

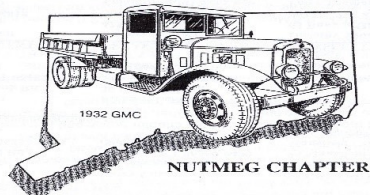
ATHS NUTMEG CHAPTER STEERING COLUMN

SEPTEMBER – OCTOBER 2020 – OUR THIRTY- SEVENTH YEAR

DON ARNAUCKAS, EDITOR
14 AVALON AVENUE
OAKVILLE, CT 06779

Next Meeting:
September 13, 2020
Zagray Farm Museum
544 Amston Rd Route 85
Colchester, CT 06415
Business Meeting at 2:00 PM

American Truck Historical Society



ATHS Nutmeg Chapter Officers & Board of Directors

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PRESIDENT'S MESSAGE

September-October 2020

Our last in-person Chapter meeting was held in January; our March and May meetings were cancelled and our Brooklyn Show was cancelled. Finally, it was nice to have our meeting in July, following the guidelines for holding gatherings. Thank you to Rob and Vanessa for hosting our meeting and to those members who attended and brought their trucks and wore their masks.

Although COVID-19 is cancelling everything, we still had some Chapter business that needed our attention. We were able to have a Board of Directors meeting before the regular meeting. We were able to discuss some important issues, but it was difficult to make some other decisions due to the uncertainty of the future with the COVID-19. For the near future, we will have our September 13th meeting at Zagray Farm in Colchester. I am sure many of you are familiar with their museum. There is plenty of room there so you can bring your truck. If you have not taken your truck out this year, this is a perfect opportunity to take it for a nice drive to Colchester. Thank you to Harold Foskett for setting this meeting up. At the September meeting we will discuss how best to handle our Annual Dinner Meeting and Election of Officers, always keeping in mind that we must follow the CDC and Connecticut Guidelines in place at that time.

Prior to our meeting, I asked our present officers if they would commit to another two years in their positions. Harold Foskett said he is willing to continue as Vice-President; Tom Bachand would continue as Treasurer. Betty Jay is willing to continue as our Secretary. John Raymond will continue to be our Show Chairman, which he has expertly done for years. Peter Yeomans would continue as an At-Large Board Member and I will continue as Editor of the Newsletter. Jim Dowd JD will be unable to continue as an At-Large Board member. We thank JD for the years he served in that position. Jon Yeomans will be unable to be an At-Large Board Member and will not be able to monitor our Facebook page. We all know and appreciate all that Jon has done for our Nutmeg Chapter over many years and with the changes in his life, he just does not have the time to devote to the Chapter. Members of the Nutmeg Chapter need to thank these individuals for what they did in the past and for making a commitment to the future.

Linda Raymond has served for years posting our Chapter information on the ATHS National website. It was a daunting task due to the outdated ATHS site, but Linda did all she could to keep us listed on the website. National closed the Chapter listings and our website is now being handled locally. Thank you Linda for all you have done over the years to promote our Chapter.

As many of you know, I will not continue as President and Tom Bachand wishes to remain as Treasurer only; we need someone to handle Membership. Two years ago, we had the same problem filling all the offices; and Tom and I ended up taking on dual positions to help keep the Chapter going. For the good of the Chapter, we need to get more people involved.

The facts are straightforward. Chapter needs a President, a Membership person, At-Large Board Members and someone who is willing to oversee our Facebook page. We have asked for a Nominating Committee and no one volunteered. We asked for a Long Range Planning Committee and no one volunteered. One person did come forward with a few suggestions of possible candidates for these positions. We have many good people that have committed to positions in our Chapter, but we need a few more. Contact an officer if you feel you can help fill any of these positions.

The National By-Laws state that we should have a slate of candidates at our September meeting to be voted on at our Annual November meeting. Think about it... Our Chapter cannot remain active without these positions filled. Our organization is not unique in that our membership is aging however we all have the same goal, we want to keep the Nutmeg Chapter viable and active. We want to preserve the history of trucks and trucking.

In National ATHS News, National has stated that very few people applied for their Scholarships. Keep in mind that ATHS members' children and grandchildren are eligible to these scholarships.

National has stated that they will not be publishing the traditional 2020 Truck Show Time photo book this year. They will have a DVD available upon request and will let us know when it is ready for distribution. Yet another sign that times are changing.

In other news, please be aware that the ATHS Classic White Group has cancelled their show in Westfield, MA. The fate of ATHS Pioneer Valley Show will not be decided until later in August.

At our Chapter Board meeting, it was decided that our 2021 Truck Show will feature Maggie McCormick's hotdog truck and another truck that will be determined at our Annual Meeting as is tradition. Our 2021 show poster will have two trucks on it and we will have dash plaques and shirts for both trucks.

As I write this president message, I wonder if we will ever return to normal. After our tropical storm that caused much destruction, we are lucky to have electricity but no phone, TV or internet service. The road is closed going to the printers so the newsletter will be a little late. Luckily, our personal damage was not that great, just a day's work and a truck load of debris. What else can happen?

Looking forward to seeing everyone at our meeting on September 13, 2020 at the Zagray Museum in Colchester. Please join us if you can.

Don Arnauckas, President

Here is what you need to know about our Nutmeg Chapter Meeting September 13, 2020

Location: ZAGRAY FARM MUSEUM, 554 AMSTON ROAD (ROUTE 85), COLCHESTER, CT

Directions: On CT Route 2, take Exit 18 for Route 16 East to downtown Colchester. Take Route 85 North and Zagray Farm Museum will be on the Right (very North end of Colchester).

Our business meeting will begin at 2 PM, come early and enjoy conversation and light refreshments prior to the meeting. This will be a good time to let your vehicle get a feel for the open road once again and there is plenty of parking available. In order to follow CT COVID-19 guidelines, please wear a mask and bring your own lawn chair if you have one. We will continue to follow social distancing and our meeting will be held in a covered pavilion.

If you have any questions or wonder if our meeting is on as scheduled, please contact Don at 860-274-4758 or 203-509-7598 or Harold at 860-465-7503.

Minutes of Nutmeg Chapter Meeting July 12, 2020

Call to Order: Donald Arnauckas, Nutmeg Chapter President, called the meeting to order at 2:10 PM.

Opening:

The meeting opened with the Pledge of Allegiance led by the Chapter President. Rob and Vanessa Coutu hosted the club members at Coutu's Truck Country in Willimantic, CT. Don extended a heartfelt thank you from the Club members to Vanessa and Rob for their hospitality and array of sandwiches, snacks, beverages and desserts. This was the second club meeting of 2020 as the March and May meetings were cancelled due to COVID-19 Guidelines.

Attendance:

There were 22 members present. Don announced that the revised ATHS Brochures and membership forms were available at the table.

Secretary's Report:

A motion was made to accept the Minutes of the January 12, 2020 meeting as they appeared in the Newsletter. The motion was seconded and the members voted unanimously to approve the Minutes.

Treasurer's Report: Tom Bachand Reporting period February – June 2020.

1. Savings Account- No activity beside interest recorded
2. Regular Account
 - Income: Dues and 50/50 Raffle
 - Expenses: BTS Graphics & Printing, Newsletter postage and mailing
3. Show Account Activity
 - Income: None
 - Expenses: None

A motion was made and seconded to accept the Treasurers Report. Report accepted.

Membership Report: Thomas Bachand

Tom reported that the 17 members with unpaid dues have been carried beyond the due dates and will be suspended August 1. The Newsletter will no longer be sent out to these members.

OLD / CONTINUING BUSINESS:

Newsletter: Donald Arnauckas

Don welcomes any advertisements, articles or contributions to the Newsletter. Deadline for all ads and submissions is July 31.

Website and Social Media: Harold Foscett, Tom Bachand

Update: The Nutmeg Chapter's new website is: nutmegchapteraths.com.

The Facebook page can be accessible at facebook.com/nutmegATHS.

Brooklyn Truck Show 2020/2021

The Board of Directors has recommended that two trucks be featured at the 2021 Brooklyn Show. Maggie McCormick's 1934 GMC Hot Dog Truck will represent the 2020 featured truck. Nominations for the 2021 featured truck will be taken at the November annual meeting. The new poster will feature both trucks. The 2020 tee shirts and dash plaques were available for sale at this meeting. New dash plaques and tee shirts will be ordered for the 2021 Show as close to the actual show date as possible.

The 2020 ATHS National Convention & Truck Show, May 28-30 is a free virtual event, produced and presented online in place of the actual in person event due to current pandemic conditions. It is uncertain at this time if there will be a Showtime edition published. Don will contact National to clarify.

NEW BUSINESS

The Future of the Nutmeg Chapter

To date, there have been no volunteers to serve on a Nominating Committee or the Long Range Planning Committee. One member did suggest a few names for different positions. These few members will be approached to see if there is an interest in filling one of the following open positions: President, Membership Chairperson and at Large Board of Directors members and someone to monitor FaceBook. Harold Foscett has volunteered to continue as Vice President, Tom Bachand as Treasurer, Peter Yeomans At-large, John Raymond will continue as Show Chair, and Betty Jay as Secretary. Don will continue to be the editor of the newsletter. All positions are open if someone is particularly interested in serving.

Don will speak to Linda Raymond about the new website and the webmaster position and to Jonathan Yeomans about continuing to keep the Club active on Facebook and serve on the Board of Directors.

Nutmeg Membership Forms

Due to the fact that the ONE CALL system option has not generated much interest and the topic has been tabled, it is going to be necessary to update the membership contact information in some manner. We need someone to assist with updating contact information. This will allow for a timely manner of notifying members of events that need immediate attention (such as cancellation of meetings etc.) A recommendation was made to draft the Membership Form to include a "no contact" option for members who only wish to receive the Newsletter and do not attend meetings.

Future Events and Meetings (Please check with the contact person or club websites to verify event information)

1. September 13 meeting: Location to be determined.
2. November Annual Meeting: Due to ever-changing COVID Guidelines, details about our Annual Dinner and Meeting will be discussed at the September meeting.
3. Wishes on Wheels: To date, Wishes on Wheels Convoy is still scheduled for September 20, 2020. Members are on their own if they wish to be involved.
4. Pioneer Valley ATHS Show is scheduled for October 11 in Westfield, MA. The ATHS Classic White Group Show has been canceled.

OTHER BUSINESS

1. The 50/50 Raffle was not held.
2. Nutmeg Member George Fiebe, Patchogue, NY is the winner of the Spring Time Truck & Tractor Show Acts of Kindness Donation Truck Drawing and traveled to Maine to claim his new old Autocar
3. National ATHS Scholarship Foundation. Only two scholarships were granted this year. Members are reminded that any ATHS member can have a family member apply for a scholarship.
4. Cares & Concerns for these members. Lance Dimock, Vanessa Coutu, Denis Yaworski, Betty Robinson, Rich Laiho, Jim Dowd

There being no further business, the meeting adjourned at 2:55 PM.

Respectfully submitted,

Betty Jay, Secretary

2020 ATHS NUTMEG CHAPTER CALENDAR OF EVENTS

Due to current COVID-19 situations, we have made every effort to check the websites or contact individuals concerning the status of the Events listed below. The information listed is based on the information that was available on August 5, 2020. We strongly advise that you check the status of the events BEFORE you make travel plans.

- Aug 16 ATCA Mid-Hudson Chapter 17th Annual Truck Show - New Paltz, NY **CANCELLED DUE TO COVID-19**
- Aug 22 ATCA Granite State Chapter Old Truck Meet at Feather Airport, Deering, NH from 8 AM to 4 PM.
CANCELLED DUE TO LACK OF VOLUNTEERS
- Aug 30 ATCA Bay State 19th Annual Show at the Bolton Fairgrounds, 3817 Bridge St., Lancaster, MA
CANCELLED DUE TO COVID-19
- Sept. 6 ATCA Northeastern Pennsylvania Chapter 30th Annual Antique Truck Show & Flea Market at Harford, PA
CANCELLED DUE TO COVID-19
- SEPT 13** ATHS Nutmeg Chapter Meeting at the Zagray Farm Museum, 544 Amston Rd., Colchester, CT. Business Meeting at 2 PM. Come early and bring your vintage vehicle. There is plenty of parking. Those attending should wear a mask. Bring your lawn chair, if you have one. Light refreshments will be provided. Due to COVID restrictions, please watch for notification in the event we need to cancel. Call Don or Harold if you don't have email! Don 860-274-4758 or Cell 203-509-7598 or Harold at 860-465-7503.
- Sept 13 ATHS Pine Tree Chapter 3rd Annual Truck Show, Topsham Fairgrounds, Topsham, Maine. Details to follow (Alternative Rain Date is Sept. 20) Contact Jamie Mason at 207-949-1360—CALL BEFORE YOU HEAD OUT TO THIS EVENT!
- Sept 19 Annual Friends of Autocar Show & Luncheon, at the Goshen Fire Hall, West Chester, PA. **CANCELLED DUE TO COVID-19**
- Sept 19-20 ATHS Mohawk Chapter 31st Anniversary Antique Truck Show at Saratoga County Fairgrounds, Ballston Spa, NY. **CANCELLED DUE TO COVID-19**
- Sept 20 Wishes-on-Wheels Convoy at Rentschler Field, East Hartford, CT. Truck registration opens at 6:30 am, \$25 registration fee. Convoy leaves at 9:15am. Rain or Shine. Visit wishesonwheels.com for further details.
- Sept 27 ATHS Metro Jersey Truck Show, Skylands Stadium, 94 Championship Pt., Augusta, NY. **CANCELLED DUE TO COVID-19**
- Oct 3 & 4 Zagray Farm Museum Fall Festival & Swap Meet at the Zagray Farm Museum, 544 Amston Rd., Colchester, CT from 7AM to 4PM. Admission \$5; Vendor Spaces \$25. Contact George @ 860-639-1213 or Karl at 860-334-2838. www.ZagrayFarmMuseum.org
- Oct 11 ATHS Pioneer Valley Truck Show Westfield Airport, Westfield, MA. More information to follow when it becomes available. The ATHS Classic White Group will not be participating in this show as previously announced. PLEASE CALL BEFORE YOU HEAD OUT—Don Prifti at 413-569-3666
- Oct 17 Double D Living History Farm Annual Open House, at Dudley Diebold's, Roxbury, CT **CANCELLED DUE TO COVID-19**
- NOV TBA** ATHS Nutmeg Chapter Annual Thanks-Giving Dinner Meeting with election of officers. Due to COVID-19 restrictions, detailed information is not available at this time.

Disclaimer: This list is compiled from a variety of sources, therefore it is wise to call and confirm dates & locations.

We strongly advise that you verify information before traveling to a listed event.

Refer to "WHEELS OF TIME- THE ROUTE GUIDE" for all other ATHS events.



<https://www.nutmegchapteraths.com>



<https://www.facebook.com/nutmegATHS>

*Standard-component
modifications yield a
COE that delivers
traction needed for
mountainous highways
with ice and snow*

by Jack Lyndall,
senior editor

Mack Trucks Inc. has apparently solved a big problem for United Parcel Service Inc. by building a four-wheel-drive single-axle COE tractor that the parcel-delivery company can use in mountainous conditions—in any weather—pulling doubles and triples trailers.

In engineering the tractor, Model MH612, the Allentown, Pa.-based truck maker appears to have overcome design flaws encountered in previous attempts to build a four-wheel-drive tractor. To do it right and come up with a vehicle that UPS needed, Mack and the company started out with several critical objectives.

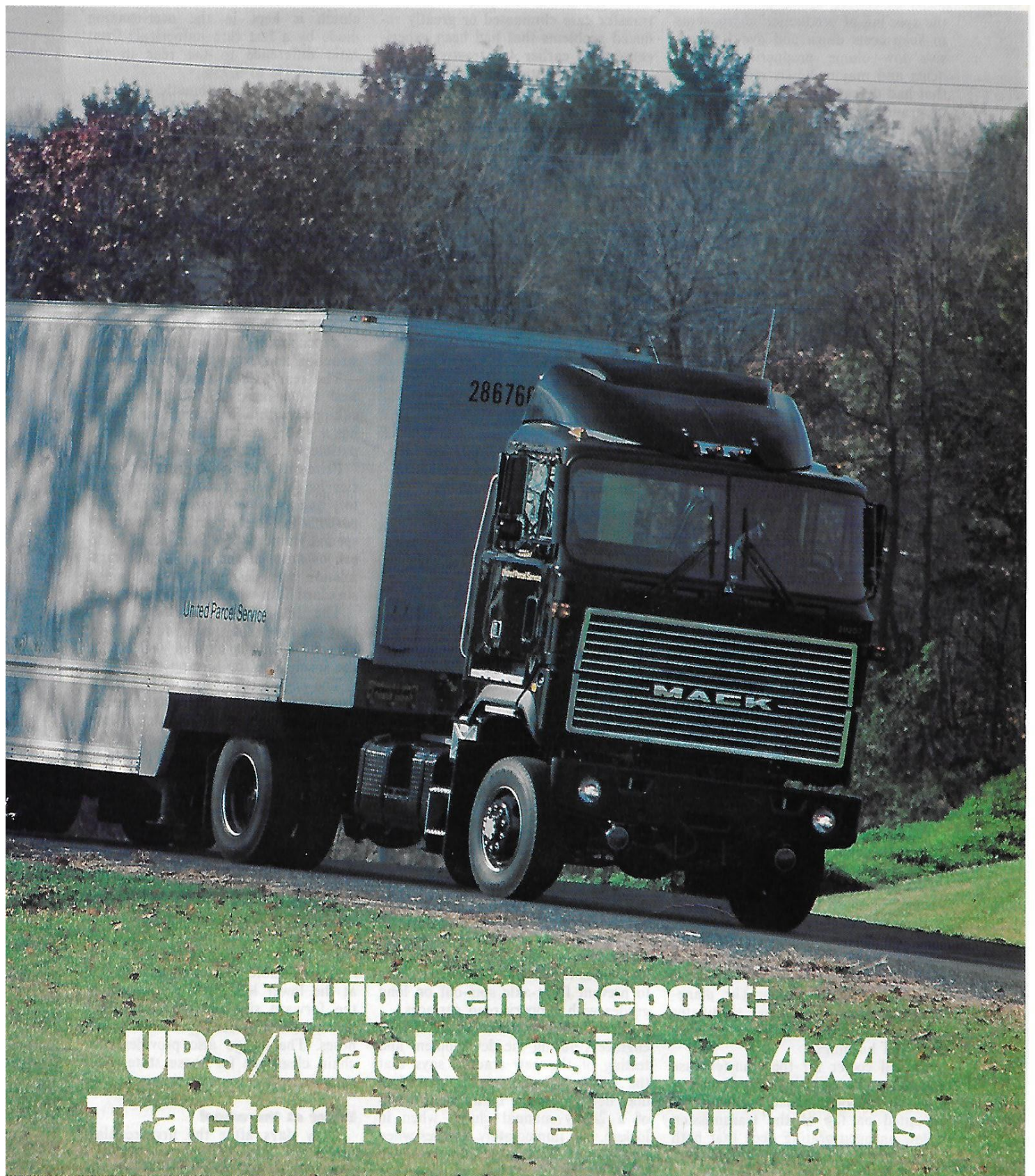
One of the primary objectives was

*New model uses 16,000-lb.-capacity
Fabco front driving axle, chosen be-
cause of its 4.61:1 carrier ratio.*



PHOTOS: DAVID POLLACK





Equipment Report: UPS/Mack Design a 4x4 Tractor For the Mountains

the spec'ing of production components to keep costs down and avoid expensive low-volume production components and major chassis modifications that had defeated previous 4x4 tractor programs by other OEMs. (Details of those early programs are included in a Society of Automotive Engineers' paper by James M. Lewis, automotive engineer for UPS. The paper, No. 861983, "The Need for a 4x4 Tractor—Friction or Fiction," was delivered during the November 1986 SAE Truck and Bus Meeting.)

A second engineering objective was to design around the technical limitations inherent in the earlier vehicles, such as shortened wheelbase and extensively modified cab.

The MH612 4x4 has a 160-in. wheelbase and 90,000 lb. GCW. Major components are basically the same as those used in Mack construction trucks currently in production. The special MH612 chassis is a modified MH602 COE tractor with standard UPS specifications (see table).

The powertrain is headed by the Mack EM6-300 6-cyl. inline turbocharged and aftercooled diesel with the Mack air-to-air chassis-mounted aftercooler. It is rated 300 hp. at 2,100 rpm. A Mack Dynamax wet-type clutch with air assist and clutch brake is also used.

The transmission is the range-type 10-speed Mack TRDL1070 modified to block out 1st, 2nd, 3rd, and 4th over-drive gears. The shift lever is mounted on the engine "doghouse" and mates with the lower shifting linkage. With the cab tilted, the shift lever is fully disconnected.

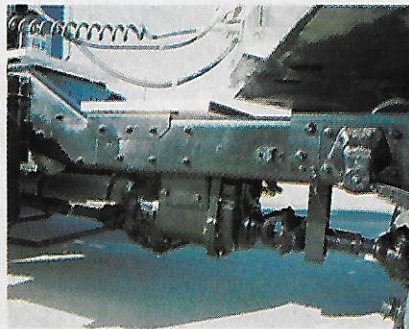
The transfer case, model TCS-15, a modification of the Mack TC-15 transfer case used for years in construction trucks and snow plows, is independently mounted between the frame rails and behind the transmission. It incorporates $\frac{1}{3}$ to $\frac{2}{3}$ torque proportioning, a planetary gear-type center differential, automatic differential frictional biasing, and low front and rear driveshaft outlets, which give conventional driveshaft U-joint angles. The planetary gear-type differential eliminates the conventional differential pinion pins and bushings.

An oil cooler for the transfer case handles continuous high-speed operation. The cooler's heat exchanger is mounted on top of the transmission below an open grating deck that both protects it and provides air flow.

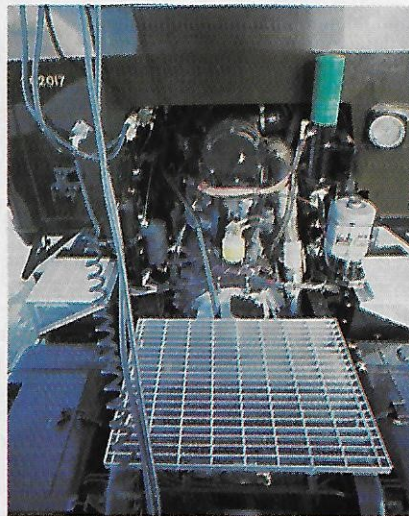
Two new key developments in the

transfer case eliminated or greatly reduced problems that had been experienced with earlier 4x4 tractors:

- A combination 3-position, jaw-type over-running clutch that gives automatic control of front-axle spin-out, automatic release to free differential drive during panic braking and driveline wind-up in reverse, and the option for driver-controlled manual lockup.



Design required offset frame and independently mounted transfer case with front- and rear-axle driveshafts.



With MH cab raised, Mack EM6-300 turbocharged and aftercooled diesel is easily reached for service.

- A multiple-function manual-plus-automatic air-cylinder control that eliminates the need for manual lockup to prevent front-axle spin-out on long grades with slippery road surfaces.

UPS's Lewis, who worked with Mack engineers during the development and testing of the new tractor, says that the 1-way over-running clutch lockup does not impose the high torque strain of a 2-way manual clutch when in lockup, and immediately releases when front-wheel traction is regained. On good traction surfaces, he says, the

clutch is kept in the over-running mode by a fast (low-numerical) front ratio difference to the rear in the range of 1% to 3.75%.

In addition, the automatic release of the over-running clutch during panic braking and abrupt trailer coupling eliminates torque peaks. Those conditions called for a torque-limiting clutch in earlier 4x4 tractor designs.

The front drive axle, a Fabco Model SDA-16 rated 16,000 lb. capacity, was selected not for its high capacity but for its available 4.61:1 carrier ratio. It has single carden steering joints, adjustable camber, spherical steering pivots, and 35° turning angles. Lewis says the axle has an excellent record of dependability and durability in construction and snow-plow applications.

The rear axle is a standard Rockwell R-170 rated 23,000 lb., and is equipped with a Traction Equalizer. It has a 4.63:1 gear ratio, which is compatible with the front axle.

Primarily due to the front-axle carrier height, the frame, engine, radiator, and cab were raised 9 in. compared with the standard MH tractor. A special frame with a 9-in. vertical offset, or drop, at the rear of the transmission was designed to maintain a standard fifth-wheel height of 48 in.

The 160-in. WB provides room so that the nose of a trailer with a 48-in. kingpin setting is located well behind the frame rise for turning clearance.

The engine is installed in the frame using standard tandem-axle-tractor mounts instead of single-axle mounts, to provide acceptable driveline angles. The standard engine oil pan had to be slightly modified to provide jounce clearance above the front-axle carrier, and the power-steering gear was moved up with the frame. That requires a longer pitman arm and a shorter axle steering arm to obtain normal steering geometry.

The MH612 uses the standard MH cab without any major modifications except in cab steps and grab rails, because of the greater cab height.

A removable cover and guard plate at the lower left front of the cab at the forward side of the front wheel well provides protection for wires and hoses. The design also provides tire-chain clearance for those states that require front-drive-axle chains.

Editor at the wheel

Only days after the first regular-production MH612 tractor was built, I both rode in and then drove it over the



test tracks and roads at the Mack Engineering Test and Development Center in Allentown, Pa. The tractor was hooked to a pair of 27-ft. doubles trailers. At first I rode with Roger Ux, a mechanic at the center, as he explained and demonstrated the somewhat unusual—to me, at least—operation of the gear-shift lever and air-assist wet clutch.

In the cab, I was aware of the increased tractor height, which improved visibility at the sides and front.

Once behind the wheel, I immediately noted the unusual clutch pedal and its operation. The pedal itself resembled a conventional air brake or accelerator pedal, and operated with finger-tip pressure.

Once the pedal is pushed down an inch or so, the resistance activates a detent microswitch to operate the clutch brake.

During several turning maneuvers on the wide skid-test area, I found that the doubles trailers (unloaded) tracked more closely than a single 48-ft. trailer. The trailers tracked equally well, as I made several circuits of the banked, high-speed test track.

Finally, I drove to a 15% test grade and stopped the tractor halfway up. I then started from a standstill and felt no clutch grabbing or chatter and no front-end lift. The tractor climbed easily to the top.

Field-test experience

A prototype MH 4x4 tractor was built in late 1985 and placed in service in January 1986 by UPS for test and evaluation. In the test, doubles were run over the Donner Pass and other Sierra Nevada passes into California, and triples were run in Nevada.

Lewis, in his SAE paper, summarizes reports from drivers and supervisors who had driven earlier 4x4 tractor versions and have since driven the Mack prototype:

- Overall traction was improved, and it was very difficult to spin wheels in snow.

- Mounting chains on the front wheels was easier and chain wear was minimal.

- Cornering in snow was smooth, with no slippage.

- Drivers had no need to use the manual lockup.

In a brief test run at Mack's test track, the new four-wheel-drive COE was easy to start from standstill on 15% grade. Doubles tracked well.

- No unusual or lumpy steering or tire scuffing occurred in backing.

- Ride quality was better, despite the higher cab.

- Bobtail operation was stable and controllable.

- Engine retardation on downgrades and braking was better than with a 4x2 tractor.

- Stability and control were improved when pulling triples.

- Excessive left-front-wheel lift during clutch engagement was eliminated.

Lewis reports that the prototype tractor had average fuel economy of 5.3 mpg during operation between Reno and Salt Lake City pulling triples trailers with GCWs well over 100,000 lb.

Available for all

The MH 4x4 has been released for regular production, and is available to other fleets. UPS has purchased the first production model, and Lewis says it expects to purchase more, both for triples combinations in states where

they are allowed, and for doubles operations over passes in the Rockies and the Sierras.

UPS test-vehicle specs

Make and model—MH612

GCW—90,000 lb.

Loaded chassis weight

Front axle—10,500 lb.

Rear axle—22,040 lb.

Total—32,540 lb.

Wheelbase—160 in.

Engine—Mack EM6-300 6-cyl. inline turbocharged and aftercooled, rated 300 hp. at 2,100 rpm

Engine brake—Mack Dynatard

Air compressor—12.9 cfm

BC—65 in.

Exhaust type—underframe

Fuel and water separator—incorporates Mack 5-micron secondary fuel filter

Coolant recovery system

Batteries—Four 12v with 625 CCA

Clutch—Mack Dynamax 13½ in. wet type

Transmission—Mack Maxitorque TRDL1070 with 1st, 2nd, 3rd, and 4th

overdrive gears blocked out

Cab—Mack MH—with air suspension

Mirrors—West Coast, electrically heated

Cab-mounted air deflector

Driver's seat—air suspension type

Air conditioner—Mack integral

Fuel tanks—Left side, 63 gal. rectangular steel; right side, 100 gal. rectangular steel

Front axle—Fabco SDA-16 rated 16,000 lb.; 4.62 ratio.

Suspension—front: taperleaf, rated 12,000 lb.

Rear: 11-leaf, rated 23,000 lb.

Front brakes—16½x5 in. S-cam with Type 20 air chambers

Front slack adjusters—manual

Steering—integral power

Rear axle—Rockwell R-170 rated 23,000 lb.; 4.63 ratio

Wheels—Steel disc 22.5x8.25.

Tires—275/80R 22.5 G radial

Rear-axle brakes—16½x7 in. S-cam with type 30/30 air chambers

Circle 310 on reply card for more data

EDITOR'S NOTE: While browsing thought the website "Trucks in the Weeds," I came upon this Mack MH-6122 that is located in Iowa. It states that this Mack was custom made for UPS for mountain use. One of only twelve built, this one is the only known survivor. I thought I heard there were no "former" UPS Trucks?



UP TO 50 FT.

LOADING SPACE...

60 FT. OVERALL

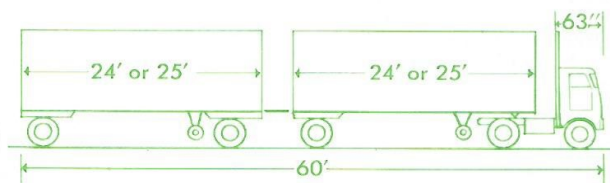
with the

4-Wheel Drive

"Mountaineer"

MODEL WF6344T

STANDARD
CHASSIS WEIGHT:
11,030 LBS.



White FREIGHTLINER

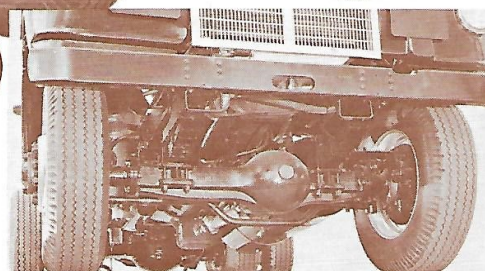
4-WHEEL DRIVE DIESEL TRACTOR

with 63" insulated Spacemaker Cab

Expressly designed to pull "doubles" on slippery and mountainous highways, the "Mountaineer" is also being operated successfully with other combinations on the highway and in "off-highway" operations. With front axle engaged, traction exceeds that of a dual drive tractor, yet it has the flexibility of a short wheelbase, single drive model.

New, improved cab gives maximum driver comfort . . . easier engine access . . . greater visibility. The 3-piece riveted nose section is stronger, reduces costs when repairs are necessary.

**GET ALL THE FACTS FROM
YOUR WHITE REPRESENTATIVE**



JUST FLIP A SWITCH — cut in front wheel drive at any time!

The "Mountaineer" has a Timken F-233 front drive axle and a White-Freightliner air-actuated transfer case which allows driver to engage or disengage front drive axle at a flip of a switch, under any load condition, with the vehicle moving or standing still.



THE WHITE MOTOR COMPANY

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I know Mack enthusiasts are quite proud that Mack made these 4 x 4 C.O.E. road tractors for UPS in the 1980's! In 1958 however, White Freightliner was making the "Mountaineer" that was the same configuration. Although there was not a large market for the C.O.E. 4x4 road tractors, here are three manufacturers who produced them.

International® UNISTAR

CO 7044A



In 1971 International was offering the Unistar CO-7044A which also was a 4x4. This International was unique in that it did not have a transfer case. Power went from the engine to the transmission, to the rear axle and then to the front axle. With an optional "Jifflox Dolly", this Unistar could easily pull full length trailers. This Unistar was quite unique and can justify a full article about it.

NUTMEG FOR SALE & WANTED SECTION

FOR SALE



(Representative Photo)

RARE FIND – Components for World War I Vintage FWD Army Truck. Chassis with Four Good Wheels, Front & Rear Axles, and Frame in good shape. Left over from restoration project. Hard to find - \$750. Located in Roxbury, CT. Contact Dudley at 860-354-0649.

FOR SALE



1952 MACK L J originally made for US Interior of Defense Dept. Served in Yellowstone National Park. Documentation and manuals included. Re-powered with a Mack 237 HP diesel, with a five-speed over drive transmission. Modern Air-Ride Rear Suspension with 4:17 Ratio rear for Highway driving. New Tires and Brakes. Nice Original condition. \$20,00. Contact Earl at 203-410-7048

FOR SALE

1964 CHEVY C-50 DUMP TRUCK, 283 V-8 with 4-Speed Trans and 2-Speed Rear End. Needs restoration.

1965 CHEVY C-60 DUMP TRUCK, 283 V-8 with 4-Speed Trans and 2-Speed Rear End. Needs restoration.

\$450 for the pair. Contact Ray at 860-712-4602.

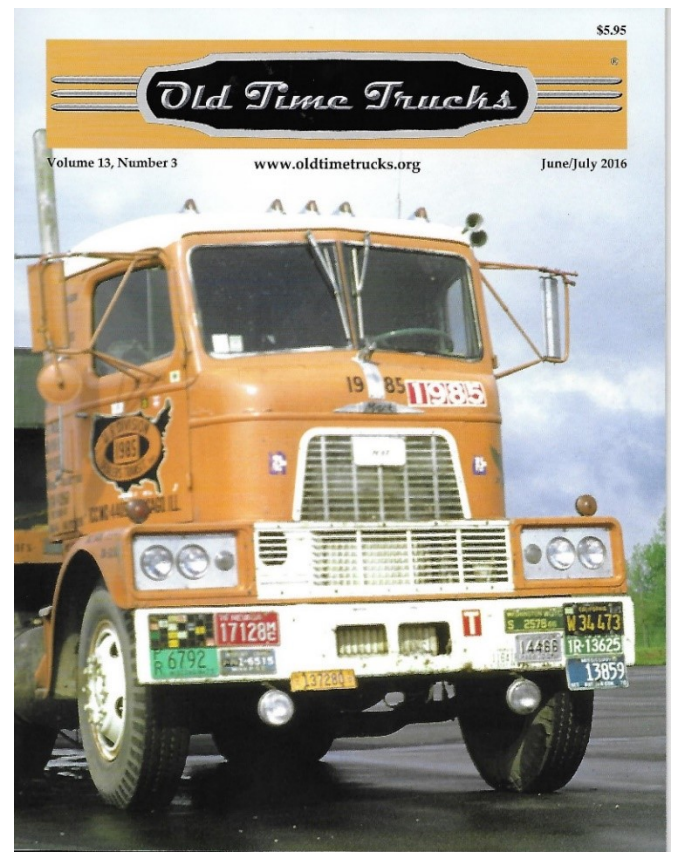
FOR SALE

1973 FORD F-700 DUMP TRUCK, V-8 with 5-Speed Trans and 2-Speed Rear End. Needs restoration. Reduced to \$400. Contact Ray at 860-712-4602.

Attention White Enthusiasts



Two White Binders and contents featuring two old White Trademarks. Free to Good Home. Contact Don at 860-274-4758.



COMPLETE YOUR COLLECTION NOW

Golden Age of Trucking Publishing has purchased a supply of the Last Issue of "Old Time Trucks." Due to unforeseen circumstances, the last issue was never mailed. This is a rare opportunity to purchase the last issue of the very popular "Old Time Trucks." We also have a limited supply of back issues from earlier years. **Call or email for details 860-274-4758 or dwatrans@sbcglobal.net Each Issue is \$6.00 plus \$3.00 postage. Please contact Don when ordering 3 or more issues. Send Check or Money Order to:**

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FOR SALE



18 FT 16 Cubic Yard Dump Body – No Hoist cylinder, No Cables or Brackets for Lift Arms. Set up for Exhaust to Heat Body. \$3,000. Located in Watertown, CT - Contact Lynn Dayton at 860-274-2998

FOR SALE



1967 DODGE WRECKER- 413 V-8 Engine, 5 speed Trans with 2 Speed Rear End. Holmes 600 Wrecker Body. Needs Restoration. Make an Offer. Call Dave at 860-205-9761

FOR SALE



VINTAGE MACK B & R Models 4" Chrome Exhaust Pipes 3' Tall with Bell. Brand New Never Been on a Truck. A few available \$350 each includes shipping in USA. Call Jon at 860-709-3322

FOR SALE



1948 FRUEHAUF DUMP TRAILER Cam & Roller Hoist. 20" Tires \$1,000 OBO. Located in Springfield, MA. Call Jay or Tim at 413-737-3114

FOR SALE

1942-1945 WILLY JEEP PARTS. Fenders, Hoods, Windshield, Radiator and some Engine Parts. Located in Chapin, CT. Call Lee at 860-617-6445

WANTED

Left Side Door for 1986 AUTOCAR DK64FT Call Lance Violette 680-676-0411- Farmington, CT

WANTED: LEFT-SIDE WOODEN DOOR FRAME for a 1946 Autocar. Please contact Tom Holcombe @ 860-673-1936

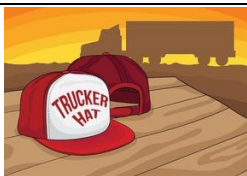
WANTED:

COMMERCIAL CAR JOURNALS FROM 1945 to 1957 Will Buy or Trade Duplicate Copies for Same Years. John Montville at (845) 462-6469 Noon & Evenings

WANTED

Looking to BUY a **MARTIN ROCKING Fifth Wheel.** Contact Jay at 413-737-3114

Please NOTE: If you are running a FREE AD in this section, it would be appreciated if you notify me as to the status of your ad.....Thank You—Don



WANTED

Josh Couch is a Trucker Hat Collector and looking for hat collections to buy. If you have any Truck Hats that you would like to part with, give him a call at 215-896-5609 or email him at couch.joshua@gmail.com. Josh found our information on the Nutmeg Chapter Website!

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Beware of Scam Emails aka Phishing

Please disregard and delete any emails that appear to be from officers of the Nutmeg Chapter asking for gift cards for any charitable causes. Our officers would NEVER email any such requests. JUST DELETE IT.

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FROM THE EDITOR'S LOG BOOK

CARES & CONCERNS

*Our deepest sympathy is extended to **Tom and Patty Bachand** and family on the passing of Patty's mother. Frances R. Jarosz died on August 3 at the age of 90. She is survived by two daughters, grandchildren and one great-grandson.

***Vanessa Coutu** is on the road to recovery following surgery on her shoulder. We wish her a speedy rehab and hope she will be back to work soon.

***Denis Yaworski** is recuperating from eye surgery and anxiously waiting for the time he gets the OK to get behind the wheel again. Wishing you all the best.

*At last report, **Lance Dimock** was at home recovering from heart surgery. Best wishes for a speedy recovery.

***Betty Robertson** attended our July meeting and reported that she was recovering from a fall at home that resulted in a neck injury. Betty doesn't let anything slow her down.

IF you know of anyone who should be included in CARES & CONCERNS, please get in touch with Don.



Tom Holcombe's friend Gary Albrycht recently purchased this 1949 GMC 1/2 Ton pickup. It is in excellent mechanical condition. Thank you Tom for your contributions to the Steering Column.

Nutmeg Chapter of the American Truck Historical Society Membership Application

*****2020 MEMBERSHIP DUES are payable NOW *****

\$15 per Year - Mail to Membership Chairperson, Thomas Bachand, Nutmeg Chapter-ATHS, 108 Harrisville Rd., Woodstock, CT 06281 Phone: 774-230-3553 or E-mail Tom at tbachand@charter.net
Make check or money order payable to **"Nutmeg Chapter ATHS"**

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In what form do you wish to receive The Steering Column? Hard Copy _____ E-Mail _____ Both _____

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Are you a Veteran? Yes___ No___ What Branch of Military? _____

IF YOU OWN A TRUCK (S) ENTER INFORMATION HERE AND ON AN ADDITIONAL SHEET if necessary:

MAKE _____ MODEL _____ YEAR _____

NUTMEG CHAPTER OF THE AMERICAN TRUCK HISTORICAL ESTABLISHED IN 1983 PUBLISHES THIS NEWSLETTER. EMAIL: dwatrans@sbcglobal.net
ATHS BYLAWS STATE THAT LOCAL MEMBERS MUST ALSO BE A NATIONAL MEMBER IN GOOD STANDING.