



Shop Manual

October 2024

www.badgoat.net/ptcaths

President's Message

With the Topsham Truck Show fading in the rearview mirrors it is time to get ready for the last event on the Pine Tree Chapter Calendar for 2024. The Topsham show was a great success again this year. T-shirts, calendars and trinkets sold well all day. The final tally on trucks in attendance was 63 trucks. This means our cut of the gate added \$315.00 to the Chapter's bottom line. All in all the weather leading up to the show really helped attendance.

The last Pine Tree Chapter Event for the year is the Late Fall Gathering/Great Fall Auction. Cheryl Billings has volunteered to host this year (she hosted a few years back). She reports that she now has power out in the big barn so we should have plenty of power for crock pots and such this time around. The Late Fall Gathering/Great Fall Auction will be held on Sunday October 27th from 10-2 (ish). More details further into this newsletter.

Nancy and I went camping last weekend in Boothbay and revisited a couple of sites we hadn't been to since a Pine Tree Chapter Fall Tour that we went on 20 or so years ago. While touring the Boothbay Railway Museum we were reminded of this particular tour and sitting on the porch in front of the general store with Lars and Terry Ohman and Tom and T.J. Heald. Later that day, I recalled gathering, on a crisp fall morning, in the parking lot of the Flagship Inn with a 20-30 trucks and bunch of Dunkin Donuts and Coffee. If I recall correctly this tour was once known as the "Dead End Tour" as we were somehow able to find every dead-end road in East Boothbay and Southport Island but still managed to get some everything turned around and back on track without incident. As I recall we had quite a number of big units some with trailers on this tour. We were quite the site going down around Ocean Point.

Response to my article about Officer's positions that need to be filled has not been what I hoped it would be. Nancy, Cheryl and I will **NOT** be seeking re-election at the March business meeting. These positions must be filled in order for the Pine Tree Chapter to continue. We are all willing to help guide and train our replacements. Please, consider serving as President, Secretary or Treasurer for the next 2 years. It is very rewarding, not overly demanding, and can be a lot of fun. We have all been doing these jobs for a long time and it is time for some new ideas and new energy.

Hope to see you out on the road, at a local cruise night/car show or at the Pine Tree Chapter Late Fall Gathering/Great Fall Auction. *Peter*

Pine Tree Chapter
Late Fall Gathering - Great Fall Auction
10/27/2024 10:00-2:00

Cheryl Billings has volunteered to host the 2024 Pine Tree Chapter AHS Late Fall Gathering & Great Fall Auction on Sunday October 27th. Cheryl hosted a few years ago and stated that she now has full power to the big barn - so we can plug in plenty of crockpots this time. She also has a couple of patio heaters in case it gets a little chilly that day.

So, feel free to bring warm or cold dishes and/or deserts - this is a potluck event. Also, be sure to bring plenty of surplus "treasures" (truck related or not) for the Auction - all proceeds go to the Pine Tree Chapter.

2024 PTC Shirts and 2025 PTC Calendars will be available for purchase at this event.

Location: 1031 Pinkham Brook Rd. Durham, Maine

Date/Time: October 27, 2024 10:00 a.m. - 2:00 p.m.

Potluck Lunch: Noon (ish)

Auction: after lunch but no later than 1:00

Acknowledgment of August Edition Special Recognition and Corrections

Tom Hudgins

Thank you for acknowledging my photo contributions to the Wheels of Time - Show Time edition for 2024. My brother Edward was behind the camera for the group shot and we had an impressive number of members at the show and for the magazine photo. At press time, I am still writing part 2 of my experience at the York show. Hopefully, it will be finished for the next newsletter after this one. The 2024 version of COVID threw a monkey wrench into my plans to attend the Topsham show and complete part 2. Also, I have been restoring some vintage emblems for Clayton's 1957 GMC 630. My battle with the Rona also put me behind on that project. A story about that will be written this winter.

I plan to be at the Fall gathering and look at what the members bring to it for future candidates for the 2026 calendar. Lars asked me to include a truck photo from a previous Owls Head Show. I have no problem putting photos of our history or members' previously owned vehicles in it. As long as it doesn't have a copyright or a photographer's logo on it, I don't see any legal issues with publishing it. If the photographer's name is known, he or she will get the credit for the photo. We have some unique iron in our chapter and I love to feature it in our revived calendar.

Finally, I need to post a correction to my part one article of my York adventure. Wayne Devoe owns a 1984 359 Peterbilt and not a 389. It was an oversight in my editing endeavors. Wayne sent me a text after the July issue was published and reminded me of the error. I did get the correct model in the description of the truck for the 2025 calendar. I am looking forward to seeing everyone at the Fall gathering.

Ramblings

I have attempted to do a RAMBLINGS for most every issue for years. Now is a time for privacy and tend to needs at home. I hope you all understand, and we thank you for thoughts and prayers. *Lars & Terry*

The Early Years of Western Star

In May of 1967 White Motor Corporation started the White*Western Star division with a new plant at Kelowna, B.C. The division shared corporate headquarters with White Motor Corporation in Cleveland, OH. The goal was to build a conventional truck that met the demands of Western operators... "Now! A wonderful new world of trucking efficiency for Western operators." Apparently, it was a market White had not been able to get a significant foothold it with its' White, Reo, Diamond T or Autocar brands¹.

From 70 years of quality truck building experience ... after 9 years of the most intensive truck research in the history of the industry

WHITE TRUCKS presents the incomparable

...a western-built, western-designed conventional truck to meet the needs of today and the years ahead!!

When you see it, when you drive it, when you add up your savings, you'll agree—there never before was a truck like the all-new White Western Star!

You, White promised you a western-designed conventional truck. We promised you a truck, built here in the West for your unique western requirements. We promised you a truck of White quality, embodying all those features you've wanted for your specific operation. And we promised you a truck that will do more work for you over a longer operating life for less cost than you're used to paying for far less quality. Well, we've kept every promise with the new White Western Star, and it's here now!

Step into the cab of this truck and you're stepping into a new world of truck efficiency for the White Western Star is a product of the modern age with a long ancestry of quality truck performance.


Think it over! Wouldn't now be a good time to evaluate your truck requirements in terms of the new materials, the new technology, the new efficiency you can get in the White Western Star? Right now, you can put your brand on one or a fleet. Ask your local White representative today for all the facts on White's new wonder truck—the Western Star!


All new from the ground up with more built-in "Money Making" features for Western truck operators:

- Lightweight engine and chassis components for greater payloads.
- 120 1/4" BBC dimension to accommodate a complete range of vertical engines entirely in front of the firewall while providing maximum cab roominess.
- A broad selection of the largest diesel engines now available in the industry for maximum operating economy.
- Fiberglass tilt-hood assembly, pioneered by White, to put mechanics within fingertip reach of the powerplant and components for faster, low-cost maintenance.
- High-strength frame rails (aluminum or steel) individually drilled to eliminate any unnecessary holes and retain maximum strength for longer truck life.
- The exclusive White Velvet-Ride tandem axle suspension that virtually isolates the frame rails from road shock for a smoother ride.
- A full line of two and three axle models with a wide choice of wheelbases for maximum utility.

PLUS all normal West Coast options—chrome trim—space age materials for greater durability and lightweight.

WHITE TRUCKS
DIVISION OF THE INTERNATIONAL HARVESTER COMPANY





WESTERN STAR

The fine print in the August 1967 brochure above stated

When you see it, when you drive it, when you add up your savings, you'll agree—there never before was a truck like the all-new White Western Star!

Yes, White promised you a western-designed conventional truck. We promised you a truck, built here in the West for your unique western requirements. We promised you a truck of *White quality*, embodying all those features you've wanted for your specific operation. And we promised you a truck that will do more work for you over a longer operating life for less cost than you're used to paying for far less quality. Well, we've kept every promise with the new White Western

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Step into the cab of this truck and you're stepping into a new world of truck efficiency for the White Western Star is a product of the modern age with a long ancestry of quality truck performance.

Think it over! Wouldn't now be a good time to evaluate your truck requirements in terms of the new materials, the new technology, the new efficiency you can get in the White Western Star? Right now, you can put your brand on one or a fleet. Ask your local White representative today for all the facts on White's new wonder truck—the Western Star!

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 - The exclusive White Velvet-Ride tandem axle suspension that virtually isolates the frame rails from road shock for a smoother ride.
 - A full line of two and three axle models with a wide choice of wheelbases for maximum utility.
- PLUS all normal West Coast options—chrome trim—space age materials for greater durability and lightweight.

¹ White merged Reo and Diamond T on May 1, 1967 just before the White*Western Star plant went operational on May 15th.

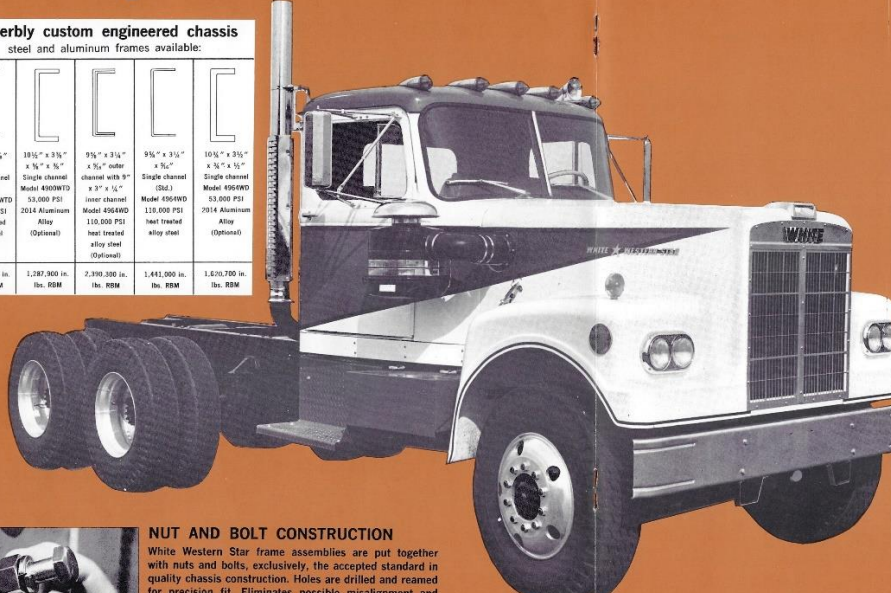
The January 1968 White*Western Star sales brochure trucks featured optional aluminum rails; White-Freightliner 4 spring tandem suspension or White's Velvet Ride tandem suspension, tilt fiberglass hoods, fully enclosed electrical wiring, piano-hinged doors and stylish interiors with molded panels. The White nameplate was on the nose with the White *Western nameplates on the hood side panels. There is no mention of engine choices or a single axle Western Star in this brochure.

In 1968 White*Western Star produced 637 trucks, in 1969 White*Western Star produced 820 trucks, and by May 1970 had produced 2000 trucks to date.


Almost identical 1970 and 1971 brochures provide information on various production changes. The most notable change was the tilt hood design. Other changes included the White Velvet Ride tandem suspension was no longer offered and a 1445 square inch radiator, as opposed to 1030 square inches, was standard for the Cummins NTA – 370, and optional for other engines.

Superbly custom engineered chassis
steel and aluminum frames available:

9 1/2" x 3 1/2" x 1/2" Single channel (Std.) Model 4800WTD 110,000 PSI heat treated alloy steel	10 1/2" x 3 3/4" x 1/2" Single channel Model 4800WTD 110,000 PSI 2014 Aluminum Alloy (Optional)	9 1/2" x 3 1/2" x 1/2" inner channel chassis with 3" x 3" x 1/2" Model 4966WTD 110,000 PSI heat treated alloy steel	9 1/2" x 3 1/2" x 1/2" Single channel (Std.) Model 4966WTD 110,000 PSI heat treated alloy steel	10 1/2" x 3 3/4" x 1/2" Single channel (Std.) Model 4966WTD 110,000 PSI 2014 Aluminum Alloy (Optional)
1,126,400 in. lbs. RBM	1,287,900 in. lbs. RBM	2,399,300 in. lbs. RBM	1,441,000 in. lbs. RBM	1,670,700 in. lbs. RBM

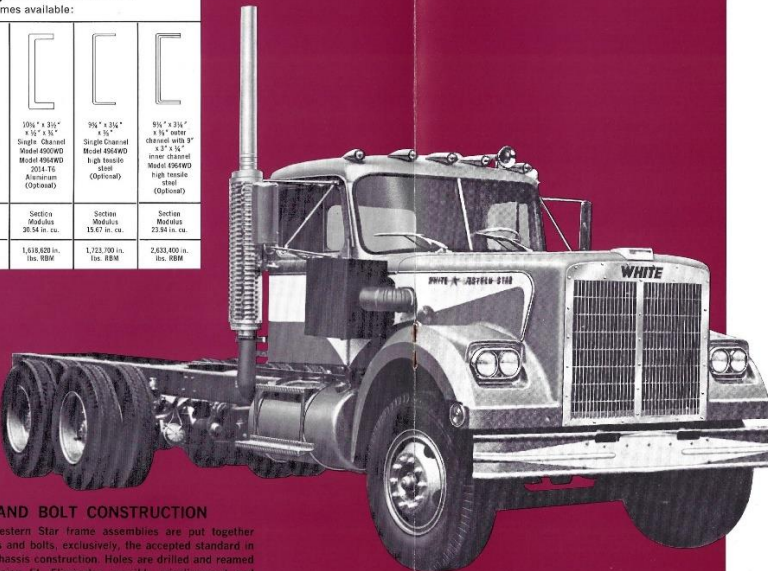


NUT AND BOLT CONSTRUCTION
White Western Star frame assemblies are put together with nuts and bolts, exclusively, the accepted standard in quality chassis construction. Holes are drilled and reamed for precision fit. Eliminates possible misalignment and loose fittings.




Superbly custom engineered chassis
steel and aluminum frames available:

9 1/2" x 3 1/2" x 1/2" Single Channel (Std.) Model 4900WD High tensile steel	10 1/2" x 3 3/4" x 1/2" Single Channel Model 4900WD 2014 AL Aluminum (Optional)	9 1/2" x 3 1/2" x 1/2" inner channel chassis with 3" x 3" x 1/2" Model 4966WD High tensile steel (Optional)	9 1/2" x 3 1/2" x 1/2" Single channel (Std.) Model 4966WD High tensile steel	10 1/2" x 3 3/4" x 1/2" Single Channel Model 4966WD Model 4966WD 2014 AL Aluminum (Optional)	9 1/2" x 3 1/2" x 1/2" Single Channel Model 4966WD High tensile steel (Optional)	9 1/2" x 3 1/2" x 1/2" inner channel chassis with 3" x 3" x 1/2" Model 4966WD High tensile steel (Optional)
Section Modulus 12.28 in. cu.	Section Modulus 24.27 in. cu.	Section Modulus 21.37 in. cu.	Section Modulus 12.28 in. cu.	Section Modulus 24.27 in. cu.	Section Modulus 12.28 in. cu.	Section Modulus 22.84 in. cu.
1,125,400 in. lbs. RBM	1,306,310 in. lbs. RBM	2,350,700 in. lbs. RBM	1,441,000 in. lbs. RBM	1,619,820 in. lbs. RBM	1,723,700 in. lbs. RBM	2,632,800 in. lbs. RBM



NUT AND BOLT CONSTRUCTION
White Western Star frame assemblies are put together with nuts and bolts, exclusively, the accepted standard in quality chassis construction. Holes are drilled and reamed for precision fit. Eliminates possible misalignment and loose fittings.



The "Superbly custom engineered chassis" charts identify the two models offered in 1970 and 71... the single axle 4900WD, and the tandem axle 4964WD. The standard or optional lightweight aluminum components offered were radiator tank tops, front and rear hubs, frames and crossmembers, spring brackets, fuel tanks, steering gear, disc wheels, battery box, cab supports, rear motor supports, carrier housings, bumpers, cab steps, transmission cases and radiator shutter frames, some. An optional aluminum cab package (firewall, floorboards, seat risers, etc.) was added in 1971. Other lightweight options included centrifuse brake drums, fiberglass tilt hood, stop master brakes, tapered leaf springs and air starting.



**AUTOCAR.
FREIGHTLINER.
WESTERN STAR.
WHITE.**

A member of America's finest family of trucks.



In late 1971 or early 1972 White Motor Corporation began marketing its four truck brands as The Big 4. The marketing campaign came to an end in mid-1976 after the White – Freightliner distribution agreement ended and Freightliner began life as a freestanding manufacturer and distributor.

The 1973 brochures for White*Western Star "Over the Road" and "Logging" trucks note the large fiberglass 90-degree tilt hood, full 2-inch increased windshield height; optional 1200 and 1445 square inch radiators, fully enclosed electrical junction boxes, and available heavy-duty logging bumpers, set back axle models and "floor-level" passenger windows. The truck's exterior look had not changed since 1971.

The 1974 and 75 trucks were very similar to the earlier versions. Noted changes in the two brochures I have are the availability of both 106" (new) and 120" (original) BBC chasses for trucks and tractors, integral or roof top air conditioning, sleeper boxes, steel butterfly hoods with pit fenders and up to 12 color custom paint schemes.

Like these...



Or any other pattern you can imagine.

Although a solid, one-color paint job is standard, you can dress up your White Western Star with an infinite number of paint schemes. And, when we say infinite, we mean infinite. You start by choosing one of the patterns shown in this brochure. Or choose from 21 Standard Data Book schemes. If that's not enough, design your own patterns by yourself or with the help of your White dealer, because the White Western Star is custom painted as well as custom built.

Once you have a paint scheme, pick anywhere from one to 12 of the 306 standard colors—including many metallics—to bring that scheme to life. All paints are thermosetting acrylic enamels. Glossy and longwearing. They're resistant to sun fading, chipping, and chemical spotting. They're easy to clean and easy to polish back to life, even after years of exposure. So, whether you keep it simple or dress it up, you can count on a White Western Star that looks good now, that keeps on looking good after plenty of miles down the road.



Choose anywhere from one to twelve colors from the 306 different ones on these color wheels.

Bumpers and Sleepers, too.

What we do for your cab, we can do for your bumpers and sleeper, too. Here are just a few examples, but the choice is wide open. It's just another way you can make your Western Star look as good as it works.



A White*Western Star Cabover was introduced in July 1978 marketed as the “best looking, toughest working High COE to ever run a western road. With the widest and wildest selection of paint schemes west of anywhere.” The cabover was offered as a single or tandem axle tractor, with 74” and 88” sleeper cabs or a 53” non-sleeper cab and 306 paint colors which provided over 55 million color combinations. Available engines ranged from the standard 290 hp up to 525 hp; and White*Western Star offered a full range of transmissions, axles and suspensions to match the truck’s powerplant and function.



In 1978 or 1979 White*Western Star made several changes to their conventional models noting the changes were not for the sake of change but were for the better. Specifically, they introduced a new galvanized steel cab, raised the roof for more headroom, and raised the windshield and enlarged the rear window for better visibility front and back. Styling changes included a new aluminum grill, a lower fender line, rectangular dual headlights, standard exterior sun visor and a new sleeper box engineered to be an integral part of the cab design. For the first time all-wheel drive was noted in the literature (I have).



1979 White*Western Star Conventionals

Throughout the years under White Motor Corporation (1967 – 1981) the White*Western Star focus was to offer amply powered, custom engineered, lightweight over the road, logging and vocational trucks for maximum payload with custom paint schemes, upgrade interiors and lots of stainless or aluminum to polish.

In late 1981 White Motors ceased operations, and most of the assets were sold to Volvo. Western Star was not included. The Western Star assets were acquired by jointly by Bow Valley Resources (50%) and Nova Corporation (50%). After several changes Western Star was purchased by DaimlerChrysler in 2000, becoming part of Freightliner. Western Star is now a subsidiary of Daimler Trucks North America LLC, as is Freightliner.

I had intended for this article to run in the August Shop Manual. I have been trying to find out, without success, if any new White*Western Star trucks were sold in Maine, and possibly to whom, in the period Western Star was owned by White Motor Corporation. My understanding is Henley Kimball Company in Portland; and The Bob Howard Company in Bangor handled White trucks. Should anyone know of any new White*Western Star trucks that were sold new in Maine I would be interested in knowing about them. Clayton Hoak; phone:207-582-3224 (home); email: 1948reo@roadrunner.com

International Sheds Navistar Name in Rebrand to "International Motors"

Source – Equipment World- Jeff Crissey - Sep 26, 2024 / Updated Sep 27, 2024 – partial reprint

Effective October 1, Navistar will be rebranded as International Motors. The move, according to company leaders, is part of a larger business transformation initiative they hope will re-establish the brand's prominence not just as a commercial vehicle maker, but as a full solutions provider that includes product, financing, connectivity, parts, maintenance and vehicle charging.

"We have a great reputation in certain sectors of the market, but we recognize the need to go back out and recapture that to reinvigorate our brand," said Dan Kayser, International's executive vice president of commercial operations during a recent media briefing in Naperville, Illinois. "We're making smart investments, taking the right actions to make foundational improvements and streamlining process to ensure future success... This effort to build one International brand signals a stake in the ground for us that our strategy revolves around solutions."

The name change also signifies a return to the company's roots that date back to 1902 with the founding of International Harvester. Navistar was formed in 1986 after the sell-off of International Harvester's agricultural equipment business to Case Corporation. While trucks were built with the International badge, components and systems including OnCommand Connection and the MaxxForce engine bore the Navistar name.

As part of an ongoing product refresh and new vehicle rollout, Kayser said International will focus on delivering a new Class 8 product to the market.

Topsham Show Photos



Mary & Bob King, TBD, Diane Munsey – C. Huntington pic The Blue Ox, TBD, Don Bibber – C. Huntington pic



McGee Construction – GMC General – G. Munsey pic



Devoe, Jr's "New" 1976 Peterbilt 352 – G. Munsey pic



Huntington's 1956 Int S-120 4x4 – C. Huntington pic



Munsey's 1978 Ford L8000 – C. Huntington pic



Mason's 1979 Chevy Bruin – G. Munsey pic



Gushee's 1961 Int R-185 refuse truck – C. Huntington pic

There were many other nice trucks at the Chapter's Topsham Show this last month. Check out some more of the selection on the Chapter's webpage..... www.badgoat.net/ptcaths/index.html

There are a lot of Chapter activity photos, among other things, to be found at badgoat.net. Thanks, Charlie

Local and Regional Events

Mon-Fri	10/7-11/24	AACA Eastern Fall Meet - Hershey, PA
Sunday	10/13/24	Ty Rods Fall Swap Meet Stafford Springs Ct
Sunday	10/27/24	Pine Tree Chapter Late Fall Gathering/ Great Fall Auction – see notice – page 2
Thurs – Sat	6/5-7/25	ATHS National Convention and Truck Show – Madison, WI

Classified Ads

Classified ads may be sent or called in anytime. They will generally be run twice unless the ad is pulled by the submitter. An ad will be run additional issues at the submitters request.

For Sale: CASE 750-B shovel dozer, 4 cylinder CASE diesel, three shank ripper (never been in ledge) powershift transmission, soft cab, good undercarriage (does not throw tracks) Was running 9/29/24. Call for details; pricing, availability evenings..... Lars (207-375-6515) or Email : peckapohl@roadrunner.com

For Sale: One pair Webb 5 spoke hubs (#3522) with races and 7 inch brake drums for 22 inch Dayton wheels, no bearings (uses #663s and HM212049s). Off of tag axle. Make an offer. Clayton Hoak 207-582-3223; 1948reo@roadrunner.com

Needed: One, but preferably more, used 8.25-20 tires for 1944ish Chevy G506 off road truck. Contact Gary Allen, Sidney, ME 207-215-3160; email garymallen1954@gmail.com

Wanted: 5th wheel setup for a single axle truck. **Also Wanted:** 5th wheel setup for a tandem axle truck.

For Sale: 1951 GMC 640 4-71 Detroit, 5&2 body in good shape and restoration started. Some assembly required. \$3500 OBO. Delivery available. Jamie 207-949-1360

For Sale: 1946 CAT D-7 cable blade bulldozer with good feet and double winch on rear. \$3999 or BRO. Unit is in Raymond, ME. Call 207-949-7116 or email LCWillis7116@gmail.com for pictures.

Wanted: Mechanic in the Bangor area well versed in older equipment to work on a WWII era military Jeep. Contact: Jennifer Munson, Museum Director, Cole Land Museum, 207-990-3600 or email: jmunson@colemuseum.org

Pine Tree Chapter of ATHS Board of Directors (elected at the March 26, 2023 Annual Meeting)

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

Vice President - Tom Hudgins P.O. Box 43, Bradford, ME 04410; (207) 943-6548; email: tomchristopher71@yahoo.com

Secretary – Nancy Mullin 6 Kinney Road, Gorham, Me 04038; (207) 671-6925; email: nancyjmullin@gmail.com

Treasurer - Cheryl Billings 1031 Pinkham Brook Rd. Durham, ME 04222; (207) 319-5167 (NOTE – PHONE NUMBER CHANGE); email: cherylbillings55@gmail.com

Director - George Barrett 2 Country Charm Rd. Cumberland, ME; 04021; (207) 829-5134, cell (207) 671-2666; email: sheepscot@gwi.net

Director - Howard Clouston 1361 Hammond St. Bangor, 04401; (207) 852-4424; email: howardclouston@aol.com

Director - Steve Corson 163 Main St., Rockport, ME 04856; cell (207) 542-4192; email: blackdogmack@gmail.com

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

Director - Diane Munsey 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

Director - Andy O'Brien 54 Upper Minot Road, Pownal, ME 04069; (207) 232-4743; email: aobrien211@gmail.com

Director - Bob Stackpole 446 River Road, Cushing, ME 04563; (207)354-2372; email: stack123@roadrunner.com

Director Emeritus/Chapter Historian (appointed) - Lars Ohman 6 Antique Drive, Sabattus, ME 04280; cell (207) 376-7993; email: peckapohl@roadrunner.com

Pine Tree Chapter – ATHS
C/O Clayton Hoak
299 East Stage Road
Pittston, ME 04345

DUES NOTICE - Membership Renewal + Update Form

Please sign me up for another year's worth of membership in the Pine Tree Chapter, ATHS. Current membership in the American Truck Historical Society is required.

Name _____ *Date* _____

Street _____ *Phone:* () _____

City _____ *E-Mail* _____

State _____ *Zip* _____

Mail dues to:

Cheryl Billings, Treasurer
Pine Tree Chapter -ATHS
1031 Pinkham Brook Rd.
Durham, ME 04222

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