

**INTEGRITY
AND
HONESTY**

Ready
for
show
season?



May 2006

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Special Insert

**2nd Annual Great Western
Binder Bee Registration
Forms**

Big thank you!

Thank you, Doc Stewart for contributing some of the material in this issue of the newsletter.

Editor's Note

A big thanks to all who contributed to this newsletter. If you have any ideas for articles or would like to contribute an article, please contact Jim Price or Chris Pucci for information on how to contribute.

IHSTO 2006 Calendar of Events

April 6th - Regular Meeting 7pm @ Chu's in Woodburn
April 22nd - Swap Meet 8am-2pm @ Antique Powerland

May 4th - Regular Meeting 7pm @ Chu's in Woodburn

June 1st - Regular Meeting 7pm @ Chu's in Woodburn
June 16th -18th - NW Binder Round Up

Lacey County Fairgrounds - www.nwbinders.net

June 24th -25th - Just Internationals Binder Bash
Idaho - www.justih.org

July 6th - NO MEETING - Setting up for Binder Bee

July 7th-9th - 2nd Annual Great Western Binder Bee
At The Antique Powerland

July 29th and 30th - Steam Up @ Antique Powerland

August 3rd - Regular Meeting 7pm @ Chu's in Woodburn

August 5th -6th - Steam Up @ Antique Powerland

August 26th - Truck Show @ Antique Powerland
International is the Featured Truck!!

September 7th - Regular Meeting plus Elections 7pm
At Chu's in Woodburn

Many more events to be added throughout the year - please keep an eye on the IHSTO forum on the Binder Bulletin and club newsletters. For more information please contact Chris Pucci at 503-624-6337 or email: info@ihsto.org.



How's Your Fleet??

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Binder Bulletin

www.binderbulletin.org

PRESIDENTIAL MINUTE

It is finally here - the long awaited IHSTO newsletter. First off I would like to introduce myself to everyone who does not know me. I am Chris Pucci, the new President of IHSTO. I have had the honor of presiding over the club since being elected in September and being passed the reigns by the outgoing president Lyle Wiese. I'd like to publicly thank Lyle for a great year of service as President and also congratulate him on being elected club secretary/treasurer for this year. Along with Lyle and myself, the board is made up of Linda Wiese, Events Coordinator; Zen Zsoka, Trail Boss; Jim Price, Newsletter Editor; and Colin Rush, Technical Events Coordinator.

Since the last issue of Integrity and Honesty we have had more events and activities then I can remember. Some of the biggest have been the 1st Annual Great Western Binder Bee, a second trip on the Oregon Back County Discovery Route, a hugely successful Christmas Party, our first ever 4x4 swap meet at Antique Powerland, a wonderful weekend at the Dunes, and many social and technical gatherings at the IHOH (International House of Harvester a.k.a. John and Lisa Donnelly's house) and other sites. It seemed like every other weekend, there was something IHSTO-related going on. Man, what a good time!

In the coming months we are going to keep up the pace of activities and events, so get ready for another spring and summer of IH fun! One of the biggest up coming events is the 2nd Annual Great Western Binder Bee July 7th-9th. You will find complete information and registration information at the center of this newsletter. With the continuing growth of IH fandemonium, this year's show should be another outstanding event. I hope to see all of you there!

Another quickly approaching event is our 2nd 4x4 and Truck Swap Meet at Antique Powerland on April 22nd. We raised a fair amount of money for the club and Powerland last year and with your support, hope to do the same this year.

Thanks again to all of you for making this the best IH club around and for helping put together another great year of fun and fellowship. I'd like to especially thank all of the club volunteers who offer support and assistance at every event rain or shine. You know who you are and you really deserve a pat on the back. THANKS you've helped make IHSTO the greatest IH club in the world!

Chris Pucci



SYNTHETIC BRAKE FLUID

The common brake fluid whose formula has been around since at least the 1930s is designated DOT 3. The principal ingredients are alcohol & glycerin. The alcohol is the reason for the worst qualities of DOT 3: it boils easily and it attracts and absorbs water from the moisture in the air. This is the reason for the rust in your brake hydraulics. Rust accumulates in the wheel cylinders. The abrasiveness of rust particles wears the cylinder walls and eventually causes failure of the cylinders. Also if you carelessly drip some on your paint, the paint comes off.

So what if they made a brake fluid that will not absorb water or cause rust in your hydraulics? Your system would last a very long time without failure. They do make such a brake fluid. Its designation is DOT 5, 'synthetic' fluid.

Imagine: Using DOT 5, your system will not rust, your cylinders last many years and if you drip it on your \$3000 paint job, nothing happens.

So, why don't more people use this miracle fluid? Mostly because old ideas die-hard. You may have heard some old mechanic say that IH engines were designed for 'straight 30 weight oil'. That particular myth belies the facts of 50 years of major advances in oil technology. So it is with DOT 5.

Common myths about DOT 5:

"Water collects at the low points." Answer: since DOT 5 doesn't absorb water from the atmosphere, water can only get in the system by fully submerging your master cylinder. I suppose that is possible but I have never done it.

"It is difficult to bleed." Answer: It is different fluid so it is handled differently. Impossible to do right if you don't know how. Read the directions.

"It is too expensive." Answer: Yes, it is three or four times as expensive as DOT 3 but your system lasts three or four times longer and requires no maintenance. DOT 3 systems have to be bled to replace all fluid every year. If your DOT 5 system lasts 15 years, you would have bought DOT 3 fifteen times! (OK, I know that few people bleed their system every year but that is the recommended interval).

How do you change over to DOT 5? Since most of us in the International Harvester world are dealing with trucks at least 25 years old, it is time to rebuild your hydraulics anyway. This involves replacing the master cylinder, all wheel cylinders, the three flex lines and sometimes, the steel lines as well. If you are doing this job, just use DOT 5 to charge the new system and you are done for many years. That old tan 68 Travelall of many desert trips fame had DOT 5 in its hydraulics. It lasted 18 years and 200,000 miles. After it sat derelict for 5 more years, the brakes still worked. Inspection of the wheel cylinders revealed no sludge in any of them. If I wasn't already familiar with the stuff, that would have made me a believer.



How's Your Fleet??

If you have replaced all the soft parts in your hydraulics in the past three years and would like to change over to DOT 5, there is a way. First, inspect for leaks: Pull off all the wheels and peel back the dust covers on the wheel cylinders. Look at all joints in the lines. If all is well, bleed the entire system with fresh DOT 3. Bleed until clean fluid comes out of all four wheel cylinders. Next, suck the fluid out of the master cylinder reservoir with a turkey baster then wipe out the reservoir with a rag wetted with "Brake Clean" or a competitive product [Do not use throttle body cleaner – it leaves a residue] Don't spray Brake Clean into the reservoir as it may mix with the existing brake fluid.

Next, fill the reservoir with DOT 5 which is either red or blue and easily differentiated from the DOT 3 already in the system. Now bleed the system until each cylinder bleeds red [or blue]. Follow the procedure of bleeding the farthest cylinder first and be sure to keep the reservoir topped up so as not to get air in the system.

You are done except for one detail. DOT 5 loosens rust scale in the steel lines which migrates down to the wheel cylinders. Wait six months and bleed the system again. Bleed it into a glass jar and see the accumulated yuck. Generally you will not have to bleed again. Do not fail to do this follow-up bleeding. The old rust will ruin your wheel cylinders.

Handling of DOT 5: Don't shake the jug. Bubbles of air are slow to separate. When pouring, pour gently without much splash. Drive the vehicle for two weeks. If you notice a soft pedal, 'burp' each cylinder and the pedal will harden up. Sometimes this 'burping' must be done three or four times. Once the pedal hardens up, you're done.

Other technicalities. DOT 5 boils at a much higher temperature than DOT 3 so it will work in disc systems and drum systems on large trucks safely. DOT 5 compresses slightly which is noticeable under hard braking by an experienced foot. Some racers don't like the **Page 4** they use a racing fluid built for that purpose and not recommended for street use (I don't know those details).

SCOUT TOUR of DEATH VALLEY 2006

This event just happened - But be sure to look for info on the 2008 trip...

Scouts West biannual tour of the lowest place in the USA. This year we will gather outside the park in Panamint Valley and tour from there. The National Park Service has cleaned up the roads so there will be no trails a stock Scout with good tires can't travel. However, if your Scout has expensive shiny paint, don't bring it! The desert shrubbery scratches and these trails are not freeways. We will travel from below sea level to 8000 feet and cover long distances. Most will be camping although there are motels in the park and in Beatty, NV or Lone Pine, CA.

If you have not seen the Mojave Desert back country, this is your tour. Cactus, coyotes, sand, oasis, mines and history! We will be 100 miles from anything other than expensive gas and a few basic supplies. Novices welcome.

March 16 -19 2005, Thursday thru Sunday. Contact Doc Stewart at dfsdc@pacbell.net or call 650 952 3080 Tuesday - Friday days.

WWW.IHSTO.ORG

Have you seen the club's new promotional web site? Have you checked out all the pictures and info? Have you shared it with your friends and neighbors?

For years we have had the Binder Bulletin web site (www.binderbulletin.org), but now we have our very own 'space' on the internet. Our site was not designed to replace the Binder Bulletin, but rather a place to show off our club a little bit and post info about our big events like Binder Bee or the Swap Meet. There are hundreds of great photo's of past events!

If you haven't checked it out - log on today at www.ihsto.org. I think you'll like what you see!

Support the club. Buy a 2005 Great Western Binder Bee t-shirt - get them while they last!



\$12 shipped to your door!!! Email: info@ihsto.org for more information.
Size available are M, L, XL, XXL.

2nd Annual IHSTO TRUCK & 4x4 SWAP MEET

April 22, 2006 8am- 2pm

Antique Powerland - Brooks, Oregon

IHSTO invites you to the 2nd Annual Truck & 4x4 Swap Meet to be held April 22, 2006, between 8 AM and 2 PM at the Antique Powerland in Brooks, OR (8 miles North of Salem, 30 Miles South of Portland, Exit 263 off I-5, across from the Pilot Gas Station).

Admission at the gate will be only \$3.

This event will be open to all makes and models of trucks and 4x4's (IH, Jeep, Ford, Chevy, Dodge, etc) Specifically, anyone with parts, a vehicle for sale, memorabilia, books/manuals, or anything that pertains to trucks and 4x4 vehicles is invited.

Vendor/swapper spaces will be outside/uncovered all along the main road at Powerland. Spaces will be large enough to accommodate a vehicle/trailer and plenty of room for your parts. Vendor spaces will be \$15. Vendor set up will begin at 7am. Vendors will not be allowed to leave the grounds before closing time without prior arrangement. Closing will be at 2pm. At 3pm the gates will be locked and all vehicles/parts must be off the premises.

Plenty of free parking. Restrooms will be available. No food vendors will be at the show. If you have never been to the Antique Powerland in Brooks visit their web site at www.antiquepowerland.com.

If you need more info or would like to reserve a space, contact Mike Leonard, at 503-419-6369 or via email at swapmeet@ihsto.org. Additional info at WWW.IHSTO.ORG.



How's Your Fleet??

Integrity and Honesty Vol. 8



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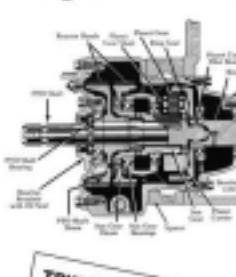
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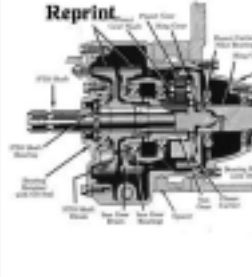
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