



# Shop Manual

[www.badgoat.net/ptcaths](http://www.badgoat.net/ptcaths)

May 2012

The Big “E” Push is on  
Edition

## President’s Message

Greetings- There have been several events since the last Shop Manual.

On Saturday, April 28<sup>th</sup> 25-30 Chapter members gathered at Treasurer Jamie Mason’s home in Falmouth for the Annual Spring Stretch. After coffee and donuts we convoyed to Yarmouth to see Erv Bickford’s collection and what was under restoration at Dirigo Restorations. At noon it was back to Jamie’s for lunch, exploration and discussions. It was advertised as a semi-potluck event and Jamie had the grill going and provided hamburgers and hot dogs. Guests were asked please bring hors d’oeuvres, chips, drinks, or desserts; most of us brought potato chips. There were at least twenty bags. The left over chips will be at Windham, Owls Head and the Late Fall Gathering. Thanks to Jamie, Erv and the Dirigo crew for the very enjoyable Spring Stretch.

On Saturday, May 5<sup>th</sup> I spent the first two hours under the Chevy 90 working on the brake issue that has kept the truck in the yard for two seasons. Nothing a few new parts couldn’t resolve however the brakes are in need of some additional adjustment before the truck is “roadworthy”.

Mid-morning it was off to George and Shirley Sprowl’s and the Annual Antique Express Open House. As usual there were a good number of Chapter members present and a good mix of brass, antiques, customs and rods on display. Although George had suggested 2012 might be the last Antique Express Open House you might want to keep the first Saturday in May 2013 open on the calendar. Thank you - George and Shirley, and your many helpers, for the hospitality.

Early Sunday, May 6<sup>th</sup>, Annette and I headed to Falmouth early to locate a fouled plug in the REO before heading to the Great Grocery Grudge in Scarborough. I found the bad plug on (only) the fifth try. The Chapter was well represented with eleven or twelve vintage vehicles and our presence was appreciated. It was interesting to listen to some of the Hannaford and Shaw’s drivers as they viewed the trucks. I believe most of them appreciate some of the modern creature comforts, like air ride. After watching the driving competition it appears I should keep my current day job. A thank you to Hannaford and Shaw’s for allowing the Chapter to participate.

Still outstanding is a date and location for the Annual Fall Tour. If you’d like to plan the Chapter’s Fall Tour the Chapter would like to hear from you.

The 2012 National Convention and Antique Truck Show is three weeks out. Registrations, as of May 7<sup>th</sup> there were 408 trucks pre-registered. That’s only 3 trucks shy of the pre-registrations for (roughly) the same date for South Bend in 2011 and the W. Springfield show is about a week later than South Bend was. If you are bringing a truck or trucks I suggest you pre-register to get through the gate a little quicker. Also **do not forget** each vehicle’s liability insurance card (required if you

are unloading and driving the vehicle), and a fire extinguisher for each vehicle. The convention registration form lists the Show's Safety Rules. Not required is a Maine, or any other state, vehicle registration for unloading and driving on the show field.

Hope to see you at Hillcrest Farms and Springfield. Clayton

## **Ramblings**

### **By Lars Ohman**

FREE " TT" FORD... what would you do if you saw this on Craigslist? Naturally, you would call to find out what it was all about. Danny Higgins, of the famous Higmo Clan over in Brunswick did just that, and found out it was right here in Greenville, ME. The gears start to crank around. It did not run, and was stored inside a building. No problem for the Higgins Boys. A trailer was secured and they were off to Greenville to retrieve the truck. After a break at Newport to pump bilges and fuel up, it was on to the destination in spitting snow.

Upon arrival, the Ford was found stored "inside", as advertised, but the catch was the door opening was 5'-7" and the truck was 6'-7". It had been put in the store as a display some years before. It was fitted with legs of sorts and rollers so it could be moved around. The "TT" had all new tires on it, but since it rested on legs, they did not touch the floor. A compressor was produced, and an attempt to air up the tires was made. It was soon discovered that there were no tubes in the tires! No valve stems, no air. It became obvious this truck was disassembled to be placed in the store, so off came the fenders, body, and cab, to lighten it and make it easier to remove. The axels and wheels were the widest part by a foot or more, so it was decided to tip the whole truck 0 degrees, and ease it out without damaging the doors or frame of the building.

Some locals stopped by to lend assistance and suggestions, but by now it was half way out, and hung up. More manpower was recruited from a construction project at the local church up the street. All these folks around the old General Store helped to create a 4 car traffic jam of rubberneckers on Main St. Proper application of brute strength and a little grunting finally got the chassis out front onto the sidewalk. The next project was the cab assembly which cleared by 1/2" inch, and the fenders and the bed itself. All of the major components were bolted back on to the (not quite) rolling and pushed onto the trailer. For the first time in more than 35 or so years, the "TT" was outdoors and in a snow squall which Greenville is well known to produce on short notice.

Being this was a closing of an old store, other items including a 40 qt. milk can, coat racks, a headless female mannequin, and a mounted trout on driftwood were purchased and added to the clutch already on the trailer, and bound down with straps, binders and bailing twine. All in all, the total time spent was two hours and 20 minutes to rescue this piece of history. We hope to see it at Owls Head this summer. Thanks to Danny Higgins for taking time and a pizza to tell this story. I hope I did it justice, and didn't forget any important data. If I did, you will no doubt see a follow up in a future Shop Manual. Hope to see many at the Libby Farm Gathering in a week or so.....Lars

## Writings on Detroit Diesel Chapter 8

### By George Barrett

There is one more story I think I should tell before leaving Detroit Diesel and start writing about other engines. I don't yet know what path I'll take off on but it will have something to do with diesel engine development. Should anyone listening out there have any ideas pick up the phone (829-5134) or type an email and send to [sheepscot@gwi.net](mailto:sheepscot@gwi.net).

We know that Kettering was eager to reduce the weight of his engines as he increased the horsepower. The sub chasers of WWII needed more speed and there wasn't much room inside the boat to place the engines. Kettering came up with a "pancake" design which I think, unlike the other "pancake" designs fits the description very well, if not a pancake then a stack of pancakes. Pancake is the slang term for an engine with the pistons moving horizontally rather than vertically, designed this way to take up less space, particularly vertical space under the driver's seat in a cab forward or the rear seat in a bus.

White designed a twelve cylinder opposed piston engine for its 1940 model 730 series truck. Cummins and Hercules laid their standard engines on their sides, Cummins adding an extra "H" in the NH series model number. In the early 1950s the Detroit Diesel 6-110 engine was laid on its side so it could be installed under the floor of a Budd Rail Diesel Car (RDC).

Kettering's design was much more like an airplane engine with its crankshaft vertical. There are four banks of four cylinders stacked one on top of the other. Each cylinder did its breathing (aspiration) exactly the same way its Detroit Diesel and EMD cousins did, the General Motors two stroke cycle way. The SAE 18 page paper #778 by Eric R. Brater calls it a 16 cylinder, Vertical, Radial, Diesel Engine.

Cylinder size was 6 x 6.5 giving a displacement of 184 cubic inches per cylinder, model number was 16-184. The block was made up of many steel forgings welded together. Scavenging air is supplied by four Roots type blowers. The design allowed for the main bearings to be replaced without disturbing the crankshaft.

So you're asking how they intend to drive the two horizontal prop shafts of the 110 foot boat. Easy, use two engines and bevel gears. Another benefit for the Navy was that the metal cutting equipment for making bevel gears was far more available than the expensive sophisticated milling machines used to make reverse gear transmissions, an important factor in time of war.

But wait, how do we reverse the shaft to go astern? Again, easy. Use adjustable reversible pitch propellers which is the way the larger landing craft were designed, all powered with side by side 6-71s or quad 6-71s. The complete engine, very compact and easy to service, weighed about 4800 pounds and produced an unbelievable 1200 horsepower at 1800 rpm. Who can top that?

In the early days of WWII when the Royal navy was badly in need of a light weight high horsepower engine for their subchasers a British admiral was sent by President Roosevelt to see Kettering at the the GM Research Laboratories. Upon inspecting the engine the admiral came to the conclusion that the engine would never work properly until it was installed on its side to get the proper lubrication.

Cyrus Osborn, who would finish the war years as general manager of GM's Electro-Motive Division was present for this discussion and heard Kettering respond that the engine had proved satisfactory and was going to be built as it stood. It was, essentially, a take it or leave it proposition insofar as Boss was concerned. "The argument went on for some time." remembered Osborn, ". . . and finally the British admiral said in desperation, 'Mr. Kettering, aren't you interested in saving the British Isles?' Ket said 'No, not if it means saving a bunch of stupid people like you.' That broke up the meeting in short order".

I have read many accounts of the subchasers with the 184 engine and it did in fact work very well. So well that after the war the Navy wanted to use it in submarines, they could save a bunch of space. A larger version was developed, the 16-338, but its performance from the beginning was not at all acceptable. There was little room to do the proper servicing, the engine leaked oil (really!) onto and into the generator mounted directly under it. I understand from a friend who was an Electro-Motive engineer that the snorkeling and exhaust system caused breathing problems that brought about early failures. I read an account and saw a picture of a sub on the surface during a hurricane trying to charge its batteries so it could submerge again. Very difficult to bring in dry air and push exhaust out, engines in subs are very often called upon to do extreme and severe duty.

The experimental sub Albacore which is on display in Portsmouth has, as far as I can tell, the last two engines of this type left in the world today. As the engines were replaced in the Tang class subs with Fairbanks-Morse OP engines the "pancakes" were given to the Albacore and when there no more left the Navy decided to decommission it.

Kettering sold his yacht, the Olive K, to the New York New Jersey Pilots Association and ended his involvement with diesel development in August 1939, He was proud of the project but ready to move on and wrote to a friend "We are getting unbelievable durability out of these jobs now together with good fuel and oil consumption, so I think that all the ghosts have now been laid to rest and the light weight Diesel engine is an assured success."

There is much more about Kettering and its all great reading but I think we've come to the end of inventing the "Jimmy". Ket remained involved with General Motors until after his wife Olive died of cancer in 1946, That's where you heard his name Sloan Kettering, relating to cancer research. In November 1958 Ket died peacefully at his home in Dayton.

As we know, the Detroit Diesel was popular well into the 1970s as the product was continually improved, more and different models, always trying to get more horsepower out of the same block by turning it faster and putting more fuel through it. Finally it got to a point in the late 70s that the engines became very inefficient, sales dropped off, four cycles took over.

I know all who have read this series are involved with the Pine Tree Chapter because of our interest in trucks but I couldn't possibly do a story of just the 71 series development without touching on all the other related activities taking place. An inventor must know what's going on around him and this was certainly true of Ket. The time I've taken read a great deal about him and reading his short stories about other inventors has given me hours of enjoyment and I'm not done yet. Sometimes if I've got just a few minutes I'll pick up one of my books about Kettering, randomly open it and start reading, I've never been disappointed, probably because I've got great respect for what he created, not just the engines but certainly they stand out. Our country was fortunate he did what he did when he did it.

## **From the Workbench**

### **By Peter Mullin**

As I sit here writing and editing this edition it is just under three weeks before Nancy and I will leave for the convention. Like the headline on the front page says the push is on (in between raindrops).

A couple of weeks ago we had our annual Spring Stretch at Jamie Mason's home in Falmouth. Ever the procrastinator, I dragged the '66 Chevy C-20 out from its winter slumber just two days before the event. Faithful as ever it fired right up without complaint. After some basic fluid checks and a brief shakedown run it was deemed ready for service and subsequently made the run out to Falmouth and on to Erv Bickford's shop/yard in Yarmouth without complaint. Last weekend was the Hannaford/Shaws Trucking Grocery Grudge event held at the C.W. Perham shop in Scarborough. The day before, while I was at work, my dad decided to wake his Transtar II from its long winter nap (and my wife wonders where I got the procrastination thing). Again a few basic checks (a previously noted air leak seems to have fixed itself) and Nancy and I were off in the bright red IH headed for Scarborough (dad followed in my '66 later). It had been a while and I admit my Roadranger skills were a bit rusty on the run out. For some reason the 6-7 shift has always given me fits. On the trip back home I had it down pretty well and was grabbing gears right up through with barely a sound. I almost forgot how much fun it is to drive that truck when you are hitting the gears just right.

A couple of successful short runs and some progress on other outstanding issues have me in pretty good shape for the trip to West Springfield. The seats are out of my dad's 1925 Ford "TT". That just needs a new battery, reinstallation of the seats and finalizing it's "travel" arrangements. The '66 was running a little rough at 30 mph. A session today spent adjusting the carburetor and re-setting the timing has that straightened out. All that is left on it is an oil change, radio antenna replacement, and (hopefully) turn signal repair and then it will be good to go.

Sunday the 20<sup>th</sup> is both the Bonney Eagle booster clubs' car show in Buxton and the Libby Family's truck show in Windham. I plan on taking something up to Libby's – only time will tell what that may be. Hope to see you there.

### **Obituaries**

Clyde Coombs of Winterport, passed away on March 15, 2012. Clyde was the father of Darlene Gladu and father-in-law of Mike Gladu, long time Pine Tree Chapter members. Chapter condolences to Darlene and the Gladu family.

Betty (MacDonald) Bradstreet, 84, passed away on April 5, 2012. She is survived by, Joseph, her husband of 63 years and their children. Until recent years Betty attended numerous Chapter events with Joe in one of their restored trucks. Chapter condolences to Joseph and the Bradstreet family.

Richard "Dick" S. Collins, 70, beloved husband for 28 years of Marilyn (McManus) Collins, died peacefully April 6, 2012, at his home in East Corinth. Dick was a long time Pine Tree Chapter member. His interests also included antique autos, fire trucks, engines, tractors and snowmobiles. Chapter condolences to Marilyn and the Collins family.

## Member Bulletin Board

**For Sale:** 1954 Chevy 6400 Dump truck. 261 straight 6. Needs rear tires. Runs great. No brakes. Small dump body \$1000 **Wanted:** 235 Chevy in-line 6 for a 1954 Chevy truck; **also** matching 4-speed. **Wanted:** Looking for (2) 10.00 by 20 Goodyear custom extra grip tires. They have diamonds that go around the sidewall near the tread. Contact: Jamie Mason, Falmouth, ME, e-mail: [haroldjmason@gmail.com](mailto:haroldjmason@gmail.com) or call (207) 949-1360.

**For Sale:** 1957 Ford T-800 Big Job wheeler; 61,000 miles; 345 (543??) engine; air brakes; 5 & 4 transmission; cab and chassis comes with rebuilt motor with 100 miles on it. Contact Glenn Dyer Sr., 1218 Pequakett Trail, Brownfield, ME 207-935-3637

**For Sale:** 1949-1951 Pontiac Chief 30 foot Trailer- Looking for a good home for an old camper trailer/mobile home. Restorable condition with all appliances. For pictures please email John Ellingwood [jellin@sacoriver.net](mailto:jellin@sacoriver.net). or call 207-590-2298

**For Sale:** 1947 Diamond T for sale, which was a former Merrill Transport truck. Engine is flat head, 6 cylinder, dual carbs. Body is an asphalt distributor. It's located in Rockland. Has been resting long enough! Contact Russ Fish @ (207) 691-1669. Make an offer.

**Help Needed:** Transportation for a IHC Transtar Eagle cab and frame, cut off behind cab. At Roger Martin's in East Corinth, near Bradford, VT. Going to Bradford, near East Corinth, ME, 20 miles from Bangor) any help...either a tag trailer, or a drop deck would be fine. Reasonable assistance with cost/ fuel. Contact Tom Hudgins ([tomchristopher71@yahoo.com](mailto:tomchristopher71@yahoo.com)) or (207) 327-1553

**Wanted:** 1960's International 4.87, 5.14 or 5.57 gear set for RA-312 (34,000 lb) tandem axle; Fuller CB 10-650 transmission, or Roadranger R-96 transmission for the VF-195A. Contact Clayton Hoak @ 207-582-3224.

### Hillcrest Farm Antique Truck Meet Update – Note Change to Potluck

For the 3rd year in a row the Libby's and the Ellingwood's will host their annual truck show at Hillcrest Farms, 741 River Rd Windham, Maine (the Chock Block Shop Location). This year the show falls on May 20, 2012, the same day as the Bonny Eagle Car Show, however we have decided to carry on.

Due to a family commitment the BBQ caterer has had to back out so this year's event will be pot luck. There will be grills available to cook burgers and toast buns.

We will also have a membership table available at the show but could use some volunteers to staff it. Contact John Ellingwood at 207-590-2298 or Adam Libby at 207-651-5769

### W. Springfield – Bus Trip – Reminder

Chapter Member John Ellingwood and his wife, Sandy will be chartering a bus trip through VIP Chartered Coaches to W. Springfield on June 2. The bus will leave Portland, Me on Saturday morning and arrive at the truck show by noon time. The bus will depart Springfield around 5:00 PM and be back in Portland at or before 9:00 PM. Details are still being worked out. Please call or email Sandy Ellingwood for details or seat reservations. [jellin@sacoriver.net](mailto:jellin@sacoriver.net) 207-247-6795

## W. Springfield Transportation Coordination

Charlie Hunington has volunteered to help coordinate convoys, carpools and transportation options for members trying to get their trucks to the National Convention and Tuck Show in West Springfield. Charlie can be contacted via e-mail: [badgoat@tidewater.net](mailto:badgoat@tidewater.net) or phone: (207) 563-5824

### Owls Head Committee

The Owls Head Committee is in full swing again this year. We are currently looking for raffle items. If you have any to donate please contact us by June 15<sup>th</sup>. Our next meeting will begin at 5:45 p.m. on June 6, 2012 at Antonio's restaurant in Freeport – all are welcome to attend. If you have any questions or suggestions please contact Nancy Mullin (207)767-6080 or [pcnancym@maine.rr.com](mailto:pcnancym@maine.rr.com) or John Ellingwood (207)590-2298 or [jellin@sacoriver.net](mailto:jellin@sacoriver.net)

### Your **2012-13** Chapter Officers and Directors:

President - Clayton Hoak 299 East Stage Road, Pittston, ME 04345; (207) 582-3224; email [choak@myfairpoint.net](mailto:choak@myfairpoint.net)

Vice President - John Ellingwood Jr. P.O. Box 683 Waterboro, ME 04087; Home (207) 247-6795 Cell (207) 590-2298; email [jellin@sacoriver.net](mailto:jellin@sacoriver.net)

Secretary - Diane Munsey, Rusty Fender Estates 785 River Road, Dresden, ME 04342; (207) 737-2997; email [muns43@localnet.com](mailto:muns43@localnet.com)

Treasurer - Harold "Jamie" Mason 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email [haroldjmason@gmail.com](mailto:haroldjmason@gmail.com)

Director - Erv Bickford, Dirigo Restorations - Yarmouth, ME 04096; (207) 846-8662

Director - Peter Mullin 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com)

Director - Wayne Devoe Jr. 56 Allendale Road Newport, VT 05855; (207) 318-0323 email [wdevoe@comcast.net](mailto:wdevoe@comcast.net)

Director - Lars Ohman 6 Antique Drive Sabattus, ME 04280; (207) 375-6515; email [peckapohl@roadrunner.com](mailto:peckapohl@roadrunner.com)

Director - Steve Marshall 77 Murray Road Shapleigh, ME 04076; (207) 651-7115; email [srmcam@metro.net](mailto:srmcam@metro.net)

Director - Art Johnson 709 Old Post Road Bowdoinham, ME 04008; (207) 751 3525; email [patart1939@aol.com](mailto:patart1939@aol.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 Harold "Jamie" Mason  
104 Falmouth Road  
Falmouth, Maine 04105

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

**2012 May – Early August Schedule of Events; Added Events and  
Updated Pine Tree Chapter Event Information**

- May 11-12 Northeastern Forest Products Equipment Expo, Essex Junction, Vermont  
Contact (315) 369-3078
- May 18-20 Granite State Chapter – ATCA Spring Tour – Details currently being worked out.  
Contact: Don or Marilyn Smith (603) 664-9761
- May 20 Hillcrest Farms Annual Truck Show – 742 -751 River Road in Windham, ME  
Contact: Adam or Wendy Libby @ 207-894-5067
- May 26-27 Owls Head Transportation Museum Antique Auto Show. Contact the Museum @ 207-594-4418  
or visit their website – [www.owlshead.org](http://www.owlshead.org)
- May 31 - ATHS National Convention and Truck Show. Eastern States Exposition.  
June 2 West Springfield, Mass. Call (816) 891-9900 or see Wheels of Time for more info.
- June 3-4 ATHS Post Convention Tour to the Tackaberry Collection in Kempton, Ontario, Canada.  
Passports required. Call (816) 891-9900 or see Wheels of Time for more info.
- June 9-10 ATCA Connecticut Yankee Chapter 11<sup>th</sup> Annual Truck Show, Bethlehem Fairgrounds Route 61,  
Bethlehem, CT Contact Pat Archiere @ 203-790-4186
- June 10 ATHS Ocean State Vintage Haulers Annual Truck Show. Johnson Memorial Park Johnson, RI  
Contact: Joseph Pingatore@ 401 692-0095
- June 10 ATHS Metro Jersey Chapter 21<sup>st</sup> Annual Show – Automatic Switch Company,  
Florham Park, NJ Contact: Tom Mulligan (973) 726-4586
- June 13-17 Watson’s Water and Wheels, Naples, ME Contact Lars Ohman (207) 375-6515
- June 15-16 ATCA 33<sup>rd</sup> Annual Truck Show & Flea Market “featuring Q, R & S trucks”, Macungie  
Memorial Park, Macungie, PA Contact: ATCA (610) 367-2567.
- June 16-17 Owls Head Transportation Museum - Hot Rod, Custom & Muscle Car Meet  
Contact the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- June 24 ATHS Nutmeg Chapter 24th Annual Truck Show-& Flea Market Brooklyn  
Fairgrounds, Brooklyn, CT Contact: John Raymond (860) 886-4621.
- July 21-22 **Pine Tree Chapter/** Owls Head Transportation Museum 2012 Annual Truck, Tractor and  
Commercial Vehicle Show. Contact: Clayton Hoak 207-582-3224
- July 7-8 Owls Head Transportation Museum – Fabulous 50’s, Sensational 60’s Car Meet  
Contact the Museum @ 207-594-4418 or visit their website – [www.owlshead.org](http://www.owlshead.org)
- July 8 Annual Front Street Shuffle – part of Bath ME Heritage Days; 11 a.m. to 4:00 p.m.  
Contact Bath Heritage Days (207) 442-7291.
- July 8 ATHS Central New York Chapter 15<sup>th</sup> Annual Show, Longbranch Park,  
Liverpool, NY. Contact: Scott Smith @ 315-687-1165
- July 14-15 ATHS Long Island Chapter 20<sup>th</sup> Annual Truck Show at the Hallockville Farm Museum  
Riverhead LI, NY Contact Dan Ryan (631) 821-4845.
- July 21-22 **Pine Tree Chapter/** Owls Head Transportation Museum 2012 Annual Truck, Tractor and  
Commercial Vehicle Show. Contact: Clayton Hoak 207-582-3224

- July 22 ATCA Uncle Sam Chapter Show - Washington County Fairgrounds, Greenwich NY. Contact: Clarence Ritchie 518-642-9437
- July 27-29 17<sup>th</sup> Annual Eliot Antique Tractor Show. Raitt Homestead Farm, 2077 State Road, Eliot, Maine. Contact: (207) 748-3303
- July 29 ATCA Bay State Chapter 11th Annual Truck Show; Worcester Sand and Gravel; Worcester, MA. Contact Jim @ 508-789-6571
- August 4 Green Mountain Chapter – ATHS Annual Show – at the High School Route U.S. 5 Bellows Falls, VT Contact: Jan Phelan (802) 263-5458.
- August 5 ATCA New England Chapter Truck Show, 9:00 – 4:00, Hudson Elks Club, 90 Park Street Hudson, MA Contact: Bill Semple 978-460-0465
- Sept/Oct tbd **Pine Tree Chapter** Fall Tour - to be determined - “Host”/Volunteers needed; Contact: Clayton Hoak @ (207) 582-3224

**Member Profile – Feel Free to Add Pages Pictures and Stories**

**Name:** \_\_\_\_\_ **Date of Birth:** \_\_\_\_\_

**Family:** \_\_\_\_\_

**First Truck Driven/Driving Job:** \_\_\_\_\_

\_\_\_\_\_

**Current Truck Driven/Employment:** \_\_\_\_\_

\_\_\_\_\_

**Other Trucks Driven/Driving Jobs:** \_\_\_\_\_

\_\_\_\_\_

**Antique Truck(s) Owned Current or?:** \_\_\_\_\_

\_\_\_\_\_

**Family Involvement in Trucks/Trucking:** \_\_\_\_\_

\_\_\_\_\_

**ATHS CONVENTION & TRUCK SHOW**  
**West Springfield, Massachusetts**  
**May 31 – June 2, 2012**  
**VOLUNTEER SIGN-UP**

Volunteers are a vital part to all truck shows and conventions. As in past shows, well over 300 people will be needed to make the show in West Springfield a success. All volunteer positions are 4 ½ hour shifts - mornings from 8 - 12:30 and afternoons from 12:30 - 5. There will be leaders for each area to provide instructions. Remember to consider any tours, meetings or workshops you may schedule so as not to have a conflict. Please contact me as soon as possible if your plans should change. You will receive detailed information regarding the day/time/area that you will be assigned.

Thank you in advance for your help and support!

Sincerely,  
Carolyn Vannatta

Circle day(s) and time(s):

Tuesday Wednesday Thursday Friday Saturday                      Morning                      Afternoon

Please check your choices below (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)

\_\_\_\_\_ PHOTO (outside and inside)                      \_\_\_\_\_ TRUCK REGISTRATION  
\_\_\_\_\_ TRUCK PARKING                      \_\_\_\_\_ TRAFFIC CONTROL  
\_\_\_\_\_ UNLOADING/LOADING/TRANSPORTER PARKING

Print Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone - Home \_\_\_\_\_ Business \_\_\_\_\_ Cell \_\_\_\_\_

E-Mail \_\_\_\_\_ Fax \_\_\_\_\_

ATHS Chapter \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please return this form to:

Carolyn Vannatta  
22472 Sparrow Court  
Leonardtown, MD 20650  
Phone: 301-475-5479 Fax: Same  
E-mail: [vannatta@md.metrocast.net](mailto:vannatta@md.metrocast.net)

## 1934 Diamond T Truck

I purchased a 1934 Diamond T truck online from New Hampshire. It was brought to my shop on County Road in Scarborough Maine. The truck ran, had a pump that was seized, the body was completely rotted off, and the previous owner had sold off parts. The cabs wood frame was completely rotted. The doors had been stored on the ground. The bottoms and inside of the doors were rotted. Only the back of the seat was there with no fabric, just springs. There was no seat, no paint in the entire cab of the truck. No brakes either.

I bought the truck because my grandfather had a '34 Diamond T Two and a half ton truck for his farm when I was a kid 60 years ago. It was called Brentwood Farm and that's what the sign says on my truck. In the last few years we have made 3 acres of his farm into a community garden. I was interested in restoring a Diamond T and building a rack body similar to the one he had that I could remember. I have one picture of his Brentwood Farms truck so I went by that. When we started cleaning it up we could see that it was from Quakake Volunteer F.D. We found out that was in Pennsylvania. On a recent trip we stopped in Quakake and talked with the Postmaster but there were no firefighters around.

I rebuilt the engine, reworked the transmission, rebuilt the brake shoes, found wheel cylinders and master cylinder rebuilt from Massachusetts. The truck only shows 8000 miles. I reworked the radiator, and rebuilt the gas tank. All the hardwood for the cab frame and doors was shaped in my own shop. The body was assembled on the frame, then taken apart this Spring and sandblasted, DA'd, primed and painted in my shop. Forest Green. I got some Diamond T decals and running board rubbers from Bodie Cummings. Anything that had to be brazed or welded had been fixed.

The original wire harness was copied and done new by Joe Hall of Maine Vintage Wiring in Oakland ME. All the wheels were sandblasted, painted, new tires, tubes and rim liners installed. The headlights were rebuilt and still look great. It still has a 6 volt system but I added directionals and right rear taillight and a trailer hitch.

My grandfather came to this country in 1903 from Italy and started Brentwood Farms in Portland Maine. He had two greenhouses, one 150' and one 200' long in which he raised cucumbers and tomatoes year round for the local grocer. He used an early version of hydroponics. The steam pipes were in the dirt in foot high beds on the floor of the greenhouse. The plants were cross pollinated by tapping on a wire at the top of the trellises and that would drop the pollen onto the other tomato plants.

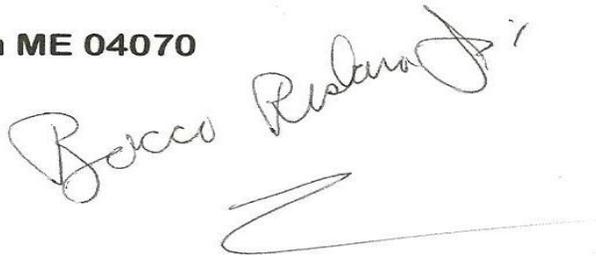
In the cucumber house my Dad was the beekeeper. They would tear buildings down and burn them in two steam boilers thru the winter.

First gear in the truck is so low it barely propels the truck forward. Double clutch 2<sup>nd</sup> gear, double clutch 3<sup>rd</sup> gear, double clutch 4<sup>th</sup> gear, as smooth as can be, if you know how.

The truck runs down the road at between 42 and 44 MPH. Just what the decal on the firewall says. "Not to exceed 44MPH"  
It does not vibrate and does not wander. Of course I changed the steering box.

I am looking at a 1936 Diamond T firetruck that I'm thinking of restoring maybe next summer. I thought you would like to know where your truck ended up. It wasn't made into a Prius!

Rocco Risbara Jr.  
P.O. Box 381  
Scarborough ME 04070

A handwritten signature in cursive script that reads "Rocco Risbara Jr." with a long, sweeping underline.

Pine Tree Chapter ATHS  
C/o Peter Mullin  
200 Stanford St.  
South Portland, Maine 04106

Next events: Hillcrest Farm Truck Show – May 20 in Windham  
ATHS National Convention – May 31-June 2 in W. Springfield, MA