



# Shop Manual

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

March 2018

## President's Message

*Jamie Mason*

I'd like to start with thanking everyone that came out to the annual meeting. Sounds like we had over 50 people in attendance. Good conversation, food, and meeting made for a great day. Diane indicated that the raffle netted almost \$200 to the chapter. Your 2017 officers were reelected to serve another "term". Congratulations and thank you for your hard work and dedication.

Chapter member Mike Trembley, is president of the Maine SPAAMFAA chapter (old fire trucks) and has invited us along to their event at the Bickford Collection on April 7th. They're a small group with a specific focus and a lot of dedication. It would be great if we can support their event and bring some old trucks out.

The spring stretch is being hosted this year by Bud Davis (&family), with stops at Verne Verney's and hopefully a lap and quick group photo at the Wiscasset Speedway. If you like old trucks, memorabilia, tractors, snow mobiles, and antique engines and out board motors, you'll enjoy this event!

The Gushee celebration of life, convoy, and silent auction is shaping up to be a nice memorial to a great chapter member. Sandy needs volunteers to make this all work.

Let's support Daryl in the same way he supported the chapter/hobby. Please review the newsletter for additional information.

If you're going to the National Convention, in Kentucky I'd like to try for another group picture. Let's meet Saturday, June 2nd, at the ATHS booth, in with the vendors, at 11 AM. We've done this the last couple years and it has worked out well.

With spring around the corner, I know we're all itching to get the projects out of the garage and ready for the road again. Please inspect your vehicles and make sure they're safe! Brakes, tires, suspension, glass, and lights should all be in good working order. We want everyone to make it to and from an event without any mishaps. See you at the next event!

We offer Chapter condolences to former members Stanley Wheeler and Dan Higgins. Dan was Higmo's brother and often seen at events together. Chapter member Bill Mullin, our own vice president, Peter Mullin's father passed away. Bill, like Peter, was passionate about old trucks, the fire department, and machinery. Please keep the Harvey's, Paula and Higmo, Peter and Nancy, and their family's in your thoughts during these difficult times.

Jamie

*Jamie*

## HELP NEEDED

If you have time and the means, Sandy Gushee is looking for volunteers to help prior, during, and after the June 9th event. She needs help unloading box trailers, moving box trailers off the premises, parking during the event, and help putting things back together after. If you'd like to help in some way, please contact PTC President Jamie Mason@207-949-1360 or [haroldjmason@gmail.com](mailto:haroldjmason@gmail.com)

## William L. (Bill) Mullin

South Portland - William L. Mullin, 79, passed away at Maine Medical Center after a brief illness. Bill was born on June 2, 1938 in Portland. Bill was the only child of William J. and Laura (Kittredge) Mullin. He graduated from South Portland High School in 1958, from SMVTI (now SMCC) in 1960 and a member of the first EMT class in the State of Maine.

He married Linda Wainwright, the love of his life, in 1964. Their only child Peter was born in 1965.

Bill joined the South Portland Fire Department, where he was known as Moon as a call firefighter at Willard Engine and Ladder 2 in 1960 and remained a member in good standing until his passing. He was also a full time firefighter for the City of South Portland IAFF Local 1476 from 1965 until his retirement in 1991.

Over the years he worked for various car dealers, drove truck for his in-laws - Wainwright Farms, and ran his own landscaping and small engine repair business - Bill's Lawn Care.

His love of all things mechanical, particularly big trucks, probably began in his teenage years, when, much to his mother's dismay, he began driving a Mack semi truck for

Juliano Brothers hauling fish on the docks in Portland. This continued on throughout his life with a wide variety of vehicles (Macks, Packards, Studebakers, Chevrolets, Fords, and International Harvester) passing through the collection over the years. He was a long time member of various car and truck clubs including - MOALs, Studebaker Drivers Club, Model T Ford Club, and the Pine Tree Chapter of the American Truck Historical Society.

Bill was predeceased by wife Linda, both of his parents William J and Laura, mother in law Norma Wainwright, niece Emily Jordan and nephew Michael Jordan.

Bill is survived by his son Peter Mullin and wife Nancy of South Portland; father in law Theodore Wainwright of South Portland; sister in law Betty Jordan and husband Lloyd of Addison, Maine; and cousin Jeffrey Mullin and wife Linda of Colfax, California.

Visitation will be 2:00-3:00 p.m. followed by a Memorial service at 3:00 p.m. Sunday March 25 at Hobbs Funeral Home, 230 Cottage Rd. South Portland.

In lieu of flowers donations may be made in William's name to the Emily Jordan Memorial Scholarship Foundation, and sent to MSAD 37, 1020 Sacarap Rd, Harrington, Me. 04643

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## Daniel R Higgins

Brunswick - Daniel R Higgins, 61, of Brunswick passed away on Tuesday February 6th surrounded by his family after a short illness. He was born on September 24th 1956, the son of Ralph & Eunice Higgins, and graduated from Morse High School in 1975.

Daniel spent many years driving trucks all over North America, many days & nights in the forest products transport industry, hauled dirt, wood, cows, cars, asphalt, and was a self taught heavy equipment operator, all the while making friends wherever he would go. He had the unique ability to talk to anyone anywhere in any setting & wind up making friends for life. Dan was happy behind the wheel of a Peterbilt big rig, or at the

Fryeburg Fair sitting in with the ladies knitting club! He would help anyone in need, sometimes driving all night to do so. He inherited his mother's quick wit & humor and could brighten anyones day with just a smile. Dan loved country music, farming & animals, race cars & street rods, boating, but most of all spending time with family & friends. He spent the last few years fulfilling a lifelong dream of moving west and living in Arizona.

Dan will be loved and missed by his girlfriend Lynn Weaver of Mesa, Arizona; his son, Cory Higgins of Brunswick; his two sisters, Marcia Lavigne & Margaret Higgins; A brother Allen Higgins; numerous nieces & nephews, cousins, and friends all over the world.

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## Stanley E. Wheeler

Stanley E. Wheeler, of West Bowdoin, was a past member of the Pine Tree Chapter, but his legacy will not be forgotten by those whos lives he touched. I knew him mostly thru Wheeler's Tractor Repair....he could dream up repairs for things I had broken that no one else would touch or even attempt to repair. It was not so much the mechanical repair, but the thought process that went into it that made it better than a new part. Time spent visiting with "The Wizard" was always worthwhile and educational. One of Stan's projects was the rescue of the remains of a family owned '29 Dodge Bros truck from another farmers field. It made it back to the Wheeler Homestead but was a little beyond a point of salvage. This rescue, in turn was the subsequent purchase of a '27 Graham Bros. truck from a sale @ Owls Head Transportation Museum. Stan, and his two equally motivated sons, Lincoln, and Ruben took on the task of getting it running. The engine needed a new rear main seal retainer machined up. Stan knew how to do that, but needed the stock to do it. My (late) Dad had

the aluminium down on Cape Cod and mailed it up to Stan. In short order, the new piece was fabricated / machined out, and now the Ohman family had a piece in the '27 Graham restoration, making my dad quite proud. After an attempt to really get the engine running smoothly, it was decided to have the pistons re-machined to accept larger thickness rings. Now it ran, but had a noticeable "clunk" in the differential. Out came the rear end, and some of the teeth were missing. The Late Erv Bickford just happened to have a part that would work, so in it went, Somewhere around this point in Stan's life, the ravages of Alzheimers began to set in, and Lincoln and Ruben finished the job as Stan supervised. The truck ran, stopped and shifted, so on went a makeshift body, and at a family gathering, all the kids, grandkids, Stan & Mariam got to take it for a ride down the West Road, and back to the Homestead. Stan had a smile from ear to ear. Maybe he had difficulty comprehending the project, but he left us knowing he had passed the knowledge on to another generation. R. I. P. "SW"

# Daryl Gushee's Farewell Celebration Show

Saturday - June 9, 2018 - 7:00 am

Daryl D. Gushee, Inc.  
33 Lewiston Road/US Route 202  
New Gloucester, Maine

**A Potluck Lunch will be served at 11:30 am.**

Assorted BBQ Cuts of Meat and Bottled Water will be provided by Sandy & Jack Gushee.  
Please bring a Favorite Side Dish to compliment with BBQ and Dessert Cookies.

**An orderly convoy will be led by Daryl s #13 Road  
Tractor with departure at approx. 1:30pm to tour Daryl s  
Sawmill, Chicken Barn and Farm Properties in New  
Gloucester**

Please bring your road-ready antique vehicle to drive in the convoy and tour.  
An hour or so will be spent at each property with the day ending after the Farm tour.

**All attendees will have the first opportunity to present  
their best offer to purchase select pieces from the Daryl  
Gushee Collection**

All reasonable offers received will be considered.

# Twin Steer Trucks

*Clayton Hoak*

While traveling back from Michigan through Ontario, Canada a couple of weeks ago I observed several twin steer concrete mixer and dump trucks. While not rare in the US twin steer trucks are not necessarily common. I recall seeing very few in New England except in custom chassis mobile cranes.

Typical twin steer truck applications are concrete mixers, rotator style wreckers, large truck mounted "pitman" cranes, heavy haul tractors, high capacity dump trucks, concrete pumps, bridge inspection trucks, and oilfield trucks. Twin steer trucks offer stability and proper weight distribution that single steer axle tri-axes cannot, especially in off road conditions.



Source: Mack Trucks

Twin steer manufacturers include Hendrickson, Simard, and Link Suspensions (formerly Raydan). Twin steer front axles are offered with air, air spring, leaf spring, spring - walking beam, and air - spring - walking beam suspensions. Simard also offers a Tridem Front Spring Suspension with 60,000 lb capacity.



Simard Air-Spring Twin Steer Axle

If you think you might be interested in a twin steer truck they can be readily found in stock for immediate sale on Truck Paper ([www.truckpaper.com](http://www.truckpaper.com)). A recent search found 78 new and used twin-steer trucks located in the US, Canada, and Australia. Most were Kenworths and

Peterbilts, however there were several Macks, International Paystars, and Western Stars, and an older DAF tossed in for good measure. Almost all were oilfield units. Not currently found in Truck Paper, but available, are Caterpillar, Freightliner, Volvo and International HX twin steer trucks.

Twin steer trucks are not inexpensive. Several "leftover" 2015 Kenworth C500 units at Camex Equipment in Nisku, Alberta, Canada were \$556,500 US/ \$719,900 Canadian or more. The Kenworth pictured has twin 20,000 pound front axles, tri-drive 60,000 pound air-ride rear axles, a 550 HP Cummins ISX15, an 18 speed transmission, custom interior, sleeper, and lots of chrome and polished aluminum.

Should you want, or need, to be a little more frugal you can acquire a new 2015 International Paystar 5900 from Glover International in Red Deer, Alberta, Canada for \$150,700 US/ \$195,900 Canadian. The International has twin 20,000 pound front axles, tri-drive 53,000 pound air-ride rear axles, a 550 HP Cummins ISX15, an 18 speed transmission and some chrome and polished aluminum; however no sleeper. \$400,000 will buy a lot of motel room nights!



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Twin steer trucks are not new. Recently Sam Sicchio, of the Northeast Rockbusters, sent Lars Ohman a photo of a (1962-66) Mack H-813/8135X twin steer mixer. Also, recall the 1964 twin steer GMC Crackerbox DFX7009 fuel tanker/tractor in the Coles Land Transportation Museum?



Source: Northeast Rockbusters Photo Archive-  
Source: HMN/ Coles Transportation Museum



## Ramblings

Lars Ohman

Just want to throw in my two cents worth on the upcoming Open House @ Daryl Gushee's operation in June. Since Daryl's untimely passing, Sandy has been working almost non stop to organize an opportunity for us in the AHS, ATCA, HECA and other organizations to actually see, and have an opportunity to bid on and purchase items from Daryl's vast collection that are excess to the family needs.

To help pull off this monumental task, Sandy is asking for help from any and all in these organizations to volunteer with assistance of getting all this collection out and on display before the big day. I'm asking any and all who can spare the time, and or equipment to contact your local chapters, and get your name on our HELP NEEDED list. Step up to the plate, and help with whatever your specialty is.....manpower is needed. More details elsewhere in the newsletter. The day of the actual open house, bring your gloves, work boots, safety glasses, and a strong back...be prepared to see more things and trucks in one location than has ever been assembled in New England in recent times. Hope to see you there... Lars

# CALL FOR PHOTOS



**2019 PINE TREE CHAPTER  
ANTIQUA TRUCK CALENDAR**

SEND PHOTOS TO TOM HUDGINS:  
EMAIL: [TOMCHRISTOPHER71@YAHOO.COM](mailto:TOMCHRISTOPHER71@YAHOO.COM)  
SNAIL MAIL: PO Box 43  
BRADFORD, ME 04410

**TRUCK PHOTO SESSIONS AVAILABLE UPON REQUEST**

# Multifuel Engines

George Barrett

As the United States fleet of military tactical vehicles approached ten years of age in the late 1950s a great deal of thought was given the idea of having the two and a half tonners and larger trucks powered by diesel engines. What would really be best would be to have an engine that could run on diesel as well as gasoline because there were large supplies of gasoline wherever in the world a military base existed. During World War two all trucks were gasoline powered except the 12 ton Diamond T that had a Hercules 895 cubic inch diesel or the 1090 cid Hall-Scott gas. The new design of 1949 were all gasoline from the Jeep to the ten ton.

The answer was to have a multi fuel engine designed for the two and a half ton "Eager Beaver" designed by Reo and change the LeRoi V8s out of the ten ton and replace it with the Cummins 785 cubic inch V8. Some of the five tonners would have their 6603 Continentals replaced with the smaller multi fuel selected for the deuce and a halves but in the end the five ton trucks got 855 block Cummins.

I can remember in the early 1960s seeing something from General Motors about their efforts to build a multifuel and kept telling myself to see if I could find it. I never did until a couple of months ago while looking for something else in the GM folder I found the long lost six page brochure. If I didn't know better I would have thought that Detroit Diesel was offering a full line of multifuels, all the 71 and 53 series. This was apparently a result of the research involved in an attempt to get the government contract which went to Continental. GM did not pursue the multifuel but the increase in compression ratio may have had something to do with the stronger crosshead piston pin (wrist pin) that has been used since 1972.

The requirement the military put forth was for a compression-ignition engine that would operate on the fuel available which may vary from 2-D to high-octane gasoline. The engine is expected to start and operate acceptably on all fuels without engine modifications, a fixed engine timing, and fixed nozzle opening pressure.



from the front cover of Army Motors spring 1995 issue. This is a 1969 AM General M35A2, 2½ ton basic design by Reo in 1950. When you see the vertical exhaust like this you know it's a multifuel.

The Maine National Guard got some 2½ ton multifuel trucks in 1968. The only quick way of telling it was a little different than the older deuce and a halves was the vertical exhaust stack next to the right windshield post. For our "Summer Camp" in 1968 I drove one of the new trucks from Augusta to Camp Drum, a two day trip. I found it a very nice truck but then I've always liked the Reo "Eager Beaver" with the 331 gasoline engine. It was comfortable to sit in (unlike some of the smaller tactical trucks), good visibility, easy in and out, and a beautiful transmission. The new multifuel had a little more power but we ran them on diesel fuel all the time. The rule was if we had to run them on gasoline put some motor oil in with it ( a quart to 15 gallons). I can understand the guys that are now collecting them, they're just plain fun!

The engines we had were 465 cubic inches naturally aspirated with a compression ratio of 22:1, brake horsepower of 210 at 2800 rpm. The other engine used was a little smaller at 427 cubic inches with a turbocharger. The compression ratio was 20:1 with a brake horsepower of 130 at 2600. The smaller engine had the same stroke (4.88") but the bore was a quarter of an inch smaller (4.31" compared to 4.56"). I've never driven the turbo version, I'd like to, they sound exciting. In the end both engines had various turbos fitted to them.

General Motors said in brochure 265830 that there were four basic things they had to do to convert their regular 71 and 53 series diesels into a multifuel.

- 1 - They were using a new piston to get a higher compression ratio of 23:1 to ignite the lower specific gravity fuels like gasoline.
- 2 - New injectors, with internal modifications, greatly reduce the volume of fuel which is exposed to the heat of combustion. This checks the amount of vaporization which occurs with gasoline
- 3 - A high-capacity engine fuel transfer pump is needed because the normal flow for use of diesel fuel would not be satisfactory with gasoline.
- 4 - An auxiliary fuel booster pump and minor fuel line changes are made, in order to support the flow of fuel.

The lower power with gasoline is due to its lower heat of combustion per unit volume. Higher compression ratios are needed to get the gasoline to burn when injected and handling gasoline under pressure and temperatures needed to supply the engine were something no engine manufacturer had done before.

Now, many years later, I'm sure there are many different opinions as to the success or failure of the multifuel project. It is hard to put a price on the value of the experiment. I'm sure those that purchased the DDA products into the early 80s benefited from the piston redesign and some other things. There were many upgrades to the multifuel in the area of fuel delivery and turbo-chargers and many guys in the hobby of collecting, driving, and off-roading in 6x6 military trucks are enjoying the product of the 1960s. Without facts to back me up I'm inclined to think that if they had put J series Cummins (401 or 466) 6 cylinder engines in these trucks and installed diesel fuel tanks around the world to fuel the trucks we'd be money ahead. Nevertheless, it is part of the history of trucks.

continued from previous page  
 There are two books I regularly use for reference when I'm putting together something like this:

**DIESEL ENGINEERING HANDBOOK**

Karl W. Stinson, ME  
 Professor Emeritus of Mechanical Engineering  
 The Ohio State University  
 12th EDITION, 1972  
 SECOND PRINTING, 1976

Hard Cover  
 330 pages

**The Internal-Combustion Engine in Theory and Practice**

Charles Fayette Taylor  
 Professor of Automotive Engineering, Emeritus  
 MIT Press 1968, rev 1985

2 Volumes  
 Soft Cover  
 1350 pages  
 many charts

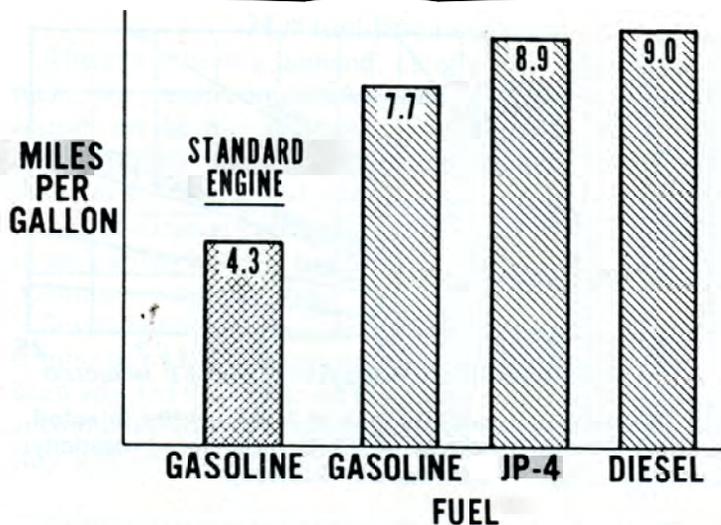


Fig. 26-30. Fuel economy comparison of standard spark-ignition engine versus LDS-427-2 Continental engine in M35 truck on Arctic highway operation.

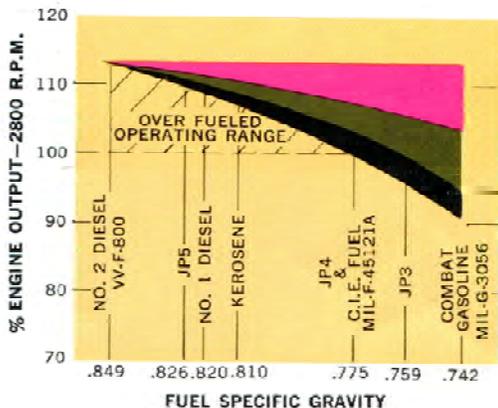
The graph above shows the multifuel engine is more economical on all fuels. Interesting note in the book that acceleration from 0 to 30 miles per hour showed -  
 Standard Gasoline Engine .....59 sec  
 Multifuel engine using gasoline .....42 sec  
 Multifuel engine using 2-D fuel oil .....23 sec

**ENGINE OUTPUT:**

This chart shows the differences in maximum horsepower output derived from various fuels in a 6V-53 Multifuel engine which develops 100% of its rated power on intermediate range C.I.E. fuel (U.S. Army standard). The engine would provide 13% in excess of rated power on No. 2 Diesel fuel and 8% below it on combat gasoline.

The colored areas show what effect the three factors above would have on power output across the spread of fuels from high to low specific gravity.

**EFFECT OF FUEL GRAVITY ON MAXIMUM ENGINE OUTPUT**



● REDUCED FUEL HEAT CONTENT    ● REDUCED INJECTOR OUTPUT    ● REDUCED THERMAL EFFICIENCY

Four graphs from Diesel Engineering Handbook. Graph on lower left from GM Diesel multifuel engines 3265A30

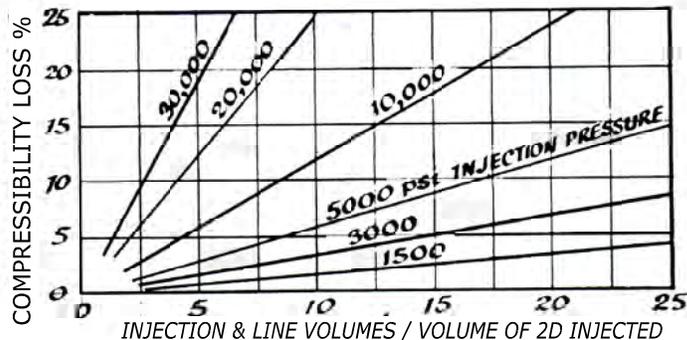


Fig. 26-25 Compressibility loss of fuel quantity injected, gasoline compared to fuel oil. (Bulk modulus of elasticity: Gasoline—170,000; 2-D Fuel Oil—210,000).

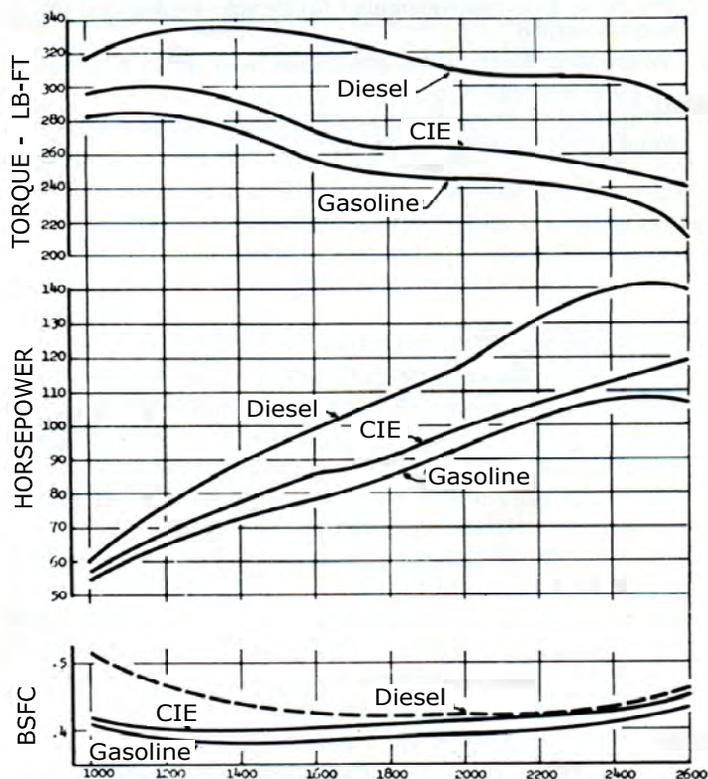


Fig. 26-29 Full-rack performance of Continental LDS-427-2 4-cycle multifuel engine with various fuels.

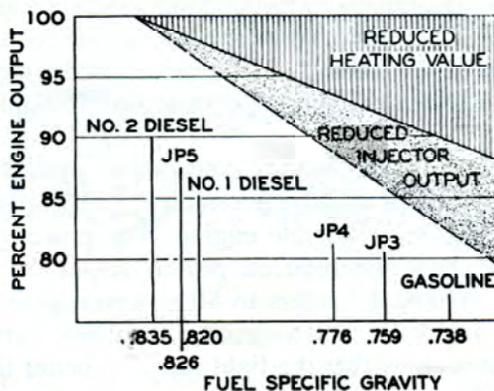


Fig. 26-27 Effect of specific gravity, viscosity and compressibility on performance of GM Series 71 Multifuel engine.

# 2018 COMING SHOWS AND EVENTS

**Saturday April 7 Antique Fire Trucks**, Yarmouth at the Bickford Collection, 1:00PM, Bring your old truck.  
See more on page 9

**Sunday April 29 Pine Tree Chapter Spring Stretch** Bud Davis's and more in the Sheepscot area. See more on page 9.

**Sat & Sun May 5&6 QUVA Spring Show** Zagray Farm, Colechester, CT

**Saturday May 5 George Sprowl's Antique Express** Open House Searsmont

**Saturday May 26 Springtime Truck and Tractor Show** Lincoln, ME

**Thur May 31 - Sat June 2 ATHS Convention, Lexington, KY**

**Sunday June 3 Maine Antique Tractor Club Show & Shine Event** 9:00 am to 3:00 pm 351 Water-ville Road Norridgewock, Maine The gate opens to display at 6:30 am. Swap meet space available, crafters and food vendors will be on hand. More info at 431-2718. Old trucks invited.

**Saturday June 9 Daryl Gushee's Farewell Celebration Show** Please see Page 3 of this Newsletter

**Fri & Sat June 15 & 16 ATCA Macungie Annual Meet** Memorial Park, Macungie , PA

**Sat & Sun June 16 & 17 Watson's Wheels and Water** Naples

**Saturday July 7 Boothbay Railway Village** Antique Engine Meet with MAPA and Pinetree Boating Club 633-4727 or go to [railwayvillage.org](http://railwayvillage.org) for all the season's activities

**Saturday July 21 Boothbay Railway Village** Antique Auto Days with the MOALS 633-4727 or go to [railwayvillage.org](http://railwayvillage.org) for all the season's activities

**Sat & Sun July 21 & 22 Owls Head Transportation Museum** Truck Show

**Saturday August 4 ATHS Green Mountain Chapter**, Bellows Falls, VT 20th annual Antique Truck Show Bellows Falls, Vermont at Bellows Falls Union High School. INFO: Roger Martin 802 439-5797 or 802-477-2594 e-mail [mackl152@outlook.com](mailto:mackl152@outlook.com)

**Fri - Sun August 3 - 5 Rockbusters Concord, NH** at Continental Paving, North Pembroke Rd., [www.northeastrockbusters.com](http://www.northeastrockbusters.com)

**Sunday August 19 "Barrington" Granite State Old Truck Meet at Hillsborough, NH**

**Sunday September 16 Topsham Pine Tree Chapter of ATHS** truck show at the Topsham Fair Grounds, Camping Available, Saturday Evening get-to gether, Demonstrations, George Barrett [sheepscot@gwi.net](mailto:sheepscot@gwi.net) 207-829-5134 or 207-671-2666 (C)

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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 Four 1935 Ford wire wheels, Trued up, media blasted, primed and painted..will fit Model " A " Fords. \$475.00 Lars Ohman, Sabattus, ME. (207) 376-7993  
FOR SALE: "Tumble Bug" Scraper, BOCE, near perfect condition for age, no wear. Pull behind small CAT or tractor \$375.00 Lars Ohman, Sabattus, ME. (207) 376-7993

FOR SALE: Running GMC 478 cubic inch V-6 engine. It's still in the frame with running gear - engine \$500.00; Also a complete 1969 GMC 5500 with 351 cubic inch V-6 engine. Cab very solid other than floor. Has skip in engine - truck \$1500.00. Contact Alden at 207-458-2172 . Open to offers or trade.

## CLASSIFIED ADS

WANTED: 5th wheel and parts to convert a truck to a road tractor. Jamie 207-949-1360

WANTED: Holmes 750 or comparable components to make a wrecker. Jamie 207-949-1360

WANTED:: Individual driver and passenger seats out of an International Comfo-vision cab. The Comfo-vision cab was used on L, R, V, M, and 210-230 series trucks. Will recover seats if necessary. If interested I have a bench seat to trade. Contact Clayton Hoak - 207-522-7088, or e-mail [1948reo@roadrunner.com](mailto:1948reo@roadrunner.com)

## SPRING STRETCH SHEEPSCOT VILLAGE

Spring Stretch and potluck lunch hosted by Bud Davis:

Location: Bud's shack, 105/107 North Newcastle Road, Sheepscot, Me 04453(look for a sign).  
Agenda: Doors open at 8:30. Coffee and possibly some round shaped pastries from 8:30-9:30. At 9:30 we'll convoy a couple miles to the Davis garage, Wiscasset Speedway, and Verne Verney's garage. We'll then convoy finally back to Bud's shack to enjoy a potluck lunch. Convoy directions will be provided at the event.

The North Newcastle Road ties into Route 194 in Alna or can be reached via the Sheepscot Road off of Route 218 or Route 1.

Think you're going to get lost or need more information, contact Jamie@ 207-949-1360 or Bud@ 203-671-5267

## SPAAMFAA MEET AT BICKFORD'S

The Pine Tree Chapter of SPAAMFAA (Society for the Preservation & Appreciation of Antique Motor Fire Apparatus in America) has invited the Pine Tree Chapter of ATHS to join them at the Bickford Collection on Saturday, April 7th. They'll have a board meeting at 1, but Jim will be there with the building open 11-3. Feel free to bring any old truck, if it's red you'll get preferred parking. It's usually cold in the building so bring a coat this time of year.

Address for the Bickford Collection is 38 Yarmouth Junction, Yarmouth, Me 04096

For more information, contact Mike Trembley@ 207-494-8628 or Jamie@ 207-949-1360

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- President - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email:haroldjmason@gmail.com  
**Vice President - Peter Mullin** 200 Stanford Street, South Portland, ME; 04106 (207) 767-6080; email: wfd44@maine.rr.com  
**Secretary / Treasurer - Diane Munsey,** 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com  
**Director - Cheryl Billings** 1031 Pinkham Brook Rd. Durham, ME 04222 (207) 353-7209; email:cherylbillings55@gmail.com  
**Director - George Barrett** 2 Country Charm Rd. Cumberland, ME 04021; (207) 829-5134 cell 671-2666; email: sheepscot@gwi.net  
**Director - Steve Corson** 163 Main St., Rockport, ME 04856 207 -236-8886, cell 207-542-4192 email: blackdogmack@gmail.com  
**Director - Lars Ohman** 6 Antique Drive, Sabattus, ME 04280 cell 207-376-7993 email: peckapohl@roadrunner.com  
**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 \_\_\_\_\_

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

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**Mail to: Pine Tree Chapter ATHS**

C/O Diane Munsey  
785 River Road  
Dresden, Maine 04342

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



*Tom Hudgins photo*



*George Nye photo*

Pine Tree Chapter members and guests enjoying the annual meeting at the Owls Head Transportation Museum. Thank you Toby and Kevin for hosting. Great time to meet and talk, catch up on what's been happening all winter. Also to make plans for the second Pine Tree Chapter Truck Show in Topsham September 16. As you can see there was no shortage of food!