Shop Manual

www.badgoat.net/ptcaths

December 2018

President's Message

Jamie Mason

Winter came early this year. I doubt I'm not the only one that got caught with the early snow that is safely watching over my leaves until everything melts in the spring. That being said, the holidays are approaching quickly I've got a lot to be thankful for. We've (ATHS - PTC) all have a lot to be thankful for as well. The many volunteers that donate time and money out of their tight budgets and busy schedules make this organization a pleasure to represent. That being said, thank you all for making the PTC a great organization!

In October, a couple dozen club members and their trucks headed up to Wilton, Maine. Chapter member Robert Hanscom arranged a visit to a local private collection of the construction, forestry, and roadway industries. Dan and Joe Rand graciously opened their doors to allow us time to walk, climb, and drool over their collection. Many thanks to the Rands and Robert for providing an excellent outing, company, and weather for our fall gathering.

The fall auction was graciously hosted by Allen Higgins and Paula Hersom. It had been a few years since the PTC had paid their compound a visit. The weather was brisk and the sights were many. Higmo even fired up the sawmill and your president even got his hands dirty! Diane says we sold many shirts, calendars, and other novelties as well as taking in over $1,000.00 in donations from the auction. Thank you Allen and Paula for hosting, and all those that donated items and money to the auction. The food was great as well, I was stuffed!

Looking ahead, your executive board and directors will be meeting at my house on Saturday, January 19th -with a snow date of the 20th. Please RSVP if you're planning to come so my wife and I can plan accordingly. 207-949-1360 or haroldjmason@gmail.com Social hour: 10:00-11:30, Dinner: 11:30-12:30, Meeting: 12:30-2:30

We'll be discussing our 2019 schedule. The tentative list of events that we'll be discussing are as follows: director's meeting, annual meeting, spring stretch, spring tour, Owls Head show, Topsham show, fall tour, fall gathering, and the fall auction. If you have suggestions or would like to host an event, please contact me or one of the directors and we'll add it to the agenda.

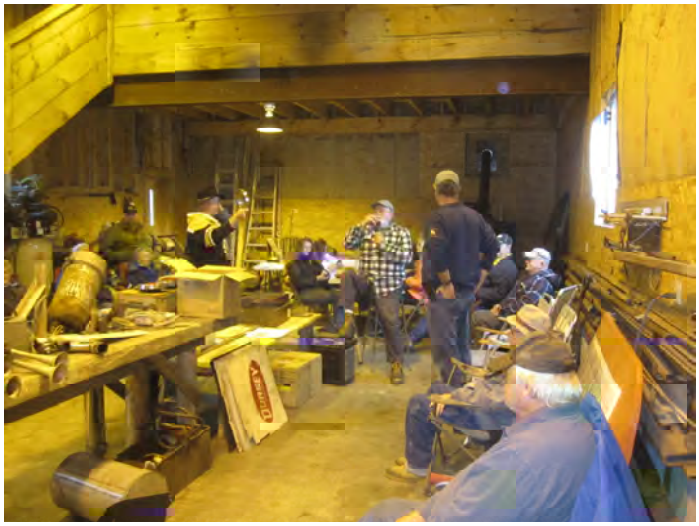
In closing, thank you all for a great season. Please thank the executive board members, various committee members, Charlie Huntington for hosting the or website, and last but not least, George Barrett for editing this excellent newsletter. We all appreciate the effort of stepping up into these important roles and working behind the scenes keeping things moving forward. If you're interested in running for a position, most of us ran unopposed for the position and would gladly step aside for someone willing to grab the reigns. Many thanks to you all and have a Merry Christmas!

Jamie

ATHS Pine Tree Chapter Fall Gathering 2018, Wilton, Maine

Ramblings
Lars Ohman

As 2018 draws to a close, lets take a moment to look back at our gatherings, and friendship. Owls Head, Topsham, the Fall Tour, Higmo's gathering for good food, friendship. and a super fundraiser for our chapter treasury, and the driving unvailing of my 1928 Ford " AA"dump truck. Much of the credit for this now operational piece of history goes to Dana and Cole Watson for locating additional parts, tinkering, tweeking, hammering and knowledge to bring it back to life after more than 50 years of sitting idle in Danbury, NH. The "rescue crew" of Dana & Cole, Dana's Granddaughter Nicole, Clayton Hoak, and long time friend, Russ Tarbell helped get it home, and locate missing period correct parts. Chapter members had a chance to drive it @ Higmo's, and I'm more than happy to share it with all. For those of you who saw it, it will be run " as found", or " Barn Fresh". As an interesting (at least to me) side note, when Jon Shurger (caretaker for 50 plus years) lived in Dover, MA, he had a next door neighbor, who upon at least one occasion, helped Jon push this truck into the garage, and may have shared a cooling adult beverage with Jon in his Man Cave. This neighbor, simply known as "Ed", was going to school @ Bentley College in Waltham, MA. " Ed", as it turns out, is none other than.....Edsel Ford II.... and now, you know "the rest of the story", and I'm proud to say a member of the Ford family actually helped push this truck !!!! Wishing each and all a Joyous Holiday Season, and to the "rescue crew"...thanks for making this truck come full circle after 50 plus years.....Lars



The Pine Tree Chapter's Fall Auction November 2018 at Higmo's.

How Old are the Tires
Lars Ohman

We all get to wondering when we buy something used, " how old are the tires ? " This information, supplied by Mark Gunter @ Maine Commercial Tire Co., may be helpful.

If it's a recap it will have a stamp near the original DOT#
Ours would be RDAJ 2018 (20th of 2018)

For tires manufactured in the year 2000 – present
The date of manufacture is the last four digits of the DOT code. The first two digits are the week of manufacture, and the last two digits are the year. For example, if the last four digits of the DOT code are 0203, that means that the tire was manufactured during the second week of the year 2003. Pretty simple, right? However…if your tires were made before 2000, it gets a bit more complicated.

For tires manufactured before the year 2000

The date of manufacture is the last three digits of the code. The first two digits refer to the week within that year. For example, if the last 3 digits are 022, it means that the tire was manufactured in the second week of the year, and the year is the second year of the decade. This is where it gets confusing -- there's no universal identifier that signifies which decade, so in this example the tire could have been manufactured in 1982 or 1992. Some tires do have a small triangle following the DOT code to indicate the 1990s.

Martin Rocking Fifth Wheel Hitch

Clayton Hoak

While having lunch at a shared picnic table at Hershey I entered into a discussion with Carl Tucker, a gentleman from Rhode Island, regarding what we were looking for while at Hershey. Carl was looking for information on the Martin Rocking Hitch, circa 1915-1920. I had to admit I had no idea what the Martin Rocking Hitch was so he explained it was a hitch to convert a truck into a tractor trailer; and his particular interest was the version that converted a Ford Model T into a tractor trailer combination. His goal was to find sufficient information to replicate one and install it on his Model T.

I was headed to the ATHS Fall Board Meeting in Kansas City the following week so I told him I would look in the ATHS Library. I found one brochure on the Martin Spring Type Fifth Wheels, hand dated 1929? however possibly earlier given the truck photo in the brochure, and made copies. The company offered four hitch sizes –

18 inch size – For Fords or Light roadsters Makes 1 to 1 ? ton Tractor – Semi-Trailers.
24 inch size – For one ton trucks – Makes Tractor – Semi-Trailers of two to five tons capacity.
30 inch size – For two to five ton trucks – Makes Tractor – Semi-Trailers of four to six tons capacity.
36 inch size – For six to ten ton trucks – Makes Tractor – Semi-Trailers of twelve to eighteen tons capacity.

I sent the information to Carl with a note I planned to go to the Benson Ford Library at the end of November and could dig deeper if necessary. Carl called and asked if I would look for earlier (1915-1920) information and sent a copy of March 31, 1917 Literary Digest ad for the Martin Rocking Fifth Wheel and the Martin Semi-Trailer. After the phone call I started digging around on the internet which yielded several additional ads and the original patent (Patent 1,169,717) filed on June 4, 1915 and issued on January 25, 1916. The inventor was Herman G. Farr, of Springfield, MA., who assigned the patent to Charles H. Martin, also of Springfield, MA.

Almost simultaneously I came across the Summer 2018 edition of The Ford Legend (Official Newsletter of the Henry Ford Heritage Foundation) which I had acquired at the Benson Ford Library in late July. The lead story – "The 100th Anniversary of the Fruehauf Trailer Company, Inc." credited August Fruehauf with creating a single axle wagon/ trailer with a 5th wheel in 1914, first to haul a boat for Frederick Sibley, a Detroit lumber tycoon, then to haul lumber for Mr. Sibley.

The Ford Legend articles led me to Fruehauf Historical Society website (www.singingwheels.com) and two articles - 1) "The History of the 5th Wheel Coupling"; and 2) "Charles H. Martin of Martin Rocking 5th Wheel". The first article notes Fruehauf adopted the Martin Rocking 5th wheel hitch on all of its trailers, presumably after Martin and Farr formed the Martin Rocking Fifth Wheel Company late in 1915. The article also notes Charles Martin "was a scoundrel who was frequently implicated in copyright infringement" and suggests Martin created his own version of the semi-trailer after he saw the success of the Fruehauf semi-trailer.

I question whether the Fruehauf article is totally accurate given the timeline of the developments, issuance of patents, and published ads whereas Charles Martin was instrumental in the development of the Knox Martin tractor and its use in hauling modified fire apparatus and wagons prior to 1914. The timeline is currently a work in progress.

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Oct 1867 Charles H. Martin born in Findlay, Ohio; siblings John (1870), William (1873), and Florence (1877).

1888 Martin employed by W.J. White, wholesale grocer, Ohio.

1899 Martin partnered with Hindale Smith in the purchase of the Knox Motor Company.

1911 http://theoldmotor.com/?p=97434 states Martin fifth wheel invented in 1911.

1912 Knox Martin tractor displayed at National Museum of American History.

George W. Robbins Company of Springfield, MA uses a 1912 Knox Martin tractor to haul lumber from Springfield to Northampton, Palmer and Westfield, MA https://www.fireengineering.com/articles/print/volume-52/issue-25/features/the-knox-martin-tractor.html

Mid- 1914 August Fruehauf challenged to build boat trailer to be towed by Model T for Frederick Sibley.

June 1915 Herman Farr applies for fifth wheel construction patent. Patent assigned to Charles H. Martin. Patent 1,169,717 granted January 1916.

1916 Fruehauf built heavier lumber hauling trailers for Sibley.

March 1917 The Literary Digest advertises the Martin Rocking Fifth Wheel Company's Fifth Wheel / Martin Semi-Trailer combination for $195.

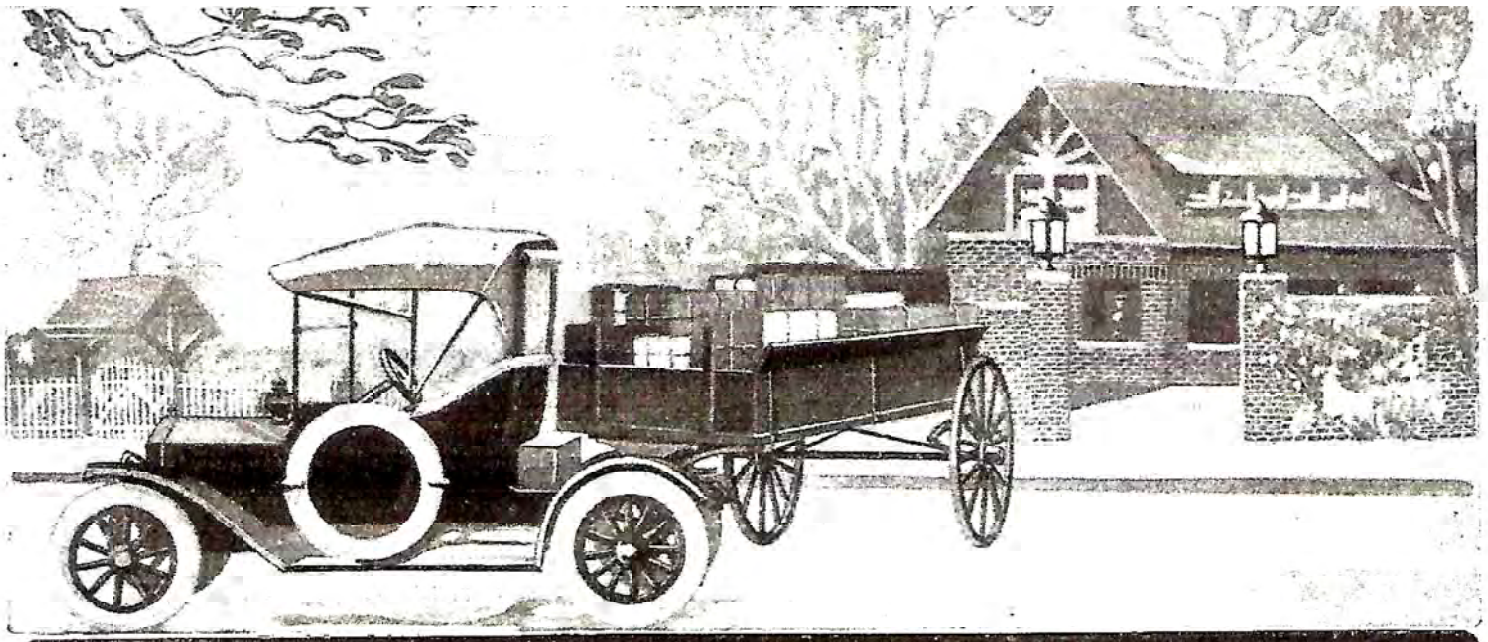
April 1917 John A. Martin, Charles' brother, applies for "tractor trailer attachment" patent (aka a semi-trailer). Patent 1,259,120 granted March 1918.

Feb 1918 Fruehauf Trailer Company incorporated.

Dec 1919 E. F. Hartwick applies for a new and improved fifth wheel patent. Patent assigned to Fruehauf Trailer Company. Patent 1,351,245 granted August 1920.

There is no doubt industrial espionage was alive and well in the early 1900's as truck and trailer development mushroomed and manufacturers competed for a piece of the growing transportation industry.

I did not make it to the Benson Ford Library at the end of November however I plan to in the next several months. Hopefully I will be able to find additional information on the development of the Martin Rocking Fifth Wheel development; likely in the monthly - Commercial Car Journal. A trip to Springfield MA might also yield some information on Martin Rocking Fifth Wheel Hitch and the Knox Martin tractor, neither of which I had any knowledge of until that per chance meeting with Carl Tucker at Hershey in Octo-



Make a Powerful One-Ton Truck Of Your Ford or Any Runabout

DO it in 30 minutes. Without "transforming" the chassis of your runabout. Without boring the frame or mutilating the car in any way. Without doing anything to prevent you using your car for pleasure purposes when you are through with the day's hauling. Do it by attaching a Martin Semi-Trailer with a Martin Rocking Fifth Wheel to your car—and you will have a strong, efficient truck that will haul a full ton load 20 miles per hour without the least strain on the car. This gives you the lowest priced one-ton truck ever offered. Efficient. Reliable under all road conditions. One that can be backed, turned and handled in narrow streets, railroad yards, etc., where the standard one-ton truck is at a disadvantage.

For $195

Martin Semi-Trailer

See cut of Martin Patent Rocking Fifth Wheel to left. Semi-Trailer and Rocking Fifth Wheel *complete* cost you only $195, f. o. b. factory. No "extras." No charge for cab and body and "shop work" to pay.

This Semi-Trailer is scientifically "built like an automobile" to stand the load—to distribute its strain correctly—to give proper traction weight to rear wheels of runabout. Built of finest materials. Automobile type rear axle, with roller bearings. Resilient solid rubber tires. Write for new folder—just off the press—giving full information. Send us your name and address on the coupon or on a postcard.

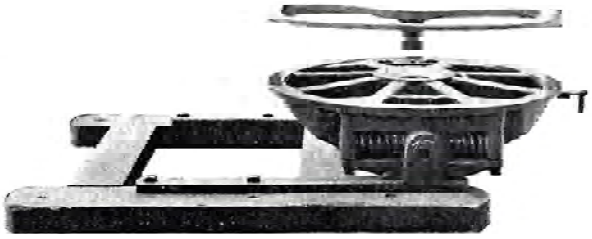
MARTIN ROCKING FIFTH WHEEL COMPANY
Springfield, Mass.

Martin Rocking Fifth Wheel Co.
Springfield, Mass.

Send me immediately full information in regard to Martin Semi-Trailer and Martin Rocking Fifth Wheel.

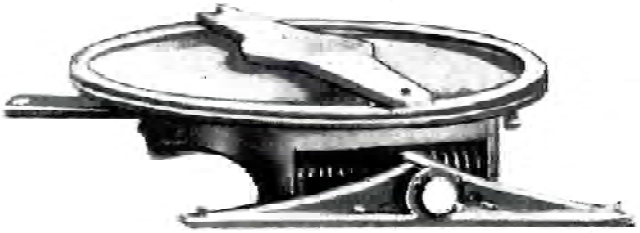
Name_____

Martin Spring Type Fifth Wheel

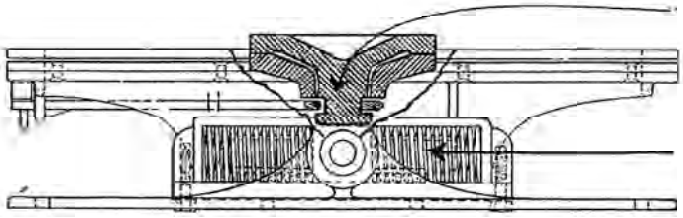


Fifth Wheel showing Bolster Plate and circle ready to connect

Webbed construction of the 18-24-30 Fifth Wheel for lightness without sacrificing strength



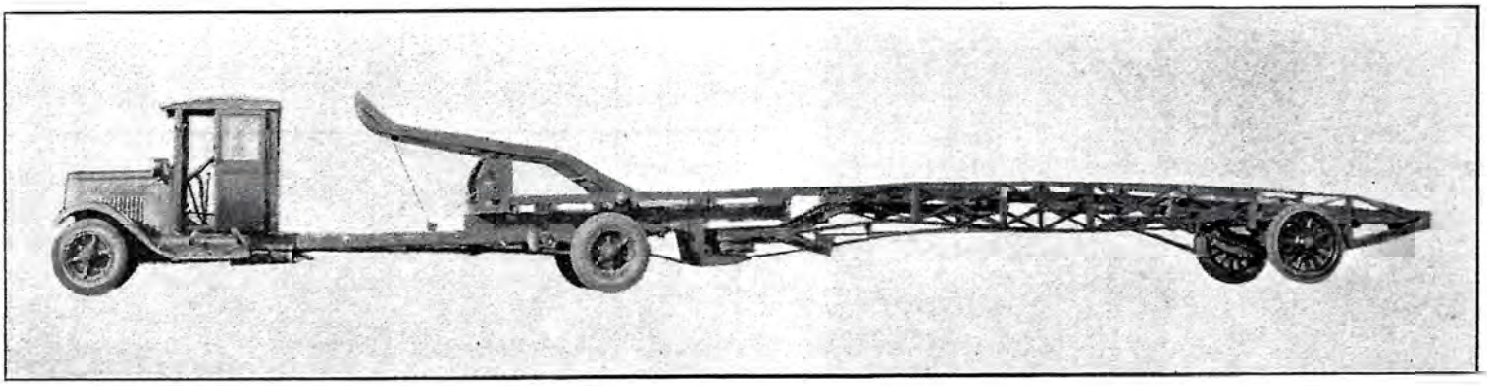
36 inch Fifth Wheel for Extra Heavy Duty



As the diagram to the left shows, there are two springs on either side, one in front of and one behind the rocker bar. These in no way affect the stability of the Fifth Wheel, but add materially to the life of both Tractor and Semi-Trailer.

This feature is fully covered by patent No. 1,169,717.

Extra Bolster Plate and upper circle ready for attaching to extra trailers can be furnished for all sizes.



Martin Spring Type Fifth Wheel mounted on underslung bracket

What Kind of Joint is it?

George Barrett

I going to talk about joints. Don't worry, everything's legal, I've got front axle steering joints on my mind. Ever since I was a kid I've liked the concept of all wheel drive, get all the traction you can. At some point I realized that an axle with a bulge in the middle was a driving axle, a few trucks and machines had a bulge in their front axle and their wheels were driving wheels, you could tell by the tires because they had an aggressive tread and there was a joint on each end of the axle that had a shinny silver ball. Back in the late forties you could see these axles on jeeps and military trucks and then our town got an Austin-Western grader, life was becoming more interesting for a first grade kid. The next thing I know there's a Hough "Payloader" loading aggregate for a paving operation that has a steering axle on the rear.

I didn't know what the joint looked like inside the silver ball, some guy said it was a universal joint just like the ones on the drive shaft. As time went on I eventually came across the specifications on the A-W graders and found that the lighter duty model 88 (later became the 100) had a different joint in the front, a cardan than did the 99 (later to become the 300) which had the Rzeppa. The plot thickens, this kid has to find out what's going on inside those steel axle housings. I got the impression no one else cared, no one was selling one style over the other, just pictures of the trucks and machinery from various angles.

To get this article started the first place I went for further information was an SAE paper by Wesley M. Dick of the Dana Corporation, 70 pages of history titled **All-Wheel and Four-Wheel-Drive Vehicle Systems** published in 1995. When it comes to steering joints he says that the two most popular are the cardan and Rzeppa (pronounced sheˆpa). Very simply the cardan is the simple universal joint you would find on a drive shaft while the Rzeppa is the joint with the balls in it. The cardan joint got its name from the Italian mathematician Gerolamo Cardamo and is based on the use of gimbals. Alfred H. Rzeppa (1885-1965 was an engineer with Ford Motor. A cardan joint is not a constant velocity (CV) joint. As it turns it has a lead and a lag. If two are put together at a 90° angle to each other the lead of one is canceled by the lag from the other.

The next book I took off the shelf was **Principles of Automotive Vehicles,** a technical manual from the department of the Army and the Air Force dated 1956. Within its 575 pages are all kinds of descriptions and diagrams (some in color). I have always been favorably impressed with the way the military teaches and this book is among the best. It clearly states that there are three types of constant-velocity joints used on Army vehicles: Rzeppa, Bendix-Weiss, and Tracta.

Many manufacturers do not mention the design type used and instead refer to the "ball and socket" which is what you see on the outside that protects the joint on the inside. Oshkosh spec sheets when referring to their joint say "own". Coleman clearly calls their joint a cardan as does FWD on their "Tractioneer" series after 1960 with the Dodge cab. The Walter drive system is different from the others in that the power to the wheel comes from a faster turning drive shaft that drives a ring gear that reduces the speed (and increases the torque) substantially so the joint that transfers the power is much smaller and less prone to the lead and lag vibration of a bigger joint. The type of joint is not mentioned.

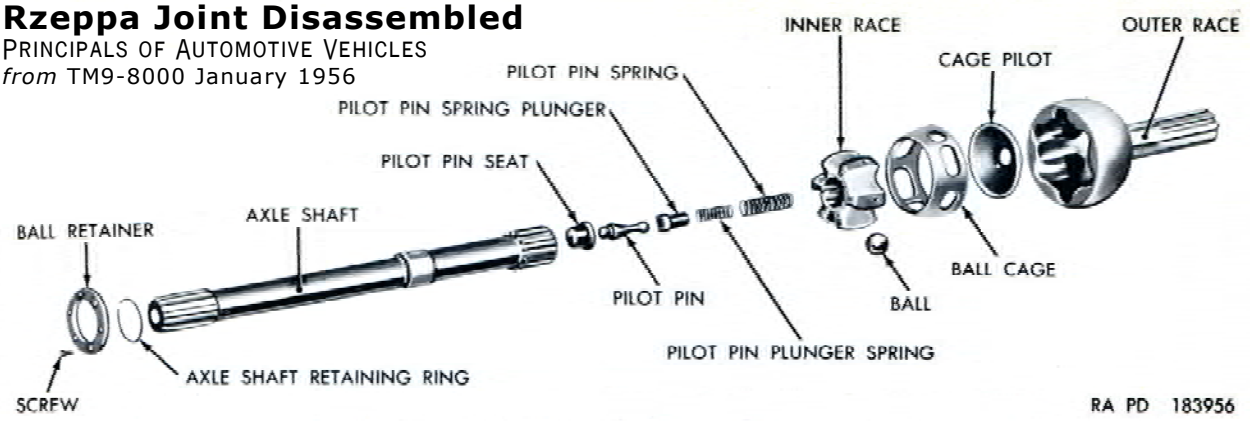
Both Marmon-Herrington and Napco Industries supplied front wheel drive systems for Ford trucks into the early 1960s. Napco makes a sales point of saying that they use constant velocity Rzeppa universal joints. They say "during turns, torque is smoothly transmitted to front wheels without chattering or jerkiness." Marmon-Herrington mentions using Rzeppa but most often described their joints as being the constant velocity type.

The big Clark axles on the Michigan brand of tractor shovels had rear wheel steer before the articulated steering became the standard in 1966 had the Bendix type design. In their spec sheets they leave out the Weiss that the army uses. I assisted an experienced mechanic more than a few times installing new "knuckles" in a hot dusty gravel pit. Usually the failure was caused by improper lubrication and letting the steering stops get out of adjustment allowing the wheels to over steer the designed angle.

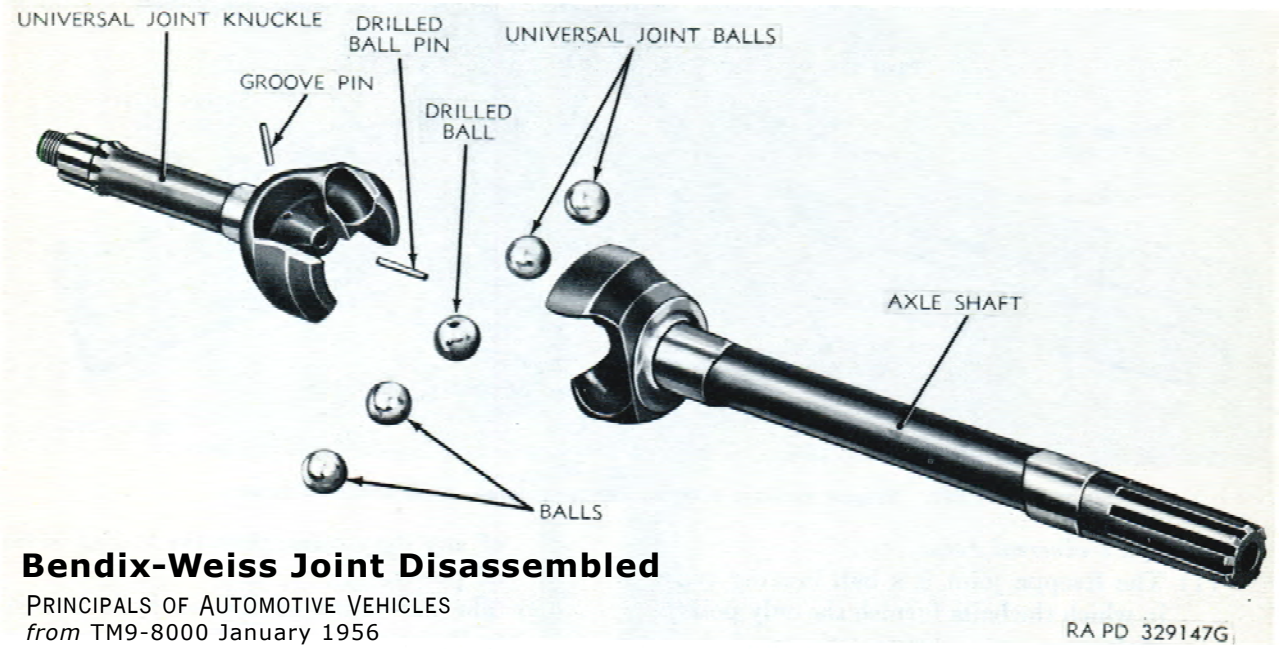
There is a third type of joint used by Mack first on the 6x6 military model NO of WWII that uses bevel gears at the two pivot points of the front axle. This was later used on the mid 1950 6x6 ten ton trucks. The Gushee collection has a fine example of an NO and you can plainly see the small differential housing on the front axle. Small because much of the reduction and consequential torque increase come at the end of the axle rather than at the transfer case so the parts of the differential can be smaller. Mack literature of 1980 shows 16,000, 21,000 and 23,000 pound capacity front driving axles supplied by Fabco. No indication of the type of joints but Fabco manufactured a double cardan for the I-H Unistar CO-7044A in the early 1970s

The following pages have visual information on various driving/steering axles. In selling the idea of using an all wheel drive truck there is much more to it than the design of the axle joints to turn the wheels thirty degrees right or left. There's transfer cases, engaging the front axle, inter-axle differentials, over-running clutches, and differential locks. In other words, the whole package. And this has changed over the years as more roads are paved now and all wheel drive is considered more for off road use. When FWD invented the first front axle driving system in 1910 most roads were not paved and traction was very often a problem.

Rzeppa Joint Disassembled
PRINCIPALS OF AUTOMOTIVE VEHICLES
from TM9-8000 January 1956

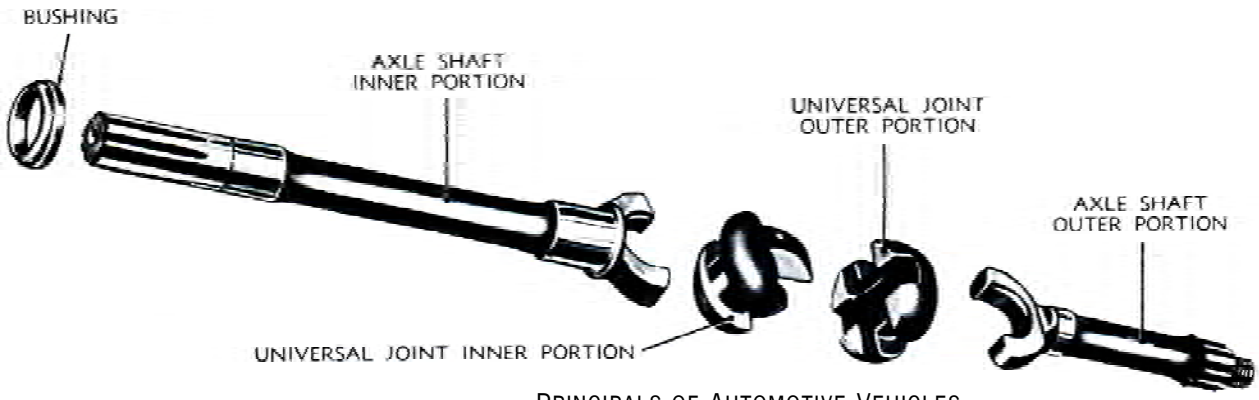


The Rzeppa joint (invented by Alfred H. Rzeppa in 1926) consists of a spherical inner shell with 6 grooves in it and a similar enveloping outer shell. Each groove guides one ball. The input shaft fits in the centre of a large, steel, star-shaped "gear" that nests inside a circular cage. The cage is spherical but with ends open, and it typically has six openings around the perimeter. This cage and gear fit into a grooved cup that has a splined and threaded shaft attached to it. Six large steel balls sit inside the cup grooves and fit into the cage openings, nestled in the grooves of the star gear. The output shaft on the cup then runs through the wheel bearing and is secured by the axle nut. This joint can accommodate the large changes of angle when the front wheels are turned by the steering system; typical Rzeppa joints allow 45°–48° of articulation, while some can give 54°.[7] At the "outboard" end of the driveshaft a slightly different unit is used. The end of the driveshaft is splined and fits into the outer "joint". It is typically held in place by a circlip.



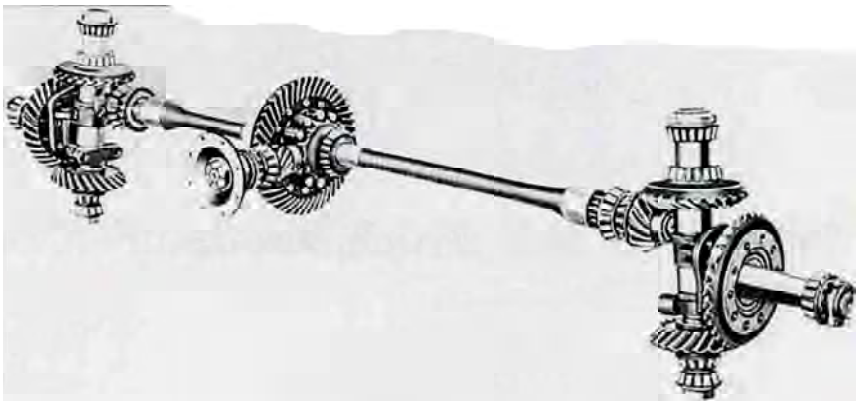
Bendix-Weiss Joint Disassembled
PRINCIPALS OF AUTOMOTIVE VEHICLES
from TM9-8000 January 1956

The Bendix-Weiss consists of two identical ball yokes which are positively located (usually) by four balls. The two joints are centered by means of a ball with a hole in the middle. Two balls in circular tracks transmit the torque while the other two preload the joint and ensure there is no backlash when the direction of loading changes.
Its construction differs from that of the Rzeppa in that the balls are a tight fit between two halves of the coupling and that no cage is used. The center ball rotates on a pin inserted in the outer race and serves as a locking medium for the four other balls. When both shafts are in line, that is, at an angle of 180 degrees, the balls lie in a plane that is 90 degrees to the shafts. If the driving shaft remains in the original position, any movement of the driven shaft will cause the balls to move one half of the angular distance. For example, when the driven shaft moves through an angle of 20 degrees, the angle between the two shafts is reduced to 160 degrees. The balls will move 10 degrees in the same direction, and the angle between the driving shaft and the plane in which the balls lie will be reduced to 80 degrees.

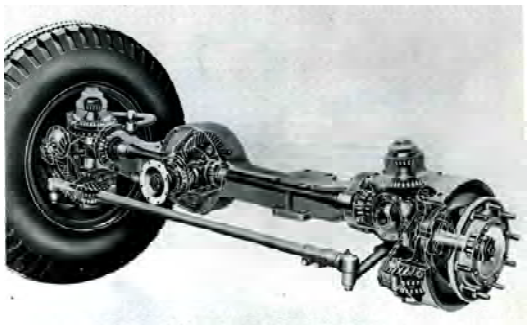


Tracta Joint Disassembled PRINCIPALS OF AUTOMOTIVE VEHICLES *from* TM9-8000 January 1956

The Tracta joint works on the principle of the double tongue and groove joint. It comprises only four individual parts: the two forks (a.k.a. yokes, one driving and one driven) and the two semi-spherical sliding pieces (one called male or spigot swivel and another called female or slotted swivel) which interlock in a floating (movable) connection. Each yoke jaw engages a circular groove formed on the intermediate members. Both intermediate members are coupled together in turn by a swivel tongue and grooved joint. When the input and output shafts are inclined at some working angle to each other, the driving intermediate member accelerates and decelerates during each revolution. Since the central tongue and groove joint are a quarter of a revolution out of phase with the yoke jaws, the corresponding speed fluctuation of the driven intermediate and output jaw members exactly counteracts and neutralizes the speed variation of the input half member. Thus the output speed change is identical to that of the input drive, providing constant velocity rotation.



Mack built 2053 of the 7.5 ton model NO between 1940 and 1945. The one in the Gushee collection may look a little different than the one pictured here because it was a very early build. I believe Daryl told me his was built for work on the Alcan highway or work in Alaska. I 'm sure that the running gear is the same as the Army truck pictured here that was used to pull the 155 mm and 8" guns weighing 31,000 lbs.
Powerful with a Mack EY gas 707 engine it was geared to go no faster than just over 31 mph at 2100 RPM. The rear axle ratio is 9.02:1, transfer case 2.50:1. Five evenly spaced speed transmission between 8.05:1 up to 1:1 in fifth. 12.00-24 14 ply tires, angle of approach of 35° and the grade ability of 65% is 34°,(without a towed load) a real performer. The turning radius is 34', that's 7' less than the 6 ton with the same wheelbase, looks like that bevel gear axle has an advantage. 20 ton winch, air brakes, front axle disconnect and a new one on me; the left half of the windshield is hinged to swing out and fold over the right half, great for night visiability.



CLASSIFIED ADS

FOR SALE: B-6000 Kabota 4 x 4 Diesel Tractor, with 3 point hitch, log skidding boom, and rare IHC right angle PTO pulley drive for flat belt operation. Included is a 75 year old Sears & Roebuck sliding table cord wood saw on skids. The tractor is about 12 HP on two cylinders with glow plug starting for all weather operation. It needs a good home, I am no longer able to operate it. Make me a reasonable offer I can not refuse... Lars Ohman, (207) 375-6515 or (207) 376-7993 (cell)

1957 International S-180 (only made one year with "R" cab) 308 Cu In Black Diamond engine, 5 speed transmission (direct) with a 5 speed OD and 2 way PTO available. Ex Fire service, twin spotlights, good sheet metal, Dayton wheels with factory 9-22.5 tires, platform body with headache rack and side pockets, hoist available, rear towing hitch, runs, drives and STOPS ! estimated 8,500 miles...$5500.00 or BRO. Contact: T "Bud" Bowley, (207)666-8578..leave message

FOR SALE International L-180 Cab & Chassis.....running inline IHC engine, recent brake work, 9:00 x 20 wheels (did not say spoke or Budd) 2 speed rear end, 5 speed transmission with PTO, sheet metal pretty decent, looking for a home.... Paul @ (207) 208-9507, located in Durham, ME. 1950 truck with fair to good rubber.

FOR SALE: 1930 Ford Model " A " roadster Pick Up...ground up restoration, full history available...12 volt conversion, all stock appearance with LeBaron-Boney fold down top. too much to list. Open to reasonable offers....NOT a Rat Rod ! Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: Thinning out the Herd

For Sale. 1946 Walter Snow fighter, restoration started, including brake work and wiring. Waukesha power. Best offer.
1956 Walter FGBL. Cummins, restored. $6.500.
1972 GMC, Detroit 6V53. Engine fine with recent injectors, but truck needs attention. Best offer.
1978 Autocar tandem prime mover, Cummins powered. Nice old truck. Needs tires. $5,000 which is what I paid for it.
1957/97 Walter rehabbed by the factory and one of a kind. Brand new GMC 671 in '97 with almost no hours on it. The factory got too much money in the truck and the town refused it and, even at that, they missed the rebuild of the springs, pins and shackles, which I did last year with about $5,000 to Palmer Spring. It's in the Walter book. The rebuild was in 1997, but the truck has never been used, because the factory and the town involved got into a dispute and the truck sat and then I bought it. I don't need one more Walter! Best offer.
Contact: Jon R. Doyle at jdoyle@doylenelson.com or Cell (207) 242-7414.

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Director - Bob Stackpole, 446 River Rd, Cushing, ME 04563 207-354-2372 email: stack123@roadrunner.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 Diane Munsey
785 River Road
Dresden, Maine 04342

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

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

Moving the Edaville 2 foot Gauge Railroad Collection from South Carver, MA to Portland, ME on Sunday September 19, 1993

An idea conceived by Erv Bickford and carried out by many dedicated Northeastern antique truckers
photo courtesy of Sam Sicchio