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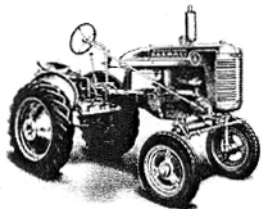
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(1). Bill (#48) and Marilyn Hare at the Montevallo FFA show in March. (2). Joe (#357) Criswell's impressive collection of restored CASE tractors at the show he hosted at his dealership in Snead in mid-April. (3). President Sherman Roberts runs the first meeting of the year at the Snead show. The surprisingly wet and cool weather hampered attendance this year. (4). Tim (#277) Brasher of Shelby with his nice Super MD at Montevallo. (5). Joe (#324) Mims' 1924 McCormick Deering 10-20 gets a lot of attention from visitors to the Elmore show in late May.



(Left) Larry Lemmond (#25) & Bobby Blankenship (#143) operate an antique road grader while Evan Gooch pulls with his T-20 Trac-Tractor at the Morgan County Fairgrounds show in October of 2010. Evan is a member of TN Chapter #9. (Right) You can count on Gene Jones (#297) to live up the Elmore show each year with his unusual display of pedal tractors on a trailer.

International Harvester Collectors
Chapter #23
2907 Virginia Road
Birmingham, AL 35223

President’s Toolbox

by Sherman Roberts

We will open the toolbox with a recap of the Show Season 2011 to date. We had a great show and chapter meeting at Snead Case-IH on April 16, 2011. Owner Joe Crisswell (#357) related that it was raining hard at 10:00 the night before. By show time on Saturday, the show grounds were dried out and the food in the back of the dealership was very good. Joe had an impressive display of his tractors and his restored antique IH truck was something to see. The Louisiana State IH Show at Franklinton was one of their best shows ever. They had a large number of tractors and engines at the fairgrounds. They also had a lot of parts vendors under the big shed. The Florida IH State Show was good as related by Randy Bodine (#171). Stewart “Stu” Paquette (#400) has an outstanding IH collection at this Leesburg, Florida show. The Elmore Show had a good turnout of our Chapter 23 members with their IH displays. Gene Jones (#297) puts on a one man show with all his IH tractors, pedal tractors, and restored trucks. Bart Mercer of the Elmore Volunteer Fire Department was very happy that Elmore will be hosting our IH State Show in 2012. We are looking forward to the Point Mallard Show on Memorial Day weekend. There are lots of things to do and see at this show.

Everyone in Alabama in the upper half of the state was affected by tornadoes that roared through on April 27, 2011. Two hundred thirty-eight people lost their lives. Thousands were injured from F-3, F-4, and F-5 tornadoes that started at 5:00 a.m. and ended around 8:30 p.m. The cities of Tuscaloosa, Cullman, Birmingham, Cordova, Sipsey, Hanceville, Hackleburg, and others were victims of these powerful storms. Cordova had an F-3 tornado that morning and an F-4 tornado in the same path about 5:30 that afternoon. The Harvest community had two tornadoes, one an F-5, follow the same path also. We have no knowledge of any Chapter member injured in the storms. Several



The town of Hackleburg hosted the Alabama IH State Show in 2009. This photo is a reminder of better days when main street was closed off to make a pedal tractor race track on a sunny Saturday in April.

did have damage on this day that no one will forget. We do hate it that Faye Bodine (#340) lost the home she has lived in for 58 years. We are so thankful that she had moved from the kitchen to a hallway that saved her life. She had a window come flying through the hallway and then she saw blue sky above.

We were all worried about James Anglin (#303) of Hackleburg, which was hit by an F-5 tornado that destroyed the town and killed more than twenty-five people. After several days of no contact from James, we were surprised to see him on TV, riding with the Weather Channel reporter and pointing out damage to his town. James was O.K. The damage will just make you sick when you see it in person.

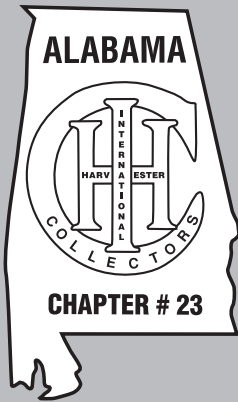
We had a good visit with Kent (#21) and Lucy Davis down at Rose Hill in South Alabama. Kent was working in his nice garden. He stopped his tiller with a “whoa mule” at the end of a row. We went to the front porch and talked for a while.

This will be the last time we can invite everyone to the upcoming Hanceville Show. We are dedicating this show to J.R. Hamrick who was tragically killed in a tractor accident in October of 2010. Help us make this show one to remember and honor his memory on June 11, 2011. We hope to have a record turnout of IHC members from Alabama and other states at Wallace State Community College in Hanceville on this date. Practice Safety. Be Careful.

Toolbox Closed.

Sherman

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Preston Jones ’11
Larry Lemmond ’11
Randy Bodine ’12
Jimmy Kilgore ’12
Clay Nordan ’12
Charles Allen ’13
Conrad Bell ’13
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Secretary/Treasurer
Newsletter Editor

“To promote collecting, and restoration, and to preserve, research, and complete the history of the International Harvester Company.”

Minutes of AL Chapter #23 International Harvester Collectors Directors Meeting at Snead, AL 11:00 a.m., April 16, 2011.

6 Directors present

Charles Allen
Conrad Bell
Randy Bodine
Jimmy Kilgore
Larry Lemmond
Clay Nordan

3 Visitors present

Mark Edwards
Richard Greer
Ricky Watson

1 Advisor present

Sherman Roberts

20 Members present

Larry Allen
Frank Baker
Gary Bell
Ray Best
Bobby Blankenship
Brad Bodine
Faye Bodine
Jessica Bodine
Robert Bodine
Buck Brown

Tom Craft
Joe Criswell
Jerry Gibbs
Charley Grimmitt
Rubin Haga
Bill Hare
Hal Hoaglin
Keith Manning
L.S. Parker
O’Neal Samuels

The meeting was called to order by president Sherman Roberts and he began the meeting with an invocation.

Clay’s report was the first agenda item. He said that he had nothing to add to the minutes or financial report as they were shown in the recent newsletter. He said that our current total of active members stands at 222 with the addition of two new members today. He reported that the chapter balance now stands around \$6500 after paying for the recent newsletter.

The next agenda item was to thank everyone involved with hosting our Alabama IH State Show for 2010 in late September at Eva, AL. Sherman reported that A.Q. Maze, member #144 and one of the key organizers of the Eva show each year, had died recently. Chapter #23 sent flowers for the services and the Maze family has expressed their appreciation for our chapter’s concern and for A.Q.’s many tractor buddies. They told Sherman that the tractor collecting hobby was a very important part of A.Q.’s life.

The agenda then moved on to planning for our upcoming State Show for 2011 at Hanceville. Sherman reported that he had met with Charles Allen and J.R. Hamrick’s daughter, Bonnie Brannan, about putting together a memorial program in memory of J.R. Ads will be sold locally and any profits will be split between Chapter #23 and the North Alabama Tractor Club, which will sell ads and handle the tractor games at the show.

Sherman has challenged the North Alabama club to try to beat the number of IH tractors at the show with their John Deere’s. J.R. Hamrick was deep-down a

JD man, so a strong green presence at our State Show will be a further memorial and tribute to his memory. This should be a friendly competition and a clever way to boost the number of tractors on display at the Hanceville show on June 11.

Sherman also noted that J.R. Hamrick was one of the first tractor collectors that he knew about who placed the American flag on his tractors following the September 11, 2001 attacks on the Twin Towers in New York. He said that it would be an additional tribute to J.R. if everyone who brings a tractor to Hanceville will also mount a flag as part of their display.

Robert Bodine announced that he is working to get the city of Hanceville to donate a large tent for our use at the show. The tent he wants to get is like the large one that Eva has every year with the American Flag pattern on top.

Sherman said that the show would be moved to a new location on the Wallace State campus at Hanceville this year. The parking area will remain the same, but tractors will be displayed in the area just behind the tallest building on campus.

Sherman asked for a motion to buy plaques for the upcoming 2011 show. There was a motion, second, and the motion passed.

Sherman said that Bob Palys will handle all the Hanceville trophies and they will be paid for from show revenue.

The next agenda item was a reminder that the State Show for 2012 will be at Elmore near Montgomery. Sherman also announced that bids for the 2013 show are open throughout the 2011 show season and that a host will be selected at our final meeting of the year in October.

Sherman then thanked our three new directors, whose terms began on January 1, 2011. They are: Charles Allen, Conrad Bell, and Dwight Vanderford.

Next on the agenda was a discussion of a new and expanded approach to the sale of caps, shirts, and other Chapter #23 logoed merchandise. Randy Bodine volunteered in 2010 to take this responsibility from Sherman and he proposed that this should become an active revenue producing program for the chapter. As such, Randy proposed that the chapter should fund the production of the items and then benefit from any profits. (Sherman had been covering the costs of the items himself and simply trying to break even on his sales.)

Randy showed the expanded line of shirts, caps, jackets, and other items that he now has available. He suggested that we might have a new design for shirts and caps for each show season. For more unique items, he plans to have an order form available so that anyone who wants one of these specialty products can

place the order with Randy without the chapter being stuck for an expense that might not be recovered.

Sherman asked for a motion to adopt the new program that Randy proposed. There was a motion and a second and some discussion. The motion then passed without objection. Randy then made a motion that his first invoice be paid by the chapter. There was a second and the motion passed.

As the meeting concluded, Bobby Blankenship made a motion that a special memorial plaque be created and paid for by Chapter #23 and presented to J.R. Hamrick’s daughter, Bonnie, at the Hanceville show. There was a second and the motion passed.

Sherman ended the meeting by asking everyone to be sure and visit the chapter website and send any contributions for the newsletter to Clay. He then went around the circle and asked anyone with an upcoming show to promote to announce the location and date.

With no further business to discuss, the meeting was adjourned.

*Respectfully submitted,
Clay Nordan, Sec./Treas.*

Financial Report

Net Assets, March 2011.....6912.04
Income
Dues Collected.....175.00
Interest.....27.35
Subtotal.....202.35
Expenses
Newsletter491.73
A.Q. Maze Flowers.....81.75
New Chapter Shirts & Caps .1532.36
National Dues Paid45.00
Subtotal.....2150.84
Net Assets, March 2011 ...\$4963.55

Current Balances
Regions Checking19.62
Credit Union Checking.....25.42
Total Checking45.04
Credit Union Savings4918.51
Total Operating Bal.....4963.55

NEXT MEETING

**Alabama IH State Show
Hanceville, AL
June 11 • 11:00 a.m.**

This Year’s Show is Dedicated to the
Memory of J.R. Hamrick, 1941-2010

Tornado Wrecks Bodine Home

by Randy Bodine, Member #171 & Chapter #23 Director

At 6:15 a.m. on April 27, 2011, our 75-year old Mother’s house was destroyed by an F3 tornado near Albertville, AL, in Marshall County. By the grace of God, “Maw Maw,” as she is better known by her grandkids, was not hurt and many of her “material possessions” were salvaged. However, the house that she has lived in for over fifty-eight years is in shambles and cannot be repaired – only rebuilt.

We are asking for your help. She has no insurance. FEMA has given us what was allowed, but it will only cover a small portion of the material cost. We have some people who have said they would be willing to help with the construction work, but we are going to be in need of more volunteers and certainly either the materials or the money to purchase them.

Many are giving to tornado relief, such as the Red Cross or Salvation Army, which we have contacted, but all they tell us is that money has not been released and they are still “evaluating”. If you are looking for a way to give but want to be certain where your money is going – here is your opportunity.

There are several ways you can help this mother, grandmother, great-grandmother and Chapter #23 member (#340) to return to the family farm she calls “home”. (1) You can donate money at any branch of BancorpSouth – REBUILD BODINE HOUSE fund (Faye Bodine). Their mailing address is: BancorpSouth, 807 East Glenn Avenue, Auburn, AL 36830. 100 percent of the money will go directly for materials; (2) If you or your business would like to donate materials or services, it would be greatly appreciated; (3) If you or your group/organization would like to help with the construction process, the more volunteers we have, the sooner we can accomplish this goal; And last, but certainly not least (4) continue to lift up Maw Maw in your prayers.

This has been a devastating experience and we want her life to return to “normal” as soon as possible. You can contact us by email at rebuildbodinehouse@hotmail.com or call Randy Bodine (334) 749-4958. Our dream would be to have her back in her house by Christmas.

Thanks for your help.



There wasn’t much left of Faye Bodine’s house after the F-3 tornado finished with it on April 27.

A.Q. Maze – Member #144

October 2, 1934 - March 26, 2011

(OBITUARY)

Funeral service for A.Q. Maze age 76 of Eva will be Tuesday, March 29, 2011 at 11:00 a.m. at Peck Funeral Home Chapel with Rev. Henry Prator and Rev. Jonathan Todd officiating with burial in the Eva Cemetery with Masonic Honors and Peck Funeral Home directing. Visitation will be from 6:00 p.m. until 8:00 p.m. Monday evening at the funeral home.

Mr. Maze died on Saturday, March 26, 2011 at the Cullman Regional Medical Center. He was born October 2, 1934 in Morgan County to Hilton and Gladis Slater Maze. He was retired from Monsanto Chemical Company, attended Decatur High School and was one of “Shorty’s Boys” and also excelled as a member of the

track team. He was a U.S. Army Veteran, a member of Hamby’s Chapel United Methodist Church, a member of the North Alabama Antique Tractor Club, former member of the Brewer High School Booster Club and a member of the Arrites Oden Masonic Lodge #396. He was very active in the Eva Community, being a member of the Eva Activities Association and helping organize and coordinate the Eva Frontier Days Festival. He also coached the “Hartselle Merchants” women’s softball team. He enjoyed gardening and farming and really loved and enjoyed his family. He was preceded in death by a brother; Melvin “Rooster” Maze.

He is survived by his wife; Leasle Halbrooks Maze, two

sons; Douglas Maze of Decatur and Dewayne Maze and his wife Patricia of Decatur, two daughters; Denise Nails and husband Rickey of Eva and Donna Watkins and husband Jim of Somerville, two brothers; L. D. Maze and W. E. Maze of Somerville, by three sisters; Arlene Hopper and husband James Allen of Cotaco, Irene Jennings and husband Cois of Eva, and Betty Ann Hall and husband Lavon of Somerville. Five grandchildren; Jeremy Nails and wife Alicia of Decatur, Marly Smith and husband Ben of Priceville, Briana Watkins of Somerville, John Maze and Bryant Maze of Decatur. One great grandchild; Addison Nails.

Pallbearers will be Adam Hall, Ronnie Hopper, Rod Lovett, Cary Kirby, Michael Caudle and Roger Burrows. Members of the North Alabama Antique Tractor Club will be honorary pallbearers.

In lieu of flowers make memorial contributions to the North Alabama Antique Tractor Club or to the Peinhardt Farm Days.

Nebraska Tractor Test Laboratory

Submitted by Wiley Johnson
Member #295, Wetumpka, AL

The University of Nebraska Tractor Test Laboratory is the official designated tractor testing station for the United States and tests tractors according to the codes of the Organization for Economic Cooperation and Development (OECD). Twenty-nine countries adhere to the tractor test codes with active test stations in approximately 25 of those countries. The OECD codes require that tractors be tested in the country of manufacture. Reciprocity agreements with the codes require that once an OECD test report is officially approved, it must be accepted by all participating countries.

Ever wonder why the Nebraska Test Station was implemented? In the early days of gas tractors, the manufacturer would advertise the Horse Power of a unit as X belt and X drawbar, or simply as a 2 or 3 plow tractor. Some models were overrated and some were underrated. It seems that a Nebraska farmer, W.F. Cruzian, from Polk County (who was also a state of Nebraska legislator) purchased a tractor in July of 1918 and started home with it. In those days, driving it was the way to get it to the farm. This particular unit, a Ford Model B (not a Henry Ford Motor Co.) made it about halfway to the farm and quit running. After several days and several trips to the unit by the dealer, it was returned and a replacement unit was arranged. The second unit made the trip to the farm and ran for a few days, but soon failed too.

Cruzian was disgusted with the performance and

reliability of the tractor. So to protect himself and fellow farmers, he and Charles Warner (a fellow state legislator) lobbied for the state to impose certain requirements of any tractor sold in the state of Nebraska. On July 15, 1919 the Nebraska Tractor Law known as “House Roll 85, 37th session” was enacted. Its purpose was to encourage the manufacture and sale of improved types of tractors.

A test facility was constructed at the University of Nebraska at Lincoln. In 1920 there were 69 different makes and models of tractors to be tested. The first successful tractor test was started on March 31, 1920. The pioneer tractor was a Waterloo Boy model N, test #001. It produced 25 belt and 12 drawbar horse power. The Farmall Regular test #117 started on September 14, and went through the 19th of 1924. It produced 20 belt and 13 drawbar HP. Part of the test was to operate the tractor on different implements for several hours to prove its reliability. The Farmall A gas model, test #329 in 1939, produced 18 belt and 16 drawbar. From 9-08 thru 3-09 a new Farmall DX 60, test #1939A, was under test. It produced 51.57 PTO Horse Power.

The Test Station was located in the same facility from 1920 thru 1979. In 1980 a new facility was opened which is still in use today. In addition to testing for PTO HP and drawbar HP as in 1920, today’s tractor tests include turning radius, with and without brakes, hydraulic flow and pressure, 3 pt. lift capacity in lbs., and dba’s (noise levels).

2011 Tractor Show Schedule

Moulton CourthouseJune 4
Frontier Days Double Springs.....June 4
**Hanceville - (AL State Show) June 10, 11
Moulton Tractor SupplyJune 18
Red Power Roundup – (Albert Lea, MN). June 23-25
Fayetteville, TN.....June 25
Tannehill State Park July 9
Speake..... July 16
Boaz July 23
**Piney Chapel August 5, 6
Russellville..... August 20
Lawrenceburg, TN..... August 19, 20
Fyffe August 27
Eagleville, TNSept. 9, 10
Shady Grove NeelSept. 10

Inman, GA – (GA State Show)Sept. 16, 17
Hartselle Depot DaysSept. 17
Greenville, TN – (TN State Show)... Sept. 16, 17, 18
Winfield Mule Day.....Sept. 24
EvaSept. 24
Bear Creek..... Oct. 1
St. Florian (Old Brooks H.S.) Oct. 1
West Point Festival..... Oct. 1
**Morgan County Fairgrounds Oct. 1
Jean’s On the River Oct. 8
Peinhardt Oct. 22
Dothan..... Oct. 21, 22
Falkville Festival..... Oct. 29
Jasper Veterans Parade..... Nov. 5
Orrville..... Nov. 12

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Hal Hoagland (#332) tours the Morgan County Fairgrounds show on his Cub Cadet in October of 2010.

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**Alabama Chapter #23
Member Distribution by
County, June 2011**

• International Harvester History •

The Culti-Vision Tractors

By John Ruff

(This story originally appeared in the October 2009 newsletter of Georgia Chapter #29. It is reprinted here with permission.)

The entirely new line of tractors introduced by IHC in 1939 included one very different looking Farmall tractor. The Farmall A was a very small, low powered tractor which was only capable of pulling a one bottom plow, but plowing was not the job the A was designed to do. This tractor had been designed for cultivating the high value truck and garden crops where very precise control of the cultivator was needed to avoid damaging the plants. The operator had to have a clear, unobstructed view of the crop to be able to control the cultivator properly. Conventional Farmall type row crop tractors did not provide the unobstructed field of vision and degree of control that was needed for these crops.

IHC met these requirements by off-setting the A's engine and drive train to the left side, and placing the operator's platform and controls on the right side. This location let the tractor's operator look right down onto the row being cultivated. Cultivating one row at a time may appear slow by today's standards, but it probably wasn't a drawback in the 1940's. A lot of farmers were still cultivating with horses in those days, and even a small, one row tractor would have been faster than horses. Horse drawn cultivators had been designed to give the operator precise control of the cultivator shovels. It was no accident that IHC's ads stressed that *Culti-Vision* provided the same precise control of the cultivator.

By the late 1930's, tractor design technology had advanced to the point where the cultivating tractor was practical. The introduction of rubber tires and hydraulics allowed a small, low-powered tractor to pull bigger implements than similar power tractors could have pulled only a few years earlier. The first distillate Farmall A's were only rated as a 16 hp tractor, but it could pull implements big enough to meet the needs of the many small farms in operation during those years. The A's low price of under \$600 made it an attractive purchase for those farms. Considering the Farmall A was equipped with rubber tires and a hydraulic system, it was probably a much better buy than the Fordson had been at its lowest price during the tractor price wars during the early 1920's.

The Farmall A was a very modern attractively styled tractor design for the 1940's. It was powered by a 113 cu. in. four cylinder engine with a 3" stroke and 4" bore which operated at 1400 rpm. Power was transferred through a four-speed transmission. The installation of

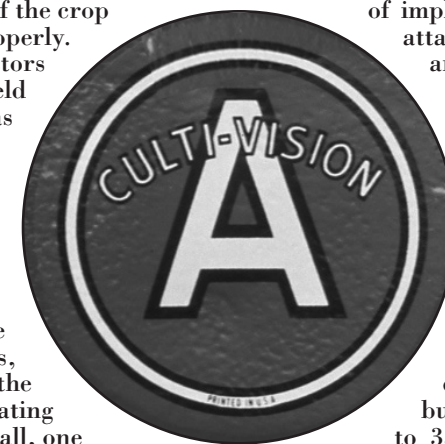
rubber tires allowed the use of a high speed road gear. But the feature that made the A a very productive tractor was the power lift for its mid-mounted implements.

Some early A's were equipped with a pneumatic lift system, but the hydraulic *Lift All* system proved to be the preferred system within a few years. IHC sold a line of mounted cultivating and planting implements that could be mounted on the A. It was not a big selection of implements, but IHC offered a big choice of attachments for them. The farmer could buy an implement that was built for the unique conditions of his farming operations.

The A was designed as a one-row tractor even though it had more power than was needed for this job. IHC quickly followed the A with the Farmall B, a three-wheel row-crop tractor designed for two row cultivating. The AV, a high clearance version of the A, also followed soon. These three versions were built under a common serial number series so there is no way of determining how many of each version was built. Annual production ran in the 15,000 to 35,000 range during the 1939-1947 years that the A and B versions were built.

The introduction of the high clearance AV version was an indication of the industry's goal of developing tractors that would meet the needs of all row crop farms, the biggest market for tractors in those years. The AV was raised by using a different high clearance front end, and bigger diameter rear tires. This raised the AV an extra five inches higher and increased its speed about 30 percent. The high clearance tractor had appeared during the 1930's and a strong market for them developed during the 1940's.

Even though the A was a very different design, one can see that it was IHC's only model which was best able to compete with Ford's very advanced new 9N. Both tractors were equipped with hydraulic systems and designed primarily to use a line of mounted implements that were available from the tractor's manufacturer. The main difference was that IHC couldn't install a rear mounted 3-point hitch on the A. Ford and Ferguson had enough patents to prevent that for quite a few more years. IHC tried to design mounted implements that tried to duplicate the performance of Ford's three point system, but there was no way that IHC could match the simplicity of mounting and operating the Ford/Ferguson system implements. IHC sold a



Matt Bodine cultivates sweet corn using a Farmall Super A. This photo clearly shows how *Culti-Vision* offers the operator an unobstructed view of his work.

lot of A's. It was a very popular tractor with truck, garden, and tobacco farmers, and acquired a very good reputation over the years; but the 9N out sold the A by a very large margin during most of the years the two tractors were sold in competition.

In 1947, the A was replaced by the Super A. Although some sources indicate its power was increased to almost 20 hp, Red Book data indicates that it still used the old 113 cu. in. engine. Switching to a high compression gasoline engine would have resulted in some increase in power. This was a common practice after WWII. Tractor manufacturers were continuing to use their old pre-war designs, but adding the latest developments and little more power allowed them to be called new models. There wasn't much difference between the A and the Super A, although the touch control hydraulic system with the three control levels located in front of the operator was added sometime during the late 1940's. It was during the post WWII years that battery and generator electrical systems with electric starting and lights became available for tractors. These were listed as regular equipment for the Super A. The Super A was built until 1953. Annual production stayed in the 12,000 to 16,000 range. An improved Super A-1 was built in 1954 with only about 2,000 of them built.

IHC's Farmall line received a substantial redesign in, 1954 and the Super A was replaced by the new offset 100. This new model had an almost identical basic design as the earlier offset models. The only really noticeable change was the redesigned grill, and silver name ornaments mounted on each side of the hood. Actually, the 100's redesign included the biggest changes that the offset would ever receive. The most important change was that the 100's Touch Control hydraulic system was now hooked up to IHC's new fast hitch system. A long rod on the left side of the 100 linked the center mounted cylinder to a rear mounted rockshaft which raised and lowered the single socket-type hitch for rear mounted implements. The Fast Hitch was IHC's answer to Ford's three point hitch. The tractor's operator only had to back the tractor's socket onto the implement's prong and the hitch would be automatically engaged. The operator did not have to climb off the tractor to hook up the hitch pins. The 100 received slightly more power as IHC's new C123 engine was now used. This engine may have also been used in some of the last Super A's. This 3 1/8 x 4 engine developed 21 hp at 1400 rpm. The brakes, steering and power train were improved to handle the increased power.

IHC now included several different separate models as different versions of the 100. A high clearance version replaced the old AV. IHC had stopped trying to sell two entirely different designs for its smallest size tractors during the 1954-1956 period it was built. Production was over 11,000 in 1955 and slightly over 6,000



A Farmall AV High Clearance at Eva in 2010.

promoting the 130 as a two plow tractor. However, there really wasn't much difference between pulling a 1-16 plow or 2-12 plows, so this increase in power may have been more of an advertising tactic than an actual reality. The most noticeable change was the new red and white, two-tone color scheme. That type of styling had helped sell more cars. The tractor industry was hoping that it would also help sell more tractors. The 130 still used the Fast Hitch, but it did not receive the traction control, weight transfer hitch mechanism that the bigger Farmall models now had. The little offset tractors were never equipped with the Torque Amplifier transmission that IHC started featuring during the mid 1950's.

The 130 was sold under both the Farmall and International names during the 1956-1958 period it was built. Production climbed over 7,000 in 1957. However, it was only too evident that sales of the offset tractor were continuing to fall.

The 140, the final model in the offset series, came out in 1959. It was on the small end of IHC's new line of 40 and 60 series models. The bigger models were almost entirely new, completely redesigned tractors with new styling that gave IHC tractors an entirely different look. The only noticeable change in the 140 was a redesigned front grill which gave the 140 a look similar to the other new models in IHC's tractor line. The transmission speeds were also increased slightly, although this may have been the result of using a bigger rear tire.

The 140 remained in the line when the completely new 606, 706 and 806 models came out.

Once again, there were no major changes made in the 140. The only noticeable change was a redesigned front grill that matched the styling of the new, bigger models. After that, it appears that IHC no longer even bothered to change the 140's grill design when it made another model change. The 140 did acquire roll bars when Federal regulations required adding roll over protection to tractors. Another noticeable change was the offering of an optional padded seat with a back rest similar to that used on the bigger IHC tractors. A new style air intake precleaner also was available. Otherwise the 140 retained most of the design features which had

in 1956. Total industry tractor sales fell substantially during the 1950's, so it's not surprising to find that there was also a big drop in the number of offset tractors that IHC was able to sell. One must remember that it had been over 15 years since IHC had first put its offset tractor on the market. Market demand for this specialized cultivating tractor surely was becoming saturated by the mid 1950's.

The 100 was replaced by the 130 in 1956. Even though it still used the C123 four cylinder engine operating at 1400 rpm, it was rated at 23 hp. It's interesting to note that IHC was



The Japanese manufactured IH 274 offset tractor. Photo from *International Harvester Tractors, 1955-1985* by Ken Updike, page 120.

been seen even as far back as the earliest Farmall A's.

Production of 140's climbed over 6,000 in 1959, but continued to fall during the following years.

Annual production numbers stabilized in the 2,500 to 3,500 range during the 1960's, but had fallen to the 2,000 to 2,500 range during the 1970's. Annual production did increase to the 3,000 to 3,500 range by the mid 1970's, but even those low levels did not last. By the late 1970's, 140 sales had fallen to levels so low that it had to have been only too clear that the model had reached the end of the road. Production of the 140 ended in 1979 although it remained listed in the Red Book until 1981.

By the early 1980's IHC had followed the rest of the industry and was obtaining its smallest size tractors from a Japanese manufacturer. IHC did keep a small offset cultivating tractor in its line; but the new 274 offset, introduced in 1982, was coming from that Japanese manufacturer factory. The 274 was a much improved design using the newest technology.

For a long time, IHC had remained unchallenged in the offset tractor market. No other manufacturer even attempted to sell a similar tractor. It wasn't until the late 1950's that Ford brought out its 541 offset tractor to challenge IHC. However, most thought the Ford was an inferior design, and few of them were sold. Other manufacturers didn't offer an offset tractor until after IHC dropped the 140 from its tractor line.

Just how good a tractor was IHC's little offset cultivating tractor? The Farmall A had been an advanced, very unique tractor design when it was first introduced in 1939. If IHC's goal had been to design a tractor for the small niche market of precision row crop work on small farms, the project was a great success. IHC's offset completely dominated that market for a lot of years. If IHC's goal had been to design a tractor without a rear three point hitch that could compete against Ford's 9N in that huge market, the project was only partially successful. Ford's N tractors outsold IHC's offset by a big margin.

Still, one has to wonder if anyone ever thought at the time the Farmall A was introduced in 1939 that IH's offset tractor would remain in production in basically the same form until the late 1970's.



At the Louisiana IH State Show in May at Franklinton, LA, Dan Cotten of Shreveport and son Garrett show off Dan's rare L.P. Gas IH 350 Hi-Utility.



On a recent visit to Kent Davis (#21) of Rose Hill in Covington County, Sherman Roberts shot this picture of the building that housed the IH dealership that Kent operated with his brother.



Chapter #23 members at the 2011 Elmore show. (L-R) Bill Hare (#48), Marilyn Hare, Matt Bodine (#311), Clay Nordan (#10), Randy Bodine (#171).

Elvis Tractor News

The last time we reported on Chapter #23's involvement with researching and telling the story of how Elvis Presley came to own an International 300 Utility model tractor was in our newsletter in early spring of 2010.

At that time, we had been contacted by a representative of Elvis Presley Enterprises who had seen our original story about how J.H. Taylor, member #202, had sold Elvis the tractor when he worked for IHC in sales in the Memphis area in the 1950's.

They hoped to find the tractor stored somewhere in a Graceland warehouse and have it restored. Unfortunately, when they went looking for it, they found an IH model 424 instead.

Now, thanks to eagle-eyed Chapter #23 director, Randy Bodine, we have learned that Elvis Presley Enterprises authorized a commemorative International 300U toy tractor that was released by tractor toy manufacturer, ERTL, in late 2010.

Randy happened to be in a CASE/IH dealership in Georgia this spring and, to his surprise, he noticed the specially boxed version of the 300U. Upon closer inspection, he realized that ERTL had used the same photo of Elvis sitting on the tractor that we had found and used in Jim Taylor's original story and that Jim's involvement gets a prominent mention on the packaging. Randy was so surprised and enthusiastic about this discovery that he bought all the toy 300U's that the dealer had on hand.

Randy should be given credit for bringing Jim Taylor's story to our attention in the first place. He knew about it for several years, since he and Jim are both residents of Auburn, AL and they both have an interest in International Harvester and its products.



Randy Bodine (left) visited J.H. Taylor at his home in Auburn this past spring and presented him with one of the 300U toys.



J.H. Taylor and his wife, Virginia, of Auburn were pleasantly surprised to discover that the tractor Jim once sold to Elvis Presley had been recognized with a special toy model.

If you haven't seen the original story about J.H. Taylor's career with International Harvester and how he came to sell a tractor to Elvis Presley, it is still available at www.alabamaih.org under "members' stories."

If you would like to purchase one of the Elvis toy tractors, they are available through CASE/IH dealers or at Outbacktoystore.com for \$39 plus shipping.

Elvis Presley
International 300U

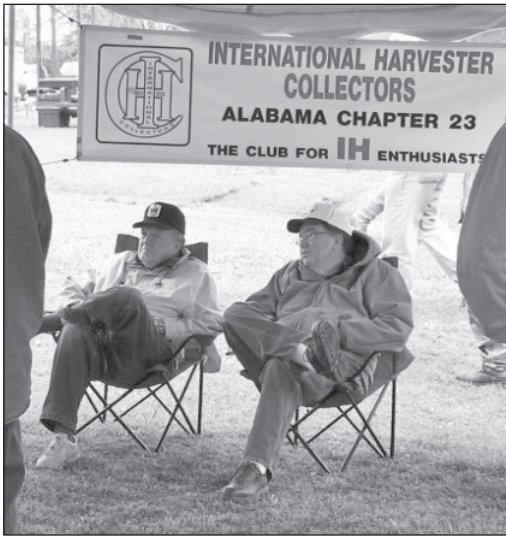
ZFN14790
1:16 IH 300U Elvis Presley Tractor
Pack: 4
Available September 2010

- Elvis Presley signature pad printed on the top of the hood
- Three point hitch raises and lowers
- Steerable front wheels
- Die-cast front and rear wheels
- Wide front axle
- Special packaging

This is a page from the ERTL summer 2010 catalog announcing the introduction of the special Elvis Presley International 300U.



Joe Mims of Clanton pulls a balky tractor with his 10-20 in the parade at the Montevallo FFA show in March.



Conrad Bell (#366) & Gary Bell (#367) listen during the Chapter meeting at Snead in April.



Sherman Roberts displayed this original IH dealer parts counter book at the Elmore show in May. This book came from Kent (#21) Davis' now closed IH dealership in Covington County and he used it as a reference for implements and parts for his customers.



The Elmore Volunteer Fire Dept. show enjoyed good weather and a fine turnout of all brands of tractors this year. This show was selected this past October to host Chapter #23's State Show in 2012. Among the many attractions of this show are the plentiful shade, the vendors that set up for business, and the food choices for visitors.

