

# Shop Manual

October/November 2010

Back to Eastern Standard Time  
Edition

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

## President's Message

Greetings – It is Halloween evening as I draft the President's message. Historically we can count on between zero and four trick or treaters before the night is over, and this year it has been zero. The clocks are about to change and the time to store our trucks in the barn for the winter has arrived.

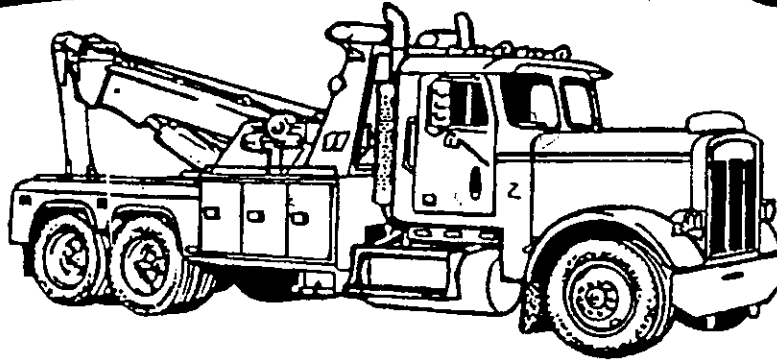
The last two months have involved road trips to the Historical Construction Equipment Show in Rhode Island, the Fall AHS Board Meeting in South Bend, the Fall Tour to Millinocket, Hershey, the Late Fall Gathering in Dresden and two work trips to Houlton. Needless to say progress on my 1955 GMC 630, first in my three truck 15-25 year restoration plan, is moving at a snail's pace.

Following are some reflections from the road trips –

The HCEA show was very good. Watching historical construction equipment in action reminds me of how far technology has brought us in the last hundred years. Horse drawn drags and pull graders were replaced by crawler pulled scrapers and larger pull graders which were replaced by self driven scrapers and graders with each successive improvement more productive and efficient than the previous models. It makes one wonder what the next significant equipment innovation will be and how it will impact the industry.

At the Fall Board meeting there were several Chapters competing to have their areas selected for the 2014 show. This level of competition is not typical. Often there is only one Chapter/area submitting a proposal for the annual convention when the region's opportunity comes up. The competing areas were Springfield, Ohio; Springfield, Missouri; and Shreveport, Louisiana. All three areas would have been good sites for the 2014 show. Springfield, Missouri was selected. The Bayou State Chapter got in the game late and will be a strong contender for the 2017 convention. I suggest making your 2017 Shreveport reservations now.

# PHILLIPS & SONS



## BODY SHOP

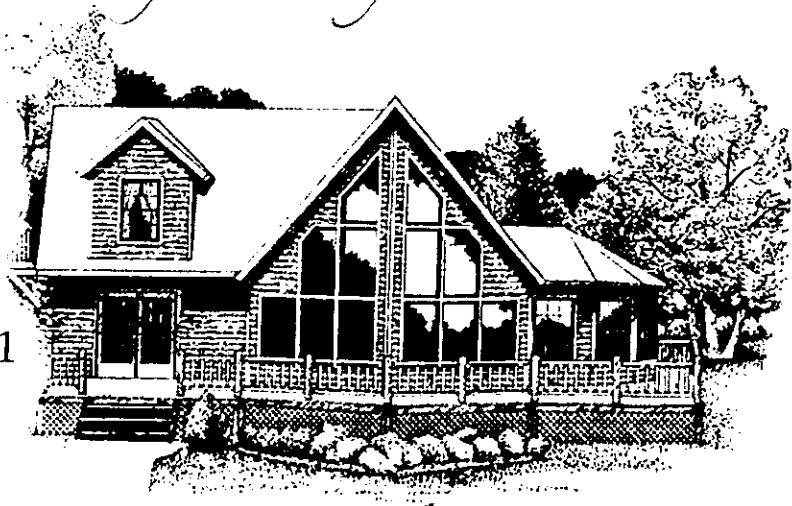
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Each of us views "value" of things differently and when attending Hershey, or any other swap meet for that matter, it is sometimes hard to find a good value. That being said I believe the best "value" at Hershey this year (2000 vendors) was the vendor on the Green Field that had a new old stock replacement panel for the entire back of 60-66 Chevy and GMC standard cabs for \$100.00. The panel went side to side from door jamb to door jamb, and top to bottom from the roof lip to the cab floor. If the panel had been for a 55-59 Chevy or GMC I would have purchased it. Fortunately there were not quite enough parts to start a 60-66 GMC project despite the price because I don't need another project.

I am presently involved in a 17 bridge rehabilitation project between Smyrna and Houlton in Aroostook County. The rehabilitations generally involve a wearing surface replacement, joint repairs, bridge rail upgrades and end post modifications. Compared to the 25,000 to 30,000 vehicles per day seen on the Turnpike and I-295 bridges through Portland these Interstate bridges see approximately 2000 vehicles per day. Vintage truck sightings while meandering back to the motel after work hours: 55-59 GMC 550; 70's International Fleetstar; 70's White 4000; 60's Dodge 700/800; a C-cab Ford; lots of 70's Chevy 60 and 70 series trucks; and numerous International S series trucks.

I am pleased to report I was able to drive my 1960 International V series tractor to Munsey's for the Late Fall Get Together/ Great Fall Auction. I have fiddled (muddled) with this truck intermittently for three seasons trying to get it to run well. It has always started easily; idled smoothly and run up Parker Road decently; however when I have ventured east on Route 194 it has refused to climb the hill without sputtering and stalling. After cleaning the fuel tank (2008); replacing the plugs and wires (2009); and replacing the fuel pump (2010) I got fed up and took the truck to Fleet Service in Gardiner. They rebuilt the carburetor, replaced the new Champions plugs with new Autolite plugs; and reworked the accelerator pedal linkage. The old girl now runs very well with good power up the grades. The International does not run fast (7.17 rears; and CB-65 direct or under drive transmission) or smooth (10 flat spotted bias ply tires); but it does run well. Expect to see it at Owls Head in 2011.

It is not too early to start to think about the 2011 season. As usual we are looking for locations to hold, and volunteers to plan/host the spring and fall tours/gatherings. Should you have a location in mind or be interested in planning or hosting one of the Chapter events please contact one of the Chapter officers or directors. Help is always appreciated. Our goal to select dates and locations early in 2011 so members can plan their calendars. *Clayton*

## Ramblings

By Lars Ohman

Ramblings, over the years, has covered many subjects, some serious, some retelling of stories of others, and some just ramblings of what goes on day to day. This time let's start with a story about SAFETY,

Most of us in this hobby have at one time or another hauled something on a trailer, be it for the hobby, or part of our job. I had an opportunity to work for Daryl Gushee Heavy Hauling and Rigging on a couple of occasions this year, and had an opportunity to watch masters of rigging in action securing loads, some of which, I thought might have been "overkill", but proved to be much needed. I have hauled an assortment of construction machinery and lumber, and always thought I had enough chains, and used them all as needed.

Returning from the HCEA show in Richmond, RI, with my Cat 22 on the trailer behind the Dodge, I made a mistake and decided to come back to Maine thru Boston on RT 93, which goes under Boston. Just into the Northbound side of the tunnel, a van load of Oriental Restaurant Service People decided to run into the left (high speed lane) wall and come broadside across three lanes at about 50 MPH, taking a couple of vehicles with them in the melee. I was in the next to right hand lane and hit the binders, just as I also crossed one of Massachusetts's infamous expansion joints. The Cat was on the trailer with two 3/8" chains and binders on the rear, one long 3/8" chain thru the front hook with a binder on it, and the right track brake set. The resulting sudden stop parted one of the 3/8" chains on the left rear, and the Cat was proceeding forward, and to the right on the trailer. This was not going to be pretty. Cut to the chase... there was one wide spot in the entire tunnel I could pull off into, and ahead of the accident, so all the mess was behind me. I came to a stop, analyzed the situation, and calmly reasoned I could start the Cat, crawl it back onto the trailer where it should be, re-chain it (I had a spare chain and binder) and be on my way. I turned on the magneto, and gas, and tried to crank it, it would not start, so I pulled it back with chains and binders, one link at a time to where I felt comfortable it would stay, and chained it down again. The accident had cut traffic down to one lane, so I had no trouble getting out of there after explaining to the MDC Cop I had nothing to do with the accident.

Now that I take time to review where I went wrong in my rigging, I realized one of the binders on the rear had popped open ( on Mass's wonderful roads) I had not safety wired it, and it allowed slack on the left side. When I hit the brakes, with the combination of the bump in the road, the load surged forward just enough to break a link. Having the right track brake on, caused the Cat to surge forward, and not

having two separate chains on the front, the front chain just rendered thru the front hook and allowed the momentum to take it to the right. Next time the Cat, or anything with any weight to it, will have four separate chains to hold it on, and all binders will be safety wired... no more "good enough". Oh by the way, when I got home, the Cat fired right up, after I took the can off the exhaust, too much back pressure to allow the engine to breath in the tunnel episode. SAFETY FIRST.

The Chapter's Great Fall Auction & Chow Down, hosted by the Munsey's at the new compound shop and garage, complete with real heat, was a great success. We had an opportunity to be in the garage/shop before Don had a chance to start filling it with all his goodies. Great turnout of Chapter members, guests, curious neighbors, and a cat or two, partook of the usual morning coffee and goodies, visited, renewed, and made new friends, and had a tour of Rusty Fender Estates. The auction item table was soon overflowing, and a crock pot had to be removed to make room for items that would change hands, and perhaps show up next year to be re-auctioned, all for the good of the chapter treasury.

Lunch was, as always, complete with crock pots, pies, goodies and salads, and was well accepted by all. Before anyone could take a nap, I was approached to do the auctioneer duties. I was hoping Danny Higgins would show up at the last moment and do the honors. I attempted to con a couple of guys into doing it, but they wanted to be on the bidding end. I did what I could, and true to form, the bidding was rapid, full of hilarious comments, and realistic. I think only one item did not bring a bid, some were a 2-fer-1 towards the end. The pies were saved to the end, and my usual bidding competitor, Phil Wheeler, was not in attendance, so when I bid on Diane Munsey's Blueberry pie, I actually did it for Phil (yes, he won). I paid for it, and ate it! (I did call him and tell him how good it was!). All in all, the generosity of those donating, and the generosity of those who bid on the items netted the Chapter Treasury somewhere around \$524.00 with an additional cash donation from a most generous non-bidder. My personal thanks to Don & Diane Munsey for hosting and to the Kings for set up and serving, and being sure everyone got enough to eat. Thank you to all the womenfolk, and a few guys, that brought food for us all to enjoy... That's how I saw it, hope all enjoyed it... Lars

**For Sale:** 35 ton low bed trailer. 1986 Centerville ground bearing, new 2 1/2" oak deck, all locking gooseneck rebuilt, 8' - 6" wide, 24" deck height, 11R22.5" tires on Dayton rims @ 75% rear deck area steel diamond plate, 22'-0" lower deck. Will need brakes for sticker. Located in Waterboro, ME. \$7850.00 Contact: Lars Ohman (207) 375 -6515 evenings, or [Peckapohl@Roadrunner.com](mailto:Peckapohl@Roadrunner.com)

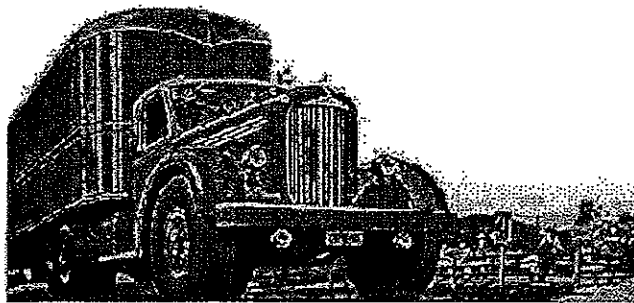
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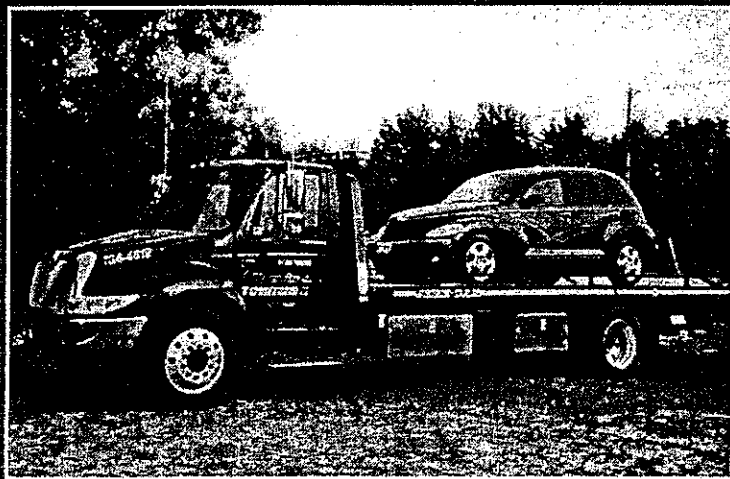
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## From the Workbench

By Peter Mullin

Well, it's been a while since we have done a newsletter and I know this issue is long overdue. It's been a busy couple of months with shows, activities and work and family obligations taking up a lot of time. The last newsletter went to print right before the Barrington Show. Of course Nancy and I went there as well as on the Fall Tour to Millinocket. What can be said about Barrington that hasn't already been said? It's the "biggest one day Chapter show" anywhere and a great time as always (despite a few raindrops).

Clayton is handling Fall Tour coverage so my only interjection on that subject picks up on Lars' piece on safety and it is a subject I know we have printed before. I have a first hand account of the dangers of using cruise control on wet or slippery roads. Nancy and I were northbound on the pike headed for Bangor on Friday before the tour and it was raining (hard at times). Due to the adverse weather we decided to take my 2007 Chevy ¾ ton 4wd pickup (slightly north of 6,000 lbs). As she tends to do on road trips Nancy was dozing in the passenger's seat. I had the cruise set at 65 as the rain had let up pretty well and I didn't think hydroplaning was a factor with the heavy pickup and all terrain tires. Boy was I wrong! Just south of the Gardiner tolls I hit a spot where the lane was a little more rutted and there was standing water in the ruts. When I hit those puddles at 65 the truck started to dance around and the cruise control went nuts. I gently tapped the brakes just enough to cancel the cruise and regain full control of the vehicle. Fortunately I knew exactly what was happening and didn't panic. It did take me a couple of miles to formulate what had happened and explain it to Nancy.

Back in September Clayton and I took a trip down to the HCEA convention in Rhode Island. There we saw a number of chapter members. Some walking around, as we were, viewing the equipment in operation, some operating equipment (Roger Martin was still grinning ear to ear when he got to Millinocket 2 weeks later), and others helping to keep the show on track. It was great to see the antique equipment operating as originally intended. They were actually running a working (albeit congested) construction job for the fairgrounds. It was amazing to see the variety of equipment that was operating. Where else could you see a late '20's Wilford swing shovel loading a Ford AA dump truck working alongside a big Link Belt shovel loading a Mack DM and a Cat 22 from Sabattus spreading and grading loam hauled from the other side of the project. Not everything there was being put to use. There was a large static display area as well. Including trucks and equipment restored to the highest of standards.

Clayton and I also went to Hershey this year. This year I managed to walk the full length of every aisle by the end of the day on Friday. I don't think either of us bought much for actual parts although did bring home quite a bit of other stuff (mostly toys and service manuals for me). On Friday I did manage to see part (and listened to most) of the vintage race car conditioning run. That was pretty neat. Apparently in order to be judged on Saturday all of the competition cars have to make from 2 to 5 laps of the track inside the stadium. Obviously the sports cars and oval track cars take advantages and usually turn the full 5 while some of the drag cars struggle to complete the minimum. One of the more interesting cars was an Allard powered by a Ford (formerly) flathead with an Ardun hemi conversion. What makes this particular Ardun-Allard most interesting (at least to a Corvette owner) is that it was originally owned by Zora Arkus Duntov – the man that made the Corvette into a real sports car and the one of the developers of the Ardun conversion for flathead Fords. Another hot rod in the competition class with a Corvette connection was a '32 dry lakes racer originally built by Larry Shinoda – one of the designer's of the '68-'82 Corvette and Ford Mach 1 Mustang. The highlight of Saturday's show field, for me at least, was a beautifully restored 1962 Studebaker 7E45E diesel tractor. Studebaker built very few of 45E's from 1962 through 1964 and most of them were '63's and '64's.

Since getting back from Hershey I have been trying to get my fall projects caught up. We were having trouble with the air system on the Transtar not building air but we got that straightened out the other day (still not sure how). We had the one-ton out the other day hauling the boat and kayaks to heir winter home and I got the camper put to bed for winter and my garage cleaned up today. Hopefully I can get some paint on the garage and overhaul the carb for the Corvette this week. Then next weekend it's off to Higmo's Saw Mill Days. See you there!

As some of you already know Nancy's dad passed away on September 16<sup>th</sup>. Over the years John and Nancy's mom, Joan attended quite a few truck shows (Barrington, Watsons, and especially Owls Head) with us and have always been impressed by the friendly nature of us truck people. To me John Oneill was more than just my father in law he was also my friend. I do and will continue to miss him.

**For Sale:** 5' x 9' all steel extra heavy utility trailer. Diamond plate deck, spring suspension, 7:50 x 16" tires on 8 hole rims, steel sides, has hydraulic rams to lower for loading a roller or skid steer (needs pump). Pintle hitch. First \$175.00 takes it with a percentage of the sale price to the chapter treasury. Lars Ohman, Sabattus, Me. (207)375-6515 evenings, or [Peckapohl@Roadrunner.com](mailto:Peckapohl@Roadrunner.com)



## **Pine Tree Chapter Fall Tour - Millinocket or Bust**

by Clayton Hoak

Approximately 45 Chapter members and guests gathered on Saturday October 2<sup>nd</sup> at Dysart's Truck Stop in Hermon for the Fall Tour to Millinocket. Patty Shappy, who had done most of the arraignments for the tour, was unable to attend and had pass the Tour Guide hat to Stanley Young.

We proceeded north on Route 2 to Milford to view Tommy Thornton's collection of vehicles, snow machines, boats and motors. On the way the group got stretched out a bit too much and a handful of vehicles took a wrong turn in Milford. We caught up with the majority of the waylaid group and got them turned around; however didn't know we had missed three trucks that ended up in Brewer before turning around and catching back up with the group. Our apologies.

From Thornton's we traveled Routes 2 and 157 to Medway and a stop at Aerie's Diner for lunch. The Aerie's staff did a wonderful job of accommodating 45 people off the menu. The highlight of the stop was watching Bob Stackpole's face when they delivered his desert. The (standard) strawberry shortcake was a 3 inch diameter homemade biscuit smothered in strawberries and whipped cream served in a oversized soup bowl. (Editors' note – No one had any sympathy for Bob whereas he had been warned Aerie's deserts were large.)

From Medway we continued into Millinocket where we had a little downtime. Mr. Mullin and I took the opportunity to head north on Route 11 towards Patten. I was looking rediscover an International F Series truck I had spotted on the Chapter's tour to Patten several years back. Unfortunately (or fortunately) I was unsuccessful in my search and we came back to Millinocket empty handed.

Dinner was at the Millinocket Snowmobile Club and Museum. The turkeys were still baking when we arrived so we toured the Museum first. The museum houses a very interesting collection of early snowmobiles. Unlike the evolution of construction equipment early snowmobiles have gotten considerably smaller over time. The turkey dinner was excellent.

Sunday morning the majority of tourers headed to Ripogenus Dam to see the dam and fall foliage. Bob and Lucy Stackpole led the way. The foliage had not yet peaked however there were pockets of good color.

Sunday noon brought us back to Millinocket and a planned lunch at the Pelletier's Logger Restaurant. Unfortunately the restaurant had overbooked and we had to break up into small groups to be seated We reconvened after lunch and toured Pelletier's Equipment yard before breaking for home.

A thank you to Patty Shappy, Stanley Young and Bob Stackpole for their efforts in organizing and leading the Fall Tour. Everyone had a good time.

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3. Case 310-G (Blade & Push Beams), 7'4" wide, Good Condition.
4. Cle track 5'1" wide (Blade & Push Beams), Good Condition.
5. Case 310 Nose w/Grill & Radiator (gas power engine only), Like New Condition.

### CRANE / CLAM / DRAGLINE / PARTS

1. American Crane Boom 45 ft. (fits 375 model), Good Condition.
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3. P.M.C.O. Shovel Bucket 3/4 yd., Good Condition.
4. Owens Clam Bucket 1 1/2 yd., Good Condition.
5. Esco 3/4 yd. Dragline Bucket (Complete Rebuild), New.
6. Erie Strayer 3/4 yd. Dragline Bucket, Good Condition.
7. Bucyrus Erie 1 1/2 yd. Dragline Bucket, Fair to Good Condition.
8. Assorted Crane parts for 22-B/30-B Bucyrus Erie: Track pads, chains, shives, etc.

### TRUCK / PARTS & ATTACHMENTS

1. Ford F-350 ITON Rearend Late 70's early 80's Vintage, Good Cond.
2. Mack Fuel pump (Fits 673 Turbo - Certified Rebuilt), New.
3. Mack Fuel (Saddle Tank) Fits DM/U Models, Good Condition.
4. Heavy Duty Truck Rear Bumper, Good Condition.
5. FLYGT, 4" Submersible Pump 3 phase power, call for more info.
6. International Truck Rear end Heavy Duty. Accepts 20" Rubber, Good Condition.
7. ~~87 Ford F-250 4x4, Low mi, Never plowed. Used in Gravel Operation.~~

### ENGINES / POWER UNITS, SKID MOUNT

1. Detroit Diesel 371 Power Unit, Skid Mounted portable unit, Good Condition.
2. Dodge 440ci Truck Motor w/Trans 727.
3. Cummins 220 Diesel (Call for more info)

### WHEEL LOADER / PARTS

1. Trojan Rim w/Tire Size 20.5 x 25. Tire at 45%, Good Condition.

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## Final 2010 Season Schedule of Events

Nov 6-7 Higo's Logging and Music Annual Saw Mill Days; For more information contact: Allen Higgins or Paula Hersom (207) 442-0701

### DUES

It is time to remind everyone the Pine Tree Chapter 2011 dues will soon be due. Dues of \$10.00 run from January to December. A reminder you need to be a current member of the American Truck Historical Society to be a member of the Pine Tree Chapter. Payment should be sent with the form below to:

Pine Tree Chapter ATHS  
C/o Paula Hersom  
15 Bridge Road  
Brunswick, ME 04011  
pbhersom@gmail.net

Please confirm prepayments of dues (2011 and beyond) and ¾ Century Club membership with Paula. She can be contacted at (207) 442-0701 or [pbhersom@gmail.net](mailto:pbhersom@gmail.net). We request dues be paid or ¾ Century Club membership be confirmed before the Annual Meeting in March. Thank you.

### *DUES NOTICE - Membership Renewal + Update Form*

**Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS. My membership in the American Truck Historical Society is current.**

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

**Mail to:**  
Pine Tree Chapter ATHS  
C/O Paula Hersom  
15 Bridge Road  
Brunswick, Maine 04011

**Your 2010-11 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- Peter Mullin- 200 Stanford Street, South Portland, ME 04106 (207) 767-6080; email - [wfd44@maine.rr.com](mailto:wfd44@maine.rr.com)

Secretary/ Treasurer- Allen Higgins and Paula Hersom - 15 Bridge Road, Brunswick, ME 04011 (207) 442-0701; email - [pbhersom@gmail.com](mailto:pbhersom@gmail.com)

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

Director- Mike Gladu- 302 Center Drive, Orrington, ME 04474 (207) 825-4729; email [jmgladu@yahoo.com](mailto:jmgladu@yahoo.com)

Director- Tom Heald- 10 Goudy Street, South Portland, ME 04106 (207) 799-5318; email [lilbucksaw@yahoo.com](mailto:lilbucksaw@yahoo.com)

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

Director- George Sprowl Sr. - PO Box 220, Searsmont, ME 04973 (207) 342-5818; email [gsprowl@fairpoint.net](mailto:gsprowl@fairpoint.net)

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

Next event: **November 6-7 Higmo's Saw Mill Days**  
**East Brunswick, Maine**