



Summer, 2016

**Welcome to
Northern Indiana
International Harvester
Collectors' Club
Chapter #33**

Greetings from all of us here at IHCC33!



I-H Collectors Chapter #33
10111 S. 900 W.
Wanatah, IN 46390

A word from our President, Carl Overmyer..... “Carl’s Comments”

I am relieved to announce that another wonderful planting season has passed and that all of our crops are in the ground! Thankfully, we only had to replant a few acres that the weather conditions ruined. I am now looking forward to attending as many antique power shows as I can with all of you.

My local club, the Fulton County Historical Power Association, will be featuring “The Gathering of the Orange” at the Fulton County Museum just north of Rochester June 17th-19th. All indicators are pointing towards a very large show with lots of tractors and equipment of all colors being represented. Hopefully there will be a crowd to match! There will be tractor games, field demonstrations, a toy show, a variety of vendors and lots of good food.

I’m also still involved with “Lilly Pearl’s Square Dancing Tractors” and have been practicing thoroughly almost every Sunday afternoon for months. We are starting our event schedule in the middle of June at the Rochester show. We have been scheduled as far away as Illinois and are working on a trip to Tennessee for a performance. We will also be at LaGrange for your chance to watch us perform at the Red Power Review, August 11th–13th. Also, don’t forget to attend the Power from the Past in Winamac, IN, July 14th-17th.

I’m excited to hopefully meet up with you at one of these wonderful shows this summer or at our meeting on July 2nd at Jerry and Kellie Smoker’s (11:30 a.m. Chicago time). There will be good food and excellent fellowship to be had! Be safe and have fun this summer!

Runnin’ IH Red

Carl Overmyer

ACTIVE #33 MEMBERS

As of May 31, 2016

210 Active Members!!!

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Directors meet six times annually or when needed.

***** UPCOMING EVENTS *****

Saturday, July 2, 2016, 11:30A. CDT: Summer membership meeting/picnic at Jerry & Kelli Smoker Farm, 10111 S. 900 W., Wanatah, Indiana. Chapter 33 will provide meat, drink, and table service. Please bring a dish to pass.

August 11-13, 2016: 2016 Red Power Review at the Northeast Indiana Steam and Gas Engine Show at the LaGrange, IN Fairgrounds. Our Summer Membership meeting will take place at the show on Saturday, August 13th, at 10:00A. Eastern time. **DIRECTORS CHALLENGE: EVERY CHAPTER #33 MEMBER BRING SOMETHING TO DISPLAY!!!!!!!!!!!!!!!!!!!!!!**

Saturday, September 24, 2016: IHCC33 PLOW DAY -- Time to be announced. 3/4 Mile North of U.S. 6 on CR 21 (CR 21 is 1/2 Mile West of U.S. 6 & State Rd. 15 Intersection) Nappanee, Indiana. Open to IHCC Members ONLY-- Members may be of Chapter 33 or other IHCC Chapters. Over 170 Acres to Plow. Help loading/unloading will BE AVAILABLE.

Sunday, December 4, 2016: IHCC33 Members' 12th Annual Christmas Party/Auction/4th Quarter #33 Membership Meeting at Christo's Banquet Center, 830 Lincolnway E., Plymouth, Indiana. Doors Open at 10:00 a.m. Plymouth Time, followed by 1:00 p.m. Plymouth Time Meeting & Auction.

New 2016 Members:

Larry Palmer, Albion, IN
Michael Foster (Rochester, IN)
Ken Blazier (Elkhart, IN)

Ken Blazier II (Elkhart, IN)
Drake Davis (Crawfordsville, IN)
Kevin Miller (Goshen, IN)

CLASSIFIED ADS

All Chapter #33 members are entitled to one free classified ad per issue. Ads will not automatically repeat, if you want them in a second time you must resubmit them.

Wanted: 1978 IH 1086, ser# 27383, motor #212-212. I bought it new in Oct 1978, sold it April 15, 1985. Last known location is south western Mi near IN line. Reward for help finding it. Call Fred Lepley 269-651-1234 or 269-689-4425.

WE ARE LOOKING FOR SUGGESTIONS FOR 2017 SHOWS TO ATTEND. IF YOU HAVE ANY SUGGESTIONS, PLEASE CONTACT ANY CLUB OFFICER OR DIRECTOR.

COMING UP – ANOTHER CHAPTER #33 BUS TRIP! DETAILS COMING SOON!

Recipe of the month: "Ritz Cracker Squares" – Renae Overmeyer

This cookie recipe is in a cookbook my mom gave me for Christmas in 2006. We just made them for the first time this month. It only takes 3 ingredients that you can keep on hand. I made them with my 3 and 4 year old granddaughters. Soooo easy and they liked making and eating them!

7.2 ounces (3 tubes) "Ritz" crackers, crushed fine
1 - 14 ounce can sweetened condensed milk
1 - 8 ounce package milk chocolate toffee bits

In a large mixing bowl, combine the crushed crackers, sweetened condensed milk and 3/4th of the package of milk chocolate toffee bits. Stir until completely combined.

Pat into a greased 9x9x2 inch pan.

Sprinkle reserved toffee bits over the top.

Bake in a pre-heated 350 degree oven for 20 minutes.

Cool before cutting into 16 squares.

What the Heck Is ZDDP?

By Steve Henderson

Until a few months ago, I bought engine oil by the case off the shelf at local auto parts stores. Unless otherwise specified by the manufacturer, I tended to lean toward multigrade oils, with a particular summertime preference toward 10W40 (10W when the engine is cold, 40W when it's warm). I thought I was affording the best protection available for my old engines. Maybe you do, too.

A few months ago I began to be aware that today's oils are not the same as the oils being sold in this country only a few years ago. The federal CAFÉ (corporate average fuel economy) standards, 29 mpg the past few years, 35.5 mpg beginning in 2016, and 54.5 mpg by 2025, have legislated in favor of oils for modern cars and trucks that:

- are very much lighter in viscosity (film thickness) than those of yesteryear so as to create less inertial drag on moving parts, thereby making possible better gasoline mileage.
- have far less zinc and phosphorus (**zinc dialkyldithiophosphate—usually called ZDDP**) than in the past in order to avoid damaging the federally-required catalytic converters in modern cars and trucks. Even if you buy 40W oil, that oil will have far less ZDDP than it used to have.

Engine wear increases, even in modern engines, with the lighter-viscosity oils. However, extremely close tolerances in modern engines demand the lighter oils while making higher mileage possible, and tests show that the tradeoff is worthwhile for auto manufacturers in meeting federal CAFÉ standards. Oil companies have responded to the needs of the auto makers by changing the formulations of their oils. All this is ok for new cars and trucks, but over time may be the death knell for our older flat-tappet engines.

If that's not bad enough, modern oils also have much less zinc and phosphorus than the oils we used to buy. This change has been made because zinc and phosphorus damage the federally-mandated catalytic converters and oxygen sensors found on all cars and trucks sold in the US since 1975. As some of you may know, replacing a catalytic converter is expensive, and most modern engines are built with valve trains that run roller camshafts and roller tappets that can handle the newer oils without damage.

Unfortunately, our old flat-tappet tractor engines cannot. When one considers the force exerted by valve springs on the valve lifters and camshafts in flat-tappet engines, it's easy to see why reducing the protection film causes more rapid wear and eventual failure.

If modern engines wear less well using these oils, the wear on our old tractor engines is far worse. And after realizing that, my own thought processes extended to the engines in my old cars and trucks. Even my two-year-old zero-turn lawn mower has a Kohler engine with flat tappets. (Kohler markets an oil to address this problem and it can be bought at Kohler dealers. I bought some.)

Having identified what I consider a problem, let me suggest some possible solutions:

- Some racing oils have elevated levels of ZDDP. A caveat here is that racing oils may not be formulated for long-term use.

- Lucas Oil makes an oil they call “Hot Rod and Classic Car 10W40” that I’m currently trying in my old Packard. I probably won’t stay with it long, as I just learned that the ZDDP level in this oil is 2100 ppm (parts per million) and the petroleum science folks say 1500 to 1600 ppm is optimal. They also tell us that too much ZDDP is as harmful as not enough, so 2100 ppm seems high to me.
- For those who are willing to use a synthetic oil, there is a company called Royal Purple that manufactures synthetic oils with adequate ZDDP levels.
- The Indiana Region of the Classic Car Club of America, in combination with the D-A Lubricant Company of Indianapolis, has developed and is marketing a 15W40 conventional engine oil that contains 1600 ppm of ZDDP. This oil can be ordered from the Indiana Region, CCCA, or can be picked up at the D-A Lubricant plant in Lebanon. This oil is the option I have chosen for my old cars and tractors, as the oil is readily available in Indiana, has the optimal level of ZDDP, and benefits the Indiana Region, CCCA, whose having taken the initiative and risk on this issue has helped us all over the long haul. For more information about the situation and the CCCA oil, see their website at: www.classicarmotoroil.com

There are probably other options out there, as well. Those listed above are the ones I’ve found so far. I plan to remain aware of this problem and possible solutions, and, since it has not been heavily advertised, I bring it to your attention in case you have not known about potential damage to our old engines.

2016 Chapter #33 Scholarship Winner –
Carli Henderson



Carli is a graduate of Wabash High School and plans to attend Purdue University this fall to study nursing.

New Chapter #33 Member Hat



Hats are available from any club officer or director. Cost is \$5 for members and \$10 for non-members. **NEW MEMBERS GET ONE FREE – BUT YOU HAVE TO COME TO A MEMBERSHIP MEETING AND PICK IT UP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!**

PICTURES FROM 2016 WINTER CONVENTION – O’FALLON, IL



