more. They have a great website if you like to check out their menu. Directions listed within the newsletter. www.big-g-s-deli.com

Looking a couple months out, the annual meeting is scheduled for March 24th at the Owls Head Transportation Museum. Doors open at 10 AM. Pot luck lunch is from 11:30-12:30 and the meeting will follow.

In closing, as we head to another season, please look over your vehicles and make sure they are roadworthy. At a minimum, check the brakes, lights, tires, frame, suspension, body, and exhaust. Make sure your insurance and registrations are paid and up to date. Pay your national and local dues too! On that note, my wife and I are excited to announce that the Mason family will be growing this summer. We are expecting a boy, due July 21st. Hopefully he decides to wait until after the Owls Head show! Take care and I hope to see you in February.

Jamie



Jamie and Clayton rescue a cable operated dump trailer for Bob Stackpole's collection. Ask him to bring it to a show this year

Armand E Cote

LISBON FALLS – Founder of Cote Crane Passes, Armand E. Cote, 89, of Lisbon Falls, died Thursday, Jan. 10, 2019, after a courageous battle with COPD, surrounded by his loving family.

The eldest of eight children. He was born in Lewiston on January 16, 1929 to Armand “Sam” and Rose (Gagne) Cote. He attended Holy Cross School and completed his freshman year at Lewiston High School before leaving to work. In 2003 at the age of 74, he received his honorable high school diploma. He joined the Army at the age of 17, where he was a cook and received an honorable discharge. He worked at Bosse Construction, Lewiston Crushed Stone, H.E. Callahan, and was the first fulltime employee at Callahan Brothers in Mechanic Falls. He moved to Cianchette Construction (later known as Cianbro) prior to going on his own.

He married Carmen S. Labbe on May 30, 1950. In the years following, they were blessed with four children which they raised in Sabattus, Maine with two years spent in the early 1960s, in Lubec, Maine while Armand worked on building the Roosevelt International Bridge to Campobello Island. In 1966, he and Carmen founded A. E. Cote Crane and Excavating, later to become The Cote Corporation providing crane and rigging services to local contractors. He worked with his three sons Daniel, Paul and Ronald to grow the family business. Armand was a skilled crane operator, rigger, millwright and business owner who grew the company along with three generations to a position of statewide leadership in their field. In addition to serving businesses, contractors and homeowners, Armand ensured that the Cote Corporation was committed to supporting local community projects and events. He believed in being a good corporate citizen, whether it involved delivering and installing Christmas trees in Lewiston and Auburn, contributing to area schools, participating in community parades, or assisting in the transportation and installation of memorials and monuments for veterans and many churches.

Armand was passionate about the company and the service it provided. He served as President and continued weekly visits to The Cote Corporation up until the week before he died, to engage with the entire crew and to help where needed. He believed that what makes the Cote Corporation special is its “Dedication to Excellence”.

Armand grew up as a member of Holy Cross Parish in Lewiston and later moved to Our Lady of the Rosary Church in Sabattus where he served as Minister of the Eucharist and President of the School Board. He was a 4th degree Knight with the Knights of Columbus Council 106, Degree, and served in their Honor Guard. He was also a member of the Auburn Business Association, Associated Builders & Contractors, Specialized Riggers & Carriers Association, American Legion, and Richelieu International. He served as Director and President at Sabattus Regional Credit Union and as Trustee at the Sabattus Sanitary District.

Armand enjoyed playing cribbage, reading, fishing, and attending the Franco American Festival. He participated in antique car/truck shows and loved riding in parades with his 1926 Mack AB Model truck

especially in the Moxie Parade. He married Madeleine Bureau on Oct. 12, 1999 and wintered in New Port Richey, Fla. and later Mesa, Ariz.

He is survived by his wife Madeleine (Bureau) of 19 years and he will be lovingly remembered by his four children, Daniel Cote (Janice), Paul Cote (Nancy), Ronald Cote (Lynn) and Nancy Craven (Richard), as well as stepchildren David Dupre (Sandy) and Joline Swauger (Steve); his siblings Betty Clukey, Connie Crump (Marvin), Evelyn Deblois (Edgar), Francis Cote (Lori), in-laws Normand “Pete” Garant, Jackie Labbe, and Normand Bosse. Armand will be forever remembered by his 15 grandchildren; 32 great-grandchildren; one great-great-grandchild; God children; numerous nieces and nephews; and extended family and dear friends. He was predeceased by his wife of 45 years, Carmen (Labbe); as well as his parents; a sister Elaine Bosse, two brothers, Donald and Felix Cote, in-laws Normand “Blackie” Labbe, Pauline Garant, Lorraine Foristal, Lorette Poisson, Richard Clukey, John Dupre and Anne Marie Dupre. Online condolences and sharing of memories may be expressed at www.lynchbrothers.com

A Mass of Christian Burial will be celebrated at Holy Cross Church at 11:00 a.m. on Thursday Jan. 17. Committal services to follow at St. Peter’s Cemetery with Military Honors. Family and friends are invited to visit on Wednesday Jan. 16th from 3-8 p.m. at the Pinette Dillingham & Lynch Funeral Home, 305 Alfred Plourde Parkway, Lewiston, ME 04240. 784-4023.

For those wishing donations in Armand’s memory may be made to:
ABC Workforce
Development Fund
C/O Maine
Community Foundation
245 Main St.
Ellsworth, ME 04605 or:
Shriners Hospital
for Children
“Transportation Fund”
11 Sabattus St.
Lewiston, ME 04240



Armand and a friend restored the truck and built the body. Show here on display at the Cumberland Fair

Robert F. Dorrington

Robert F. Dorrington, or known as "Bob" to many, age 72 of Durham, passed away unexpectedly on Thursday, December 20, 2018 lovingly surrounded by his family. Robert was truly an amazing man who shared his time with so many people. He continuously spread joy and laughter to everyone around him. His sense of humor, his smile, and his ability to make anyone laugh will be greatly missed. Robert has a loving heart and was always ready to help wherever he was needed. Robert was very proud of his family and of his lifelong friendships he created throughout his life. Robert was very fond of his sidekick and little buddy Denver (the family's Boston Terrier). He enjoyed attending car shows and cruise nights with his family and all of his car show buddies or "the gang" as he referred to them. Robert's list of accomplishments is too great and too long to list.

He was born in Freeport on October 21, 1946. He is the son of Harold and Ethel (Renfrew) Dorrington. He was fondly known as one of "the Dorrington Boys." He attended Freeport Schools and upon his graduation he served four years in the US Navy.

Robert married the love of his life, Diane (Arris) Dorrington on October 10, 1970 and together they created a beautiful home raising their two daughters in Durham. He was a long time employee for L.L. Bean and recipient of the Bean's Best Award in 2008. In the fall of 2008, after dedicating 47 years to the company, Robert retired. Robert is lovingly survived by his wife Diane of 48 Years, a daughter Nikki Dorrington, of Gray, daughter Betty (Dorrington) Keith, and son in law and best friend Jason Keith of Durham. Robert has 3 beautiful grandchildren: Jenna Tayman of Gray, Alexander Keith and fiancé Destiny Kenney of Durham, Kathryn Keith of Durham; a brother James Dorrington of Freeport, brother Allen Dorrington and wife Rita of Auburn; his mother in law whom he

loved dearly Betty Arris of Freeport; brother and sister in laws Leland Arris of Freeport, Gary Arris and wife Sandy of Bridgton, Leo Arris and wife Arlene of Freeport, Delbert Arris and companion Leanne Dech of Freeport, Granville Arris and wife Diane of Westbrook, Mary Ellen (Arris) Burnham of Freeport, Leatrice (Arris) DiConzo and husband Stephen of Freeport, and Joyce Dorrington; he had numerous nieces, nephews, great nephews and nieces, and a few great great nieces and nephews. In addition to his parents Robert is predeceased by two brothers Harold and John Dorrington, nephew Nicolas Dorrington, sister in law Josie Dorrington, and father in law Leland Arris Sr. Graveside services and a celebration of Robert's Life will be announced at a later date in the spring.



Back Side Of Worley's Log Book

Larry Worley

Now, where was I. Well, anyhow, Macks come to mind. I drove one winter for Utterstrom (Maine Leasing) leased to Merrill Transport hauling fuel and gasoline to northern Vermont with a little R685ST, 237horse Maxidine. Those 34,000lb camelback springs rode great, almost as soft as air ride.

Utterstrom spected their whole fleet of rentals the same, 11.00/20, all Firestone rubber. They handle the weight better than 10.00s and are a wider footprint. On the narrower roads up there I found a difference, more stability. The bigger volume of air, a definite plus.

The 5 speed Maxitorqe tri-countershaft transmission took a very short time to get used to. When you got used to the ultalow RPM they operate from it made life a breeze. Best power was from 1200 RPM to 1750. 1200! At that time you could hurt a Cat or Cummins below 1500.

5th gear was 35 mph to 65. All one gear! 675cid was a Chevy 6 compared to 855 or thereabouts. It was fun to start up into Pinkham Notch with the northern tankers and tormenting them in the drag lane pound for pound

the same weight until you're at a common ratio of chosen gear and axle. After that, block temps go back up, horsepower is horsepower. The 300, 350, 400 would storm off, but they had to go back by me, as I had passed them while they were breaking torque to drop 5 or 6 gears and I dropped 1 gear and only half of that!

It took a few years before the other engine manufactures caught up, if indeed they actually did. Mack did well with the low RPM game.

By the way, little Utterstom #30 got 7 MPG! Try that with a 671/238 Jimmy!

This was to be the last years Mack for me (75-78) but not by choice. Job ended! I've had Binders, Kenworths, 1 very wornout White Freightliner, 80s freightliners, Ford Airomaxes, and 2 379 Petes which I really enjoyed.

I'm getting tired and arthritic pains return thinking about all those busted up seats.

There are stories for each one, Til then, next page!
Larry

Dodge Low Cab-Forward High-Tonnage Trucks 1960 - 1975

Clayton Hoak

As previously noted we all have different truck make and model interests. Some of my favorites are the Dodge Low Cab-Forward High-Tonnage Trucks with the swing out fenders. The swing out fenders, marketed as "Servi-Swing" fenders, were introduced in 1960 and offered on Dodge medium and heavy tonnage trucks through 1975.

Dodge's 1960 low cab-forward (LCF) truck line up consisted of:

Medium Tonnage models (single axle - C500, C600, C700 - GVW 19,000 - 25,000 lbs., GCW 34,000 - 50,000 lbs.); High Tonnage "Power Giant" gasoline models (single axle - C800, C900, C1000 - GVW 27,000 - 30,000 lbs., GCW 55,000 - 65,000 lbs./ tandem axle - CT700, CT800, CT900 - GVW 39,000 - 53,000 lbs., GCW 55,000 - 65,000 lbs.); and High Tonnage "Power Giant" diesel models (single axle - KC800, KC900, NC900, NC1000 - GVW 27,000 - 30,000 lbs., GCW 50,000 - 65,000 lbs./ tandem axle - KCT800, KCT900, NCT800, NCT900, NCT1000 - GVW 39,000 - 53,000 lbs., GCW 55,000 - 65,000 lbs.).

Dodge introduced the "Power Giants" description in 1957, replacing the Dodge "Job-Rated" truck description in use since 1940-41. Dodge used "Power Giants" to describe all 1957 - 1959 models; and assigned the description to 1960-62 high tonnage gasoline and diesel cab-forward trucks.

In 1960 Dodge also offered Low-Tonnage Models (D100, D200, D300); Medium Tonnage conventional models (D400, D500, D600, D700); Forward-Control models (P300, P400); Power Wagons (W100, W200, W300, WM300, W500); Town Wagons/Panels (W100 chassis); and School Buses (S400, S500, S600). The previous series of cab-over models were deleted from the line-up.

Focusing on the high tonnage trucks the gasoline powered "Power Giants" were powered by Dodge 361-3 V-8, 361-4 V-8, 413-1 V-8 or 413-2 V-8 engines (194 h.p., 204 h.p., 217 h.p., 228 h.p.) while the diesel "Power Giants" were powered by Cummins C175, NH180, NH195 and NH220 engines (175 h.p., 180 h.p., 195 h.p., 220 h.p.). Depending on the model New Process, Clark and Spicer 5 speed, with optional 3 or 4 speed Spicer auxiliaries, Dodge Torqmatic 6 speed automatic, and Fuller 8 speed transmissions were available for the gasoline "Power Giants" with Clark and Spicer 5 speed, with optional 3 or 4 speed Spicer auxiliaries, and Fuller 8 or 10 speed transmissions available for the diesel "Power Giants". Axle ratios for gasoline powered "Power Giants", single speed and two-speed, ranged from 6.167 to 9.01; with diesel powered "Power Giants", single speed and two-speed axle ratios ranging 4.11 to 7.599. Eaton and Rockwell single speed, two speed and tandem rear axles were offered. Air brakes were standard on the gasoline powered C1000 and CT900, and all diesel models; and optional on all other gasoline models.

Both the CT900 and NCT900, equipped with the fastest ratio rear axle, a 5 speed, the Spicer 4 speed auxiliary and 11-20 rubber, would run 61 mph in direct and 71 mph in overdrive. Cosmetically the gas and diesel trucks appeared identical except diesels had exterior mounted air cleaners and Luberfiners (optional on some models); and

individual seats in the cab due to the diesel doghouse.

Changes to LCF models over the 15 years of production were generally subtle. Engine and transmission options changes included offering of various Spicer and Fuller 10, 12, 13, 15 and 16 speed transmissions; availability of Spicer 4 speed auxiliary (diesels); Cummins engine models varied with technology/ HP changes (1960-75); Detroit engines added (1966); Caterpillar diesels offered (1974); International 478 and 549 V-8 engines available in C1000/CT900, marketed as "Power Giants" (1970); Cummins 185 V-8 diesel offered in C800/ CT800 (gasoline) models (1970); and later replaced with Cummins 210 and 555 V-8s (1973).

Notable changes for Dodge heavy duty trucks through the LCF production period included the dropping of the C-175 powered KC800, KC900, - KCT800, KCT900 models from standard offerings in 1963; introduction of the Heavy-Duty Tilt Cab models in late 1964 (which led to consolidation of the LCF diesel models in subsequent years); and the introduction of the Dodge Big Horn premium conventional tractor in 1973.

The only sheet metal changes in the 15 year production run appear to be replacing the paired headlights with single headlights in 1969; and raising the cabs and installing cab and hood fillers for Detroit powered LCFs (1966 forward). An LCF with a factory integral sleeper was never offered, however the aftermarket offered "penthouse" sleepers which were popular with moving van operators and car carriers.

1975 was the end of the line for the LCF and all other Dodge heavy-duty trucks. Per Don Bunn, author of Dodge Trucks (Motorbooks International 1996) Dodge exited the heavy-duty truck market in early 1975 due partly to the company's inability to meet new government safety mandates for heavy trucks; however primarily due to the success of the Club Cab pickup introduced in 1973. The heavy-duty manufacturing space was retooled to build the highly profitable Club Cab pickups.

For the record 2018 was the 100th Anniversary of the Dodge Trucks. 1958 Dodge Truck brochures note 1958 as the 40th Anniversary and the Bunn book noted the first Dodge factory-built commercial vehicle were built in 1917 as a 1918 model year vehicle. Earlier Dodge commercial vehicles (1916-17) were Dodge supplied chassis only with the bodies built by others.





1960 Dodge LCF

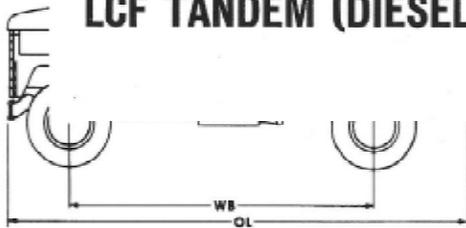
"Penthouse" sleepers were a popular item with moving van operators and car carriers such as Commercial Carriers of Detroit, shown. When each state had its own overall tractor-trailer length restrictions, which often varied from state to state, the new LCF models with their short 90in BBC (bumper to back of cab) enabled towing 40ft trailers in 55ft stakes. Mounting a sleeper behind the cab defeated the short hood length. Car haulers needed 40ft trailers as cars were 18 to 20ft long. On long hauls when a sleeper was required, Penthouse sleepers allowed carriers to haul four or five cars and provide the driver with a sleeper too. National Body Corporation built this sleeper.



DODGE HIGH TONNAGE LCF TANDEM (DIESEL)

BBC 89³/₄
GVW 41,000 to 52,000
GCW up to 76,800

DODGE HIGH-TONNAGE LCF TANDEM (DIESEL)



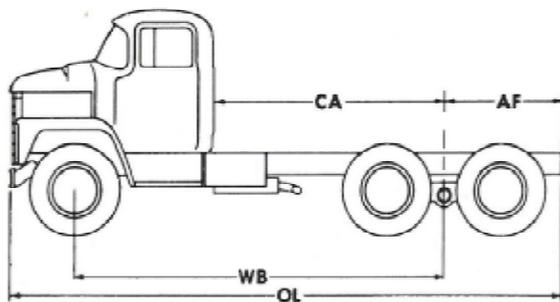
Starting with this single basic Dodge tandem-axle diesel, you have almost complete flexibility in choosing your own driveline and other components, including famous Cummins and Detroit Diesel engines. The BBC is 89³/₄" on all wheelbase lengths: 146", 158", 164", 182", and 200". GVWs go from 41,000 to 52,000 pounds, and GCWs to 76,800 pounds.

GASOLINE-POWERED LCF

WB—Wheelbase	122"	134"	146"	164"	182"	200"
CA—Cab to Rear Axle	60"	72"	84"	102"	120"	138"
AF—Rear Axle to End of Frame	44"	44"	62" (1)	60 ¹ / ₂ "	72 ¹ / ₂ "	96 ¹ / ₂ "
OL—Overall Length	194"	206"	236" (2)	252 ¹ / ₂ "	282 ¹ / ₂ "	324 ¹ / ₂ "

(1) Tractor AF—44" (2) Tractor OL—218"

C800..... GVW from 23,000 to 34,000 lbs.
GCW to 50,000 lbs.
C1000..... GVW from 24,000 to 37,000 lbs.
GCW to 65,000 lbs.



DUAL-DRIVE TANDEM AXLE

WB—Wheelbase	134"	146"	158"	164"	182"	200"	212"
CA—Cab to Rear Axle	72"	84"	96"	102"	120"	138"	150"
AF—Rear Axle to End of Frame	50"	62" (1)	50"	72 ¹ / ₂ "	84 ¹ / ₂ "	96 ¹ / ₂ "	108 ¹ / ₂ "
OL—Overall Length	212"	236" (2)	236"	264 ¹ / ₂ "	294 ¹ / ₂ "	324 ¹ / ₂ "	348 ¹ / ₂ "

(1) Tractor AF—50" (2) Tractor OL—224"

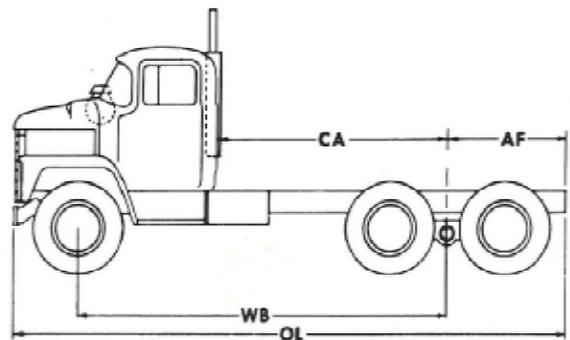
CT800..... GVW from 35,000 to 49,500 lbs.
GCW to 50,000 lbs.
CT900..... GVW from 39,000 to 52,000 lbs.
GCW to 65,000 lbs.

DIESEL-POWERED LCF

WB—Wheelbase	134"	146"	164"	182"
CA—Cab to Rear Axle	72"	84"	102"	120"
AF—Rear Axle to End of Frame	44"	62" (1)	60 ¹ / ₂ "	72 ¹ / ₂ "
OL—Overall Length	206"	236" (2)	252 ¹ / ₂ "	282 ¹ / ₂ "

(1) Tractor AF—44" (2) Tractor OL—218"

CN900..... GVW from 28,000 to 34,000 lbs.
GCW to 76,800 lbs.
C800..... GVW from 23,000 to 34,000 lbs.
GCW to 50,000 lbs.



DUAL-DRIVE TANDEM AXLE

WB—Wheelbase	146"	158"	164"	182"	200"
CA—Cab to Rear Axle	84"	96"	102"	120"	138"
AF—Rear Axle to End of Frame	62" (1)	50"	72 ¹ / ₂ "	84 ¹ / ₂ "	96 ¹ / ₂ "
OL—Overall Length	236" (2)	236"	264 ¹ / ₂ "	294 ¹ / ₂ "	324 ¹ / ₂ "

(1) Tractor AF—50" (2) Tractor OL—224"

CNT900..... GVW from 41,000 to 52,000 lbs.
GCW to 76,800 lbs.
CT800..... GVW from 35,000 to 49,500 lbs.
GCW to 50,000 lbs.

Diesel Engine Fuel Consumption

George Barrett

Fuel consumption has always been a popular discussion point on any powered vehicle. What kind of fuel, how much will it take to do the job, how much will it cost. Moving trucks, particularly older and less fuel efficient ones, to truck shows is a cost to be that has to be dealt with. I got into a fuel consumption discussion with a friend recently when he asked if I had some spec sheets on certain Detroit Diesels.

My standard answer to the question how much fuel does a diesel engine use is this. A gallon of fuel per horsepower per day if you're running it at the proper RPM. The more work the engine is doing the more fuel it will consume. So where did this answer come from? It's not meant to be a flippant answer, it's a fairly accurate answer with some qualifications.

Years ago every so often I'd pedal my bike four miles down the road to a small local dealer who sold Quick-Way and Link-Belt cranes along with other supplies a contractor might need. They would save the old magazines for me like New England Construction and Diesel and Gas Engine Turbine Progress. Almost every issue would have an article on the latest in marine engines, many of them about the latest launch of a new Tuna fishing boat in the Pacific. Usually it had the information on the engine about the horsepower and actual fuel consumption as they would spend three or four days traveling out to the fishing grounds. Fooling around with my slide rule I came to the conclusion that these engines were using about a gallon of fuel per horsepower per 24 hour day.

On a power boat it's easier to predict fuel consumption than other powered machinery. Other than in very rough sea conditions the force to move the hull through the water is constant, assuming it's going at hull speed, that is it's not a speed boat on plane like a PT boat. The load in the hull is of some consequence but not a great deal, loaded with fuel going out, loaded with fish on the way home. Every hull has its speed through the water above which the amount of power to get it to go faster is tremendous and it is easy to calculate; the speed in knots is 1.34 times the square root of the length at the waterline. On a 150 foot tuna boat the waterline length might be 144' so the hull speed would be $12 \times 1.34 = 16$ knots.

A truck is seldom on a level highway and is most always going up or down a hill or accelerating or slowing down in traffic. Very hard to measure the horsepower hours required for a given trip. The horsepower of any particular piece of machinery is also difficult to determine. Most duty cycles have a positioning or getting ready job and then come down on the governor with all the power they can muster. Pushing for all they're worth and then backing up to do it again.

In my years of dealing with heavy equipment I've only had two instances where excessive fuel con-

sumption was an issue. The first was over in Vermont where we rented a Link-Belt LS-4000 one yard back hoe (I know, they're excavators now) to one of the out of state contractors. It was powered by a 4-71 Detroit, it was Link-Belt's first attempt at a full hydraulic rig and it was a great machine. It had friction swing and travel clutches, operators loved them.

Word got to me that there was a problem, the machine was using too much fuel, it ran the tank dry before the end of the day and fuel truck had a hard time getting to the machine so it could finish the last hour of work. Link-Belt had plenty of experience with cable hoes, never had a problem like this. Of course every manufacturer would give you the excuse that this had never happened before but you could believe the Link-Belt guys, no BS with them.

I went over unannounced to take a look, great operator, never seen a hoe produce so much work. That 4-71 was on the governor all the time. That operator was starting his swing as soon as the bucket could move left, swinging, boom coming up arm going out then the other swing clutch cuts in to slow the swing action, bucket dumps, constant action. During a brief lull in the activity I approached the operator and explained to him he was getting more out of that machine than was ever expected. The engine was working hard and keeping up with him but there was added fuel consumption, he was getting more work done in less time, the engine was putting out more horsepower.

The other instance that stands out in my mind is a group of Clark Ranger grapple skidders working for one of the paper companies in Maine. All of a sudden I got calls from the salesman, branch manager, and company president telling me that if we couldn't do something about the fuel consumption we were going to get the machines back. I think there were some other makes of skidders that were doing the same work and using a lot less fuel.

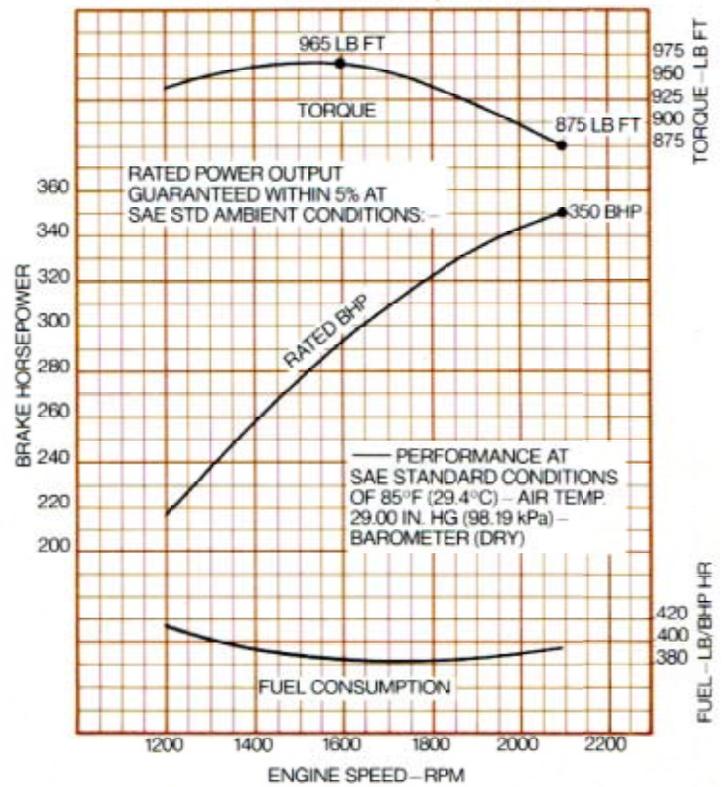
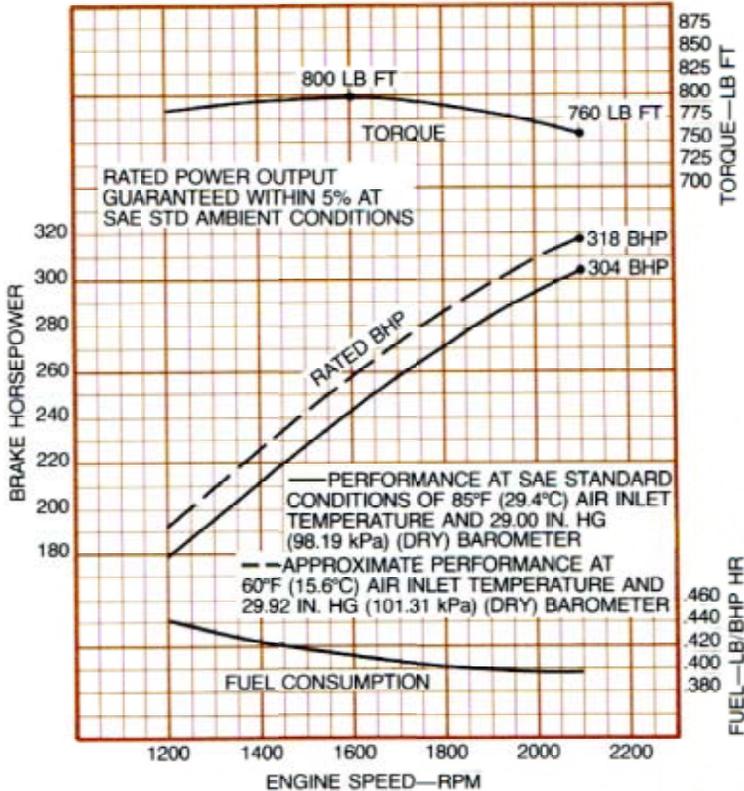
The Clark 667GS was powered with a 4-53N Detroit set for maximum horsepower of 125 at 2700 RPM. I explained to them I didn't know what could be done, at 2700 RPM that engine could hardly breathe. I did check to see if it had the proper blower and accessories and all seemed to be fine with the production and operator satisfaction. I don't remember the outcome but I often wonder if the machine had been equipped with the optional power plant, a Cummins six cylinder V-378 if the same problem would have been raised. We had a lot of experience with the V-378 in the 55 IIIA loader and it was a good strong engine. The 4-53 as used in the Michigan loaders at 108 hp at 2200 RPM was a good power plant for the stop and go power up power down. But in the grapple skidder application all they had was a little maneuvering time. As they picked up their load and then down goes the pedal for the long trip to the landing.

I still stick to my formula for marine use, generators, and constant power applications. The main point of this writing is that if you use more power you'll have to put in more fuel. The hard part is attempting to figure out how much fuel you use on a job or a trip without a flow meter.

**BASIC ENGINE PERFORMANCE
8V-71N WITH N65 INJECTORS**

Detroit Diesel Allison
3SA133 10-78

**BASIC ENGINE PERFORMANCE
8V-71T WITH N75 INJECTORS**



Basic Engine	8V-71 N65 Injectors	8V-71T N75 Injectors
Model	7083-7000	7083-7300
Description	Naturally Aspirated	Turbocharged
Number of Cylinders	8	8
Bore and Stroke	4.25 in x 5 in (108 mm x 127 mm)	4.25 in x 5 in (108 mm x 127 mm)
Displacement	568 cu in (9.32 litres)	568 cu in (9.32 litres)
Rated Gross Power:		
60°F (15.6°C) and 29.92 in Hg (101.31 kPa) Bar. (Dry)	318 BHP (237 kW) @ 2100 RPM	—
SAE: 85°F (29.4°C) and 29.00 in Hg (98.19 kPa) Bar. (Dry)	304 BHP (227 kW) @ 2100 RPM	350 BHP (261 kW) @ 2100 RPM
Continuous Gross Power:		
SAE: 85°F (29.4°C) and 29.00 in Hg (98.19 kPa) Bar. (Dry)	233 BHP (174 kW) @ 1800 RPM	—
Torque:		
SAE: 85°F (29.4°C) and 29.00 in Hg (98.19 kPa) Bar. (Dry)	800 lb ft (1085 N·m) @ 1600 RPM	965 lb ft (1308 N·m) @ 1600 RPM
Compression Ratio	18.7 to 1	17 to 1
Approximate Dimensions:		
Length	47 in (1194 mm)	50 in (1270 mm)
Width	39 in (991 mm)	40 in (1016 mm)
Height	51 in (1295 mm)	53 in (1346 mm)
Net Weight (dry)	2310 lbs (1048 kg)	2495 lbs (1132 kg)

1 HP = 550 ft-lbs. / second
 33,000 ft-lbs. / minute
 57 BTU / minute
 746 watts = 0.746 KW

Weight of No. 2 Diesel at Specific Gravity 0.85
 7.09 lbs./gal.
 Diesel Fuel Weighs 53 lbs/ cu ft.
 1 Cubic Foot = 7.48 gallons

*Disclaimer:
 These are old figures, now that we're
 grinding up corn for fuel we might
 want to verify current calculations
 GKB*

2020 Calendar Tom Hudgins

It is the beginning of 2019 and hopefully, you are looking at the January month on your Antique Truck calendar produced by the chapter. The dormancy of Winter allows for plenty of time for old truck restoration plans, show plans or collecting photos for the 2020 edition. Every year, I have trucks that didn't make it in the calendar or I need to take better photos of them. However, the calendar always has a month available for new acquisitions, new member trucks and interesting ones that are stored away in garages or out in a field.

My mission for the calendar is to represent us as a chapter and our diverse interests in old trucks. Any truck older than 25 years old is considered an antique and welcome to be included in the calendar. The old iron doesn't need to be shiny or fully restored to featured for a particular month. Additionally, I like to represent the seasons if possible to show the yearly flow of weather and truck shows. If anyone attends the Reno convention, I could use a few photos of those brave chapter members' trucks who go the distance over to the other coast. Also, If anyone has pic-

tures from last Summer's Owls Head show and our September Topsham show, submit them for the calendar. I am able to travel on weekends to photograph trucks if needed or if I attend one of our events I can capture your truck. As always, if a chapter member goes to old truck heaven, send me a truck photo and his/her name. You can submit images via email: tomchristopher28@gmail.com or through snail mail.

My physical address is P.O Box 43 Bradford, ME 04410. If you want you photos returned please provide a SASE. One thing to remember is that as Bob Hanscom wrote in my Christmas card "Old truck season is coming". See you around the circles.

A few years ago, it was mentioned at our annual meeting about having a submission or article for the Wheels Of Time. We are represented in the current awards issue but I am referring to having someone's truck in the magazine. I am willing to assist with photography if anyone has a magazine ready truck and would like the old truck world to see your pride and joy. If an article needs to be written, I can help with that also and have a few friends who work

Cote

CRANE & RIGGING



above: Bob Dorrington's beautifully restored unibody Ford pickup at the Topsham Show last year.

left top: Armand Cote's first crane, a Lorain MC-104 with three attachments

left lower: Armand Cote's second crane, an Insley that I took in trade from Madison Paper and sold to him in 1969

below: Armand's company grew so that today he can handle a very wide variety of oversize loads

Armand's equipment was always clean and looked like new or it didn't leave the yard

your editor



2019 COMING SHOWS AND EVENTS

- Saturday February 23 Pine Tree Chapter Winter Luncheon**, 12:00 - 2:00 Big G's Deli, 581 Benton Ave,, Winslow 207-873-7808
- Sunday March 24 Pine Tree Chapter Annual Meeting**, Owls Head Transportation Museum
- Sunday May 5 ATCA Western Mass show** at Yankee Candle South Deerfield
- May 31 to June 2 American Truck Historical Society**, Annual Convention
- Saturday June 1 Springtime Truck and Tractor Show**, 1095 Main Road, Greenbush, ME,
- Sunday June 2 Ocean State Vintage Haulers**, Johnson, RI
- Saturday & Sunday June 8 &9 ATCA CT Yankee Annual Show**, Bethlehem Fair Grounds, Bethlehem, CT
- Saturday & Sunday June 15 &16 Watsons Wheels and Water**, Naples, ME
- Thursday -June 13 &15 ATCA Macungie, PA Truck Show**
- Sunday June 23** , Nutmeg Chapter ATHS Show, Brooklyn, CT
- Saturday & Sunday July 20 & 21 Truck & traactor Show**, Owls Head Transportation Museum
- Friday -Sunday August 2-4 Rockbusters Show**, Concord, NH
- Saturday August 3 Truck Show Green Mt Chapter ATHS** Bellows Falls, VT
- Friday & Saturday August 16 & 17**, Owls Head Auto Auction
- Sunday August 18**, Granite State Old Truck Meet, Feather Airport, NH
- Saturday September 15**, Pine tree Chapter Truck Show
- Friday & Saturday October 4 & 5**, Mack Truck Day Lititz, PA
- Saturday October 26** , Tackaberry Athens, Ontario, Canada, possible PTC organized Trip
- Sunday November 3 Pine Tree Chapter Annual Fall Auction**, Augusta

The deadline for submitting notices, classified ads and articles to the March issue of the Shop Manual will be the end of the day Saturday March 9. Let me know of any events you think would be of interest to Pine Tree Chapter members. We'll continue with the classified ads wanted and for sale as before. Please also let me know of any articles you would like to see in the newsletter. We're intending to publish eight newsletters this year, more evenly spaced than the seven we did last year.

Pine Tree Chapter dues remain at \$10.00 per year January through December. Your required ATHS dues may not be due at the same time although they are necessary to be a PTC member. Please attempt to keep current by sending your dues to Diane Munsey, 785 River Road, Dresden, ME 04342. Should you have

an address change (or a seasonal address) please let me know. To be fair to all members we'll have to drop you from our roster if we haven't received your dues by the first of June. Please make every attempt to keep Diane and me up to date with regard to your address, telephone numbers, and eMail.

George Barrett, Newsletter Editor

PINE TREE CHAPTER OF ATHS BOARD OF DIRECTORS MARCH 2018 TO MARCH 2019

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

from a 118 page book State of Maine Ports 1958-59



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