

Mud Flap Manifest

Penn Ohio Chapter of the ATCA

March ♦ April 2016

Calendar of Events

12 March

Penn Ohio Chapter meeting-11am.
4 Star Restaurant.
Cortland, OH.

18-20 March

I-X Piston Power Auto-Rama.
I-X Center.
Cleveland, OH.

14 May

Penn Ohio Chapter meeting-Noon.
Ashtabula Antique Engine show
grounds-Spring Gas Up
Train Depot.
Wayne, OH.

14 May

NEO Rails and Tails Truck Tour
See flyer below.

17-18 June

ATCA National Meet featuring
"A" trucks. See flyer below.
Macungie, PA.

17-19 June

5th Annual Ohio Vintage Truck
Jamboree.
Ashland, OH.

1-3 July

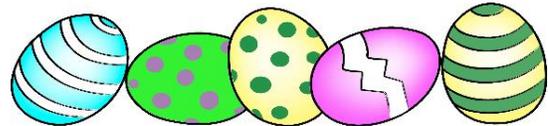
Penn Ohio Truck Show.
Ashtabula Antique Engine show.
Club meeting Saturday-Noon.
Wayne, OH.

23 July

Class 8 on the Lake Truck show.
Indian Creek campgrounds-9am.
Geneva on the Lake, OH.
Parade of lights-Dusk.
Geneva on the Lake strip.
Contact Brian Sabo for further info.
440-339-1871

20 August

Cerni Truck show.
Youngstown, OH.



Warm Welcome to our Newest Members:

R. Scott Knarr
Valparaiso, IN.

Bill Whitlatch
Cortland, OH.

William Whitlatch
Florence, MS.

Brian Way
Ponpotoc, MS.

David Knarr
Cantfield, OH.

Breyden Tucker
Leetonia, OH.

Get Well Wishes...

The club sends out get well wishes to all those in need.

Birthday Wishes...

March:

3rd Donald Mokri Jr.

6th Steve Rudowsky

9th David Jones

19th Joe Fuller

April:

10th Robert Hanna

30th Carole Dominick



For Sale:

1950 White single axle dump truck.

Contact: Roger Baker

330-499-7321 home

330-575-5060 cell

1952 2½ ton Studebaker military truck.

1982 KW cab-over.

20' Keefer trailer, 15 ton, tandem axel, 16.5 wheels, beaver tail, ramps, pintle hook and other items.

Contact: Charlie Brown

330-534-5486 home

330-506-1674 cell

Penn Ohio license plates \$12 each.

Contact: Kathy Knauff

440-474-9933 home

Note from the editor:

If you have any articles of interest or would like to list some wanted or for sale items please contact Pete Knauff at 440-474-9933 or kathleenknauff@yahoo.com

That Morning Cup of Coffee May be Really Good for You!

A lot of us depend on a cup of coffee or two to get going in the morning. But coffee may have even more significant health benefits. Here's a quick look at what it may do to improve your life:

Melanoma- A study by the National Institutes of Health and the AARP found that the more coffee people drink during the day, the lower their chances of developing melanoma over a 10 year period. Four cups of coffee a day was associated with a 20 percent drop in melanoma risk.

Multiple Sclerosis- An analysis of two studies of people diagnosed with MS (one in the U.S. and one in Sweden) found that consuming at least four cups of coffee a day appears to delay the onset of symptoms. The caffeine, researchers say, seems to have neuroprotective properties that inhibit MS development.

Liver Cancer- Drinkers of three or more alcoholic beverages a day may be able to cut their risk of liver cancer by drinking coffee, according to a recent World Cancer Research Fund report. Coffee and coffee extracts appear to have a preventative effect on the expression of genes involved with inflammation, an effect that's most prevalent in the liver.



A History of the Diamond T Truck

From the web site of [Diamond T Classics: "The Cadillac of Trucks"](#)

Mack's direct competitor in the light-duty big-truck field was Diamond T, builder of what many called the "Cadillac of trucks." Diamond T's, no matter the size, were never short on style or class. Flowing fender lines, aggressive grilles, rakish cabs-there was simply no way to mistake heavy hauler from the Chicago Company founded by C.A. Tilt. "A truck doesn't have to be homely," he reportedly said more than once.

According to the same reports, the company name was created when Tilt's shoe-making father fashioned a logo featuring a big "T" (for Tilt, of course) framed by a diamond, which signified high quality. The younger Tilt built his first motor vehicle, an automobile, in 1905. Regular production of three passenger-car models began two years later. In 1911 a customer requested a truck, an order that convinced Tilt that commercial vehicles represented the best way to make a buck. He immediately traded cars for trucks, and the rest is history. Diamond T's best year was 1936, when new truck registrations reached 8,750. Roughly a quarter-million Diamond T trucks were built over the company's storied 56-year history.

White Motor Company bought Diamond T in 1958. The Chicago firm remained an individual division until 1967, when it merged with another White division, Reo, to form Diamond Reo. The Diamond T legacy came to a close as the 1966 model year ended. In its heyday in the 1930s, Diamond T also demonstrated how diverse a big-truck maker could be. Midyear in 1936, the company joined International, Federal, Reo, and Mack as a heavy-duty player in the light-duty game with the three-quarter-ton Model 80. Two versions were offered: the Model 80S (standard) and 80D (deluxe). The deluxe model added an electric clock and jeweled cigar lighter. Model 80

production was brief; it ended midway through 1938. Common estimates claim "a few thousand" were built during that short run.

The Model 80 was then replaced in 1938 by the classic Model 201 Diamond T one-ton. According to 1941 Diamond T paperwork, the "Model 201 is a unique vehicle in the light-duty field. Its all-truck specifications and exceptionally rugged construction set it widely apart from most trucks in this classification because they are commonly passenger car adaptations, which include the use of many units originally designed for passenger car service." Available as a pickup, panel delivery, or stake truck, the Model 201 shared nothing, save for a touch of style and grace here and there, with any automobile then rolling.

So much of the 201 Diamond T's muscular makeup will sound familiar: a super tough heavy-duty frame, Lockheed hydraulic brakes, full-floating rear axles, extra-rigid front I-beam axle, and cast-iron spoke wheels. In the latter's case, 16-inchers were standard (with dual wheels optional), or big 20-inch wheels were available at extra cost.

The 201's frame differed from its Mack counterpart in that it used a reinforced X-member design for added strength and durability. In the company's own words, "The exceptional rigidity of the X-type frame promotes longer life for cowl, cab and bodies by its freedom from weaving and distortion. In particular, the common panel body is often racked and weakened at joints and door posts when the conventional type of frame is employed."

That beefy frame meant more weight. In base chassis form, Diamond T's one-ton pickup weighed in at 2,750 pounds. "Model 201 is necessarily built heavier than the usual competition," continued the Diamond T brochure, "but this additional chassis weight is required to provide its long life and low maintenance cost. It will do its job at a lower cost per mile and per day and for a longer useful life by far than any of the lighter and less rigorously

designed vehicles commonly offered in this market.”

Of course, all this added mass, sprung accordingly, in turn meant heavier loads could be hauled. The maximum gross vehicle weight rating was 8,000 pounds. Helping achieve this rating were heavy-duty leaf springs in back that stacked up like a dump truck’s. Each rear spring contained 13 steel leaves.

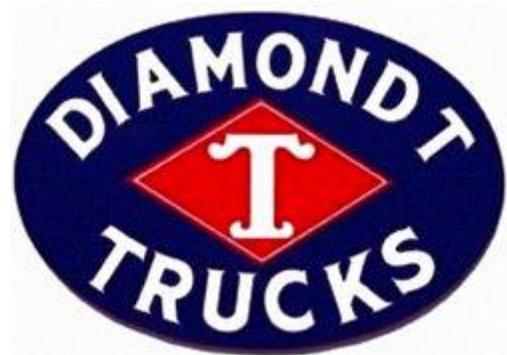
Supplying the strength to move those heavy loads was a 73-horsepower, 205-ci Hercules L-head six-cylinder (Code QXB-3) with seven main bearings. Postwar Model 201 trucks were fitted with a stronger 91-horsepower, 236-ci Hercules L-head (Code QXLD). A three-speed Warner transmission was typically standard. A granny-low T-9 four-speed was typically optional. The latter was far more plentiful than the former. As much as all this heavy hardware would indicate, Diamond T pickups were by no means nonsense work trucks. By nature (or by C.A. Tilt’s mandate) they offered a touch of style right off the lot. In standard form, all Diamond T pickups wore red paint on their wheels and sheet metal. Accent striping was also added to the cab. Inside, prewar deluxe models featured an attractive engine-turned dash panel. This panel was discontinued for postwar models, although the 1946-1949 cab was upgraded from the prewar standard version, and large chrome hubcaps were offered as an option. Deluxe models were only available before the war, while varying paint schemes and options were offered for postwar Diamond T’s. Black, two-tone blue, and two-tone green were the choices. Prewar deluxe treatments included such nice baubles as chrome mirrors, chrome bumpers) and bright stainless-steel windshield frames for the split- V front glass that cranked open on both sides. Along with the clock, cigar lighter, and dash panel mentioned earlier, deluxe customers also got those large chrome full wheel covers for the 16-inch rims, fender-mounted parking lights, a dome light, armrests, chrome mirrors, and a “banjo” steering wheel. The tall 20-inch wheels featured small chrome hubcaps.

Diamond T’s Model 201 stayed on the scene until 1949 in almost identical fashion, save for grille variations and few mechanical modifications. After roughly 7,000 were built, it was finally replaced in 1950 by the Model 222, a big pickup that ended up being an even bigger disappointment.

Times, of course, had changed by then. A need to be so widely diversified in the truck market was no longer as great as it was in the 1930s. Add to that the fact that this country’s mainstream light truck makers, led by Ford and Chevrolet, had also put a headlock on the pickup market with their own brand of limited diversity. New, modern half-tons were joined by a whole host of equally new three-quarter ton and one-ton models, these coming at highly competitive prices and with long features lists.

In 1948, Diamond T put the model 201’s price at \$1,275-for the chassis only. A cab cost \$215 more, a body \$165. Ford’s new F-1 half-ton that year wore a \$1,232 price tag. And even Ford’s F-3 “one-ton” (it actually was more like a one-and-a-half-ton truck) still came in a couple hundred less than a fully dressed Diamond T one-ton. The numbers said it all.

Mack logically chose not to return to the civilian light truck market after World War II ended; that Diamond T did was a testament to the company’s willingness to keep a classic legacy alive for its own sake. Those who experienced and loved the model 201 pickup were thankful. The rest simply never knew what they missed.



1939-'47

Farmall AI

CULTI-VISION AND A COMPACT SIZE
HAVE MADE THIS TRACTOR A FAVORITE



WORDS AND PHOTOGRAPHY BY MIKE McNESSOR

What's this? A Farmall A painted yellow? Well, yes and no. This month's feature tractor wasn't sold new under the Farmall banner, but rather as an International Industrial tractor—hence the letter I after the A in the insignia.

Differences were few, especially on the A series, though as a rule the International Industrial tractors had wide front ends and less ground clearance than their Farmall counterparts, making them more suitable for utility tasks rather than row-crop farming.

The Farmall A was introduced in 1939 and, while initially the smallest of the Farmall line (that distinction would later be passed down to the Cub), it was also the most radical looking of Raymond Loewy's famously redesigned machines.

The A not only sported Loewy's streamlined grille hood and tank, but it made full use of his culti-vision concept, which moved the operator to the right of the engine.

"This clear-vision feature," International boasted in its sales literature, "permits you to see all front-mounted implements at work as well as the row ahead. You can travel swifly down the row—even a row of tiny seedlings—and do a close-up job."

Despite its unconventional looks, the A used the same powerplant as its predecessor the F-12—an overhead-valve 113-cu.in. four-cylinder. There were two versions of this rugged engine available, giving buyers the option of running on either kerosene or gasoline. They were fundamentally the same, though the kerosene engine used a 5:1 compression ratio. Early versions of the A relied on a thermosiphon liquid-cooling system, though eventually a pressure system

with a pump was implemented.

An oil-bath air cleaner and a magneto were standard equipment, but an electrical system with a generator lights and starter were optional on early models.

In addition to the AI model pictured here, there was also an AV model with 6 inches of ground clearance over the A, giving it the ability to do high crop work.

In the 21st century, the A is favored by collectors with light work to do, and it's not uncommon to find them for sale with a mid-mounted deck or flail mower. Prices for these tractors have remained quite reasonable as, lately, collectors seem to be gravitating more toward the smaller Cub and its various progeny. Good examples are still plentiful, as the A was produced until 1947 when it was replaced by the more powerful Super A, and even fully restored tractors, like the machine pictured, can be acquired for less than \$5,000 with more seasoned examples trading in the \$1,500-\$3,000 range. ❧

