



I NTEGRITY & H ONESTY

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OF INTEREST

In 1921 International Harvester Combine introduces the popular S model truck, touting it's advantages over horse driven means of conveyance. With 168,000 S series trucks produced, in a seven year period, International establishes itself as a force in the light-duty truck market.

In 1969, Ted Ornas redesigned International's entire light-duty truck line following the success of his versatile Scout with clean, practical lines and flat fronts. Production of Travelalls, Travelettes, and pickups that year totaled 41,174. In 1975, after 54 years, IH ceased production of it's light-duty truck line.

Excerpt gleaned from International Pickup and Scout Buyers Guide, by Tom Brownell, available through Binder Books: 503-684-2024

GRANITE BUILDS SAFETY & RELIABILITY TO ORDER

Granite Motorsports officially opened one year ago at its present location on Industrial Parkway in Newberg, Oregon. Starting out in a pole barn, Owner Shuler Lukas, Manager Rick Shelburg and Installer Jeff Nemish have graduated to a fully equipped shop offering an amazing array of performance off road and custom fabrication options for the 4-wheeler. Granite services a mix of clients from people new to 4-wheeling, to professional sport and race trucks, to recreational and those simply concerned with safety.

Granite has competent, first hand experience with Internationals, each owns a Scout II. This last year has been a heavy schedule for the team, showcasing the Scouts at competitions and four-wheeling events. Every rig is an advertisement to their craftsmanship, highlighting roll cages, racks, nerf bars, bumpers, and suspension work. Shows are their main focus right now, Rick said, but they



Full body and compartment cages protect driver and rig from virtually any mishap.

plan on being more active in clubs and trail runs in the Spring. "Scouts are easy to work on, durable, and relatively inexpensive compared to Jeeps," Rick said. "And the tops come off too, that's a plus."

Although Granite can order and ship virtually any name-brand off-road accessory, with a two

day turn-around, customization is their specialty. An example is their roll cage options for Scout IIs, Travelers, and Terras. Out of .120" wall tubing they produce 4-point, 6-point, and 6-point family cage packages tied into the frame at each point with 3/16" plates and gussets. Options include everything from grab handles

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THE DIESEL FILE

BY JOHN DONNELLY

The SD33 Series Engines Care and Maintenance

Installment #1, Filters

Those of us who own a Scout with the Diesel engine option are considered "odd" by some and "practical" by others. Those of us

with a Diesel Scout just "know better" and leave it at that.

Occasionally, a gas IH owner decides that he/she wants a Diesel and crosses the line into the uncharted waters of Diesel ownership, and all the new questions

and hurdles to be conquered. If you are one of those "New" Diesel owners, then this article is for you.

Diesels are fun once you understand a few things, for example:

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GRANITE BUILDS SAFETY & RELIABILITY TO ORDER

(Continued from page 1)

and 5 point belts, to cage mounted seats on the 6-point, to spare tire, CB, light racks, flag and antennae mounts.

Lukas is also enthusiastic about

the work they have done on suspension systems as he shows me a caster corrector he has produced as a component of Granite's spring-over leaf packages. "Corrects the Scout's

road wander" he says. Lukas has also found the means to correct driveline problems common with 4 inch lifts.

In their spring-over lift systems, Granite uses Skyjacker nitro gas charged shocks, but will install others of a customer's choosing.

Front and back they install new 5/8" U-bolts, polyurethane bushings, and energy suspension bushings. Skyjacker Softride 4" leaf springs go in the front mounted to custom shackles. New spring perches go in the rear with custom lower shock mounts. Skyjacker stainless steel brake lines complete the package.

All of our stuff is solid, Rick said. I've been running my rig hard for two years now (pictured on page 1) without any reliability issues.

Even the name Granite Motorsports implies rock solid performance off-road.



Shocks and suspension systems are another specialty utilizing Skyjacker products..

HARMONIC BALANCER REBUILDING SERVICES

BY COLIN RUSH

"To catch the reader's attention, place an interesting sentence or quote from the story here."

As our vehicles get older, it gets harder and harder to get replacement parts for our IHCs. Items that used to be regular stocking items at the few remaining dealers are often no longer available except as used parts; and you might as well forget the rest of the automotive parts suppliers. Add to this list of discontinued

parts harmonic balancers. While balancers for the inline sixes and the popular 345 V-8 might still generally be available through companies like Pioneer or Elgin, chances are that the 266, 304, 392, and 400 ones are not. By now, it has been at least 20 years since the last 345 engines were produced, and years of mileage

and oil residue have taken their toll on the vulcanized elastomer that holds the balance ring to the hub. It is this rubber ring that dampens the harmonics produced by each individual power stroke and by any constructive interference of the torsional vibrations at specific rotation

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THE DIESEL FILE

BY JOHN DONNELLY

(Continued from page 1)

1) Forget everything you ever learned about Gasoline powered engine because it doesn't apply anymore. 2) You will have far less parts on your home parts shelf than you ever did with a gas engine. 3) Although you are slower than a Gas Scout, you will go farther, with less trouble than any Gas Scout. 4) The time spent under the hood of your Diesel will be spent polishing, not fixing. These are some of the benefits, how you get there de-



Under John's hood lies an SD33 looking like it came from the factory

pends on one crucial item, **maintenance**. The Diesel engine is much longer lived than it's gas counterpart typically, but that longevity comes at a price, and that price is constant mechanical vigilance.

Here are some of the items that must be done, without fail. Oil changes. Oil should be only high quality diesel engine oil, 15-40W or 30W grades are acceptable, with the 15-40W being a more "all season" oil. Some

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WHY I LOVE MY SCOUT

BY LISHA CAMPBELL

Let's just say our first baby, a 1979 Scout II, started out as "my" vehicle. It was, and is, exactly what I wanted. It is an automatic with all the factory options, not to mention it's "beefy." Everyone knows the feeling you get driving an International versus other makes out there. I've never had the opportunity to drive trucks or SUVs much, but with my Scout I felt I almost owned the road. There is this overwhelming feeling that I am safe.

It began with me driving "Sherman" daily, and Jack (my dear husband), driving our econo-car. Well, somehow, someway, I found myself getting to drive Sherman less and less. We began alternating between vehicles, and finally decided that we both loved Sherman. Finally, one morning we had the inevitable discussion of getting another International,

quickly. Behold! Another Scout enters the family.

Our second Scout, a Traveler we have named "Patton," needed some work. We will restore Patton to a great looking, nice to drive, envy of all neighbors, International traveler. With the help of my husband, it will get new metal as needed and a paint scheme all of my own choosing. With my approval, every item that goes into it will make it more mine. With Sherman, we had qualms about altering it, because it came to us in stock condition, from the factory CB to the engine hoses.

Another reason I wanted the Traveler is that we are expecting our first child next summer and I wanted something safe and beefy to drive around in. I don't care to



Lisha's second Scout still fits the bill with a new baby on the way.

turn Patton into a mountain climbing rig (although there is nothing wrong with that). I just want to be secure with a baby in the back. I don't care to know all the ins and outs of the engine. I know the basics: how to check the oil, transmission, as well as where the brake fluid goes. But beyond that it might as well be Chinese. I don't have the patience

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"Well, somehow, somehow, I found myself getting to drive Sherman less and less. We would have daily morning conversations about who got to drive what."

WHY I LOVE MY SCOUT

BY JACK CAMPBELL

"Oh, No! Honey, not another project!" This is what I said to myself as my wife looked pleadingly for an "okay" as I just stared at this thing in the parking lot.

I knew something about Internationals second hand. My friend, John Donnelly, had been harassing me to get one for over a year. I held the check in my hand, a litany of virtues swirled in my head, but I just didn't get it. The boxy looking thing was anything but new. Scratches here, dents there. It had sat in a barn for 8 years and had run a postal route before that.

For me, a car was just something you jumped in to get somewhere, not to think about much beyond that. Why was I here looking to buy into some else's problems?

Well, my wife for one. A very big, "1." We were in need of a family car, sturdy, with a back seat and room to haul stuff. Something that I didn't have to worry about turning into a deadly, tangled ball of plastic should a moving violation take place. An SUV fit the bill, but I'm not a rich man. Hmm . . . , \$35k versus . . . ?

Much of what followed is a blur. Someone flipped my auto-pilot switch. I know we pushed the Scout II onto a trailer for the 2 hour drive home. There was a rigorous week of cleaning. I remember that. All fluids changed or bled. A new starter, air and fuel filters, new wheel cylinders, shoes and pads, bearings repacked, boxes and u-joints checked, an alignment, horn relay,

bulbs, rheostat, tank float, shifter shaft seal, a kick down adjustment, new tires, wheels . . .

"Are we ready to go?"

"What?"

"Are you ready to go?"

John was standing there. Around me, five Scouts and Travelers

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Driving became something that was fun for Jack for the first time.

HARMONIC BALANCER REBUILDING SERVICES

BY COLIN RUSH

(Continued from page 2)
speeds. It is not unheard of for a balancer with a bad rubber elastomer to have the weighted ring fly off and shatter on the ground or bounce through the hood of the truck, causing vehicle damage, personal injury, or even death in extreme cases. At the very least, the ring can twist on the hub, causing the timing mark to be in the wrong place, which will mean the engine will not be timed correctly, and you can suffer from bad mileage and burned valves, among other maladies. Some folks look for the best used balancer they can find so they can save a buck. However, the counterweight on the balancer is specific to the engine size it came off of, and if you were to use a 345 balancer because you could not find one for that 392 you have (for example), then you also run the risk of undue engine vibration. Of course, if you are going to have the engine rebalanced anyway, then this should not matter, but then you will have a used balancer on your new rebuilt and rebalanced engine. This is pennywise but pound foolish.

If yours has not already been replaced, then it is certain that it will need to be soon, if not now. If you need a new balancer, you can opt to have it rebuilt. Companies that rebuild balancers will take your old balancer, remove the old elastomer, bake the metal parts in an oven, shot peen the parts, inject the new elastomer in a liquid state between the metal parts, and allow it to vulcanize. They will take care to properly index the timing mark in its proper position. If the hub has a groove worn in it from the oil seal, then they will install a Speedi-Sleeve or similar kit to provide a new hardened seal surface. They will also check to make sure that the rebuilt balancer is concentric and

straight. If it is not, they will remove the new elastomer and start all over again to make sure that it is right.

There are 3 companies that will perform this work.

Damper Doctor
1055 Parkview Avenue
Redding, CA 96001-3314
530-246-2984 phone
530-246-2987 fax
877-834-2137 phone
email: damperdoc@aol.com
<http://members.aol/damperdoc/>

Damper Dudes
5509 Cedar Road #2
Redding, CA 96001
800-413-2673 phone

Winslow Manufacturing
5700 Dean Avenue
Raleigh, NC 27604
919-790-9713 phone

Each of these companies will send you a catalogue for free, or at least they did when I called them last year. The companies that do this also offer additional services, such as degreasing the counterweight with timing marks that indicate up to 40 degrees of advance or retard, to assist in valve or ignition setting. Damper Doctor offers SFI-approved dampeners as well for different. I do not know if they offer this for IHC, but you can ask them if you are interested. Damper Doctor also offers a transmission and engine mount rebuilding service. You will have to send them the old one to get a price quote. This can offer a cost savings as well, and is a godsend for people who have old mounts that are next to impossible to find new, such as the older Blue or Green Diamond motors. I saw a guy on the Binder Bulletin last week who was looking for a usable motor mount for his BD

220, and this type of service is tailor-made for people like him.

All of these companies will sell you a rebuilt dampener outright, but will charge you a core charge unless you provide them your old one. Due to the subtle differences between dampeners on the same engine families (Chrysler alone has over 6 different ones for their hemi engines), it is recommended that you have your old one rebuilt, especially if you have had your engine balanced at the engine shop. I heard recently that a new balancer for an AMC 360 costs about \$150.00. The retail price I have seen listed for a rebuilt dampener from Damper Doctor is about \$70.00 for the same engine. I do not know what the price is for an IH damper, but I would expect a similar cost savings.

Please note that the companies listed above deal with rebuilding stock balancers. If you want a high-performance damper, there are a number of companies that can provide one from their stock or a custom version to fit your specific application, such as BHJ, Fluid Damp, TCI, et cetera. The lead time for these services are usually very good, taking less than a week from start to finish.

If you have questions, you may write me at:
salmineo@juno.com
or call at 503-246-8860.

If you wish to order more locally, call Lyle at
Portland Engine Builders:
1-800-829-1276.

He can also answer questions about balancer rebuilder companies.

THE DIESEL FILE

BY JOHN DONNELLY

(Continued from page 2)

of the better brands are Shell Rotella T, Chevron DELO 400, Valvoline "Cummins Blue", and DELVAC. Use only high quality oil filters from suppliers like Baldwin (PT-153), Fleetguard (FL720), Purolator (L44754), AC DELCO (PF-1052), or Nissan (15208-61525). Change oil every 2500 miles, and change the oil filter every other oil change. Example, Change oil and filter, drive 2500 miles, drain oil and refill with clean oil, drive another 2500 miles, and change oil and filter.

Air Filters are a sticky point, The biggest problem being that most air filters listed in current auto parts stores show the same filter for all Diesels from 1976 to 1980, regardless of application. This is incorrect! The Turbocharged SD33T uses a different filter than the earlier models. The SD33T currently has NO paper element filter that fits available at any auto parts store. The only sources for the correct filter is from Nissan Diesel Motor Co. Suppliers, or from K & N Engineering. A lot of SD33T's have died an untimely death from the incorrect air filter being used. Folks buy the filter listed in the parts catalog, which is for 1976 to 1979 Scouts, stick that wrong filter in there, the engine ingests unfiltered air, and the dirt grinds the cylinders to pieces. Why is it wrong you ask? Here is why. In 1980, when the engine was turbocharged, the air filter housing supplied was manufactured by Tsuchiya, and not IHC supplied as it had been in the past. This filter housing had the same internal diameter as the IHC filter housing, but it was deeper, requiring the use of a taller air filter. The Tsuchiya filters can still be bought from Nissan Diesel Motor Co. Suppliers or you can get a lifetime filter from K&N Engineering. The K&N Filter is not listed as a Scout application however, so you must have the correct

number before ordering. This number is E-9080, and is listed as a Renault application, yet the dimensions are exactly the same as the original Tsuchiya filter. I have approached K & N about changing their catalog to list this filter for the Turbo Diesel Scout. I have not heard back from them yet. What is nice is, the air filter that fits your Gas V-8 Scout fits any Diesel Scout that was built from 1976 to 1979, so getting an SD33 air filter is easy. Want a K&N for your SD33? E-1090, the same one for a Gas V-8 Scout, easy huh?

Paper Air filters should be changed every 15,000 miles. K&N filters should be cleaned every 50,000 miles or sooner in dusty conditions.

Fuel Filters. Here is a point that must not be taken lightly, the fuel system is the heart and soul of the Diesel engine, so it is also the most expensive part to fix if it breaks. The best insurance against breakage is keeping the fuel system as clean as possible. This is done with your fuel filters, so don't skimp here. Some Diesel Scouts have 2 fuel filters from the factory, and some only have one. The predominance of Diesel Scouts built from 1976 to 1979 had 2 fuel filters, some say they were standard equipment, and others say they were optional. All I know is I haven't seen a 76' to 79' Diesel Scout that didn't have 2 filters. The filters on the two filter system will have a **primary** spin-on filter mounted on the radiator core support on the passengers side, with a **secondary** cartridge filter mounted in a filter canister above the engine injector pump. 1980 Scouts only had the **secondary** filter above the injection pump as standard equipment, with the spin-on **primary** as an option, so your 80' Scout could have one or both. In any case, get in the habit of changing both filters at the same time if you have two, it will make

it easy to keep track of. Your filters should be changed every 15,000 miles or once a year, whichever comes first. Good **secondary** filters are made by Baldwin (PF861), Fleetguard (FF-221), or Nissan (16444-99125) and **PRIMARY** filters are supplied by Baldwin (BF-979), Fleetguard (FF5020), and Wix/NAPA (33341).

Last but not least to any and all new Diesel owners, if you don't have an SD33T Service manual, get one, it is without question your best source for how to care for your engine ever printed. The "IH-633-T Turbocharged Diesel Engine Manual CTS-2790" is available through Binder Books, or from any of the Light Line Vendors. Never attempt to service your engine without this vital piece of information.

This is just the first installment of a regular newsletter article about the Diesel Scout. The next article will cover injectors and servicing them. Below is a list of parts and service sources in this area:

Bisio Motors
2869 N.E. Sandy Blvd
Portland, OR, 97232
503-232-6113
Parts and Service

Binder Books
8110 SW Durham Rd.
Tigard, OR, 97224
www.binderbooks.com
503-684-2024
IH Manuals and Literature

JESCO
3437 Railroad Ave.
Ceres, CA, 95307
attn: Judi Ericks
209-537-5057
Nissan Diesel Motor Co. Parts

Mr. Scout
2220 Hwy 99 N.
Eugene, OR, 97402
541-688-3232
Scout Light Line parts supplier
Specializing in 80's and 800's

Interesting figures from John Glancy of Super Scout Specialists excerpted from IHC Digest:

"Highest to lowest registered Scout/Light Line vehicle population by state as of 1989:

#1 Pennsylvania!!

Here are the rest:

#2 California

#3 Colorado

#4 Illinois

#5 Texas

#6 Ohio

#7 New York

#8 Indiana

#9 Wisconsin

#10 Virginia

#11 Missouri

#12 Minnesota

#13 Michigan

#14 North Carolina

#15 Washington

#16 Iowa

#17 Kansas

#18 Oregon

#19 Tennessee

#20 Kentucky

#21 Massachusetts

#22 Florida

#23 Arizona

#24 Oklahoma

#25 New Jersey

#26 West Virginia

#27 Mississippi

#28 Georgia

#29 New Mexico

#30 Nebraska

#31 Connecticut

#32 South Carolina

#33 Montana

#34 South Dakota

#35 Alabama

#36 Maine

#37 Hawaii

#38 Maryland

#39 Idaho

#40 Wyoming

#41 Utah

#42 North Dakota

#43 Louisiana

#44 New Hampshire

#45 Alaska

#46 Vermont

#47 Rhode Island

#48 Nevada

#49 Delaware

#50 District of Columbia

WHY I LOVE MY SCOUT

BY LISHA CAMPBELL

(Continued from page 3)
to hear any technical terms in great detail. Just tell me what it will take to solve a problem. Other than that, I am sure I can find some dishes or laundry to do.

I need to thank someone for getting all my family and friends started in our love of Internationals. My best friend, Lisa Donnelly. This is all because she was looking for something safe and big to haul her massage equipment in. She said to John, "I would really like something like this," and pointed to a picture of a Scout in a L. L. Bean catalog. All of our love and passion for the Internationals we owe to Lisa. Thank you Lisa.

WHY I LOVE MY SCOUT

BY JACK CAMPBELL

(Continued from page 3)
purred. My hands were sweating. I hate to drive. I hate the suffocating press of people and cars around me. I wanted to go back home to my farm. I was having a weak moment.

Another culminating moment also arrived. By buckling myself in my rejuvenated Scout II, I would commit myself to approximately 250 miles: through Portland, St. Helens, Longview, Chehalis, Olympia, Seattle, and finally to a place called Snohomish. A place that causes my friend John to utter "Roundup" in every other sentence in the later part of every summer. Where were my cigarettes? I hate to

drive.

Then, something odd happened. As we caravanned north beyond the crush of traffic, I noticed some delightful characteristics in the vehicle around me. Approached by an unending highway incline, a step on the gas and my Scout said "Oh, yeah!" In turns, it grabbed and zipped, "Bring it on!" Every aspect of the long drive enlightened me to how deceptively capable this charming vehicle was. I was starting to like to drive! Impossible but true.

And, when I stepped from my tent the next day at the NW Binders Roundup to gaze at 103 other Internationals, I understood.

MOLALLA HILLS FUN RUN

Dan Hayes will be hosting an afternoon in the snow of the Molalla Hills on Sunday, December 2nd. No rock climbing or winches necessary. Everyone is invited to attend for some good fun and great scenery along the logging trails. Stock Scouts & trucks welcome.

Although tentatively scheduled

for Saturday, December 1st, we don't want to compete with the Civil War game between U of O and OSU that day. So, plan to gather together in the Safeway parking lot in Molalla at noon on Sunday.

A campfire and a trail end potluck is hoped for, but Dan says he would be happy with marshmallows. You can coordinate

with Dan & ask questions at his email: binder-bound@aol.com, or call: 503-481-4171

If you don't do any four-wheeling this will be a mild, pleasant way to spend your Sunday afternoon.

And when was the last time you locked those hubs, any-

AMAZING NIGHT, THANKS AGAIN TO EVERYONE!

Let me just say that many of us are still recovering from the number of people and rigs that attended our last Oregon meeting: over 30 people and 16 rigs! On a night that Ernie Bisio would take the time to join us, your support was timely.

Thanks to those that filled out and submitted our questionnaire. From those, I would like to welcome David Paradis, David Trapp (drove 6 hours from North Powder, OR to be with us), Colin

Rush, Emery Ingham, Keith & Carla Loudon, and the guys and gal from Granite Motorsports. Even Ernie put in his two cents. And, kudos to Steven Beals for getting in touch with a number of people who don't have, or care to have, email addresses.

Three things are very clear from all of your input. One, we need to put together a newsletter that you now hold in your hands. Two, most people are hungry for information on parts

and services. And, three, not everyone uses the web to communicate or find resources.

If you own a business here in Oregon, feel free to send me your info for inclusion to my email addy: saveascout2@yahoo.com

Our "Don't Scrap That Scout" auto yard campaign is going well with three rigs saved for salvage here locally in the last month. Lot's of flyers were available to

(Continued on page 8)

SCHEDULE OF EVENTS

- **December 2 —**
Molalla Hills
Fun Fun
- **December 6 —**
Holiday Meet-
ing for Decem-
ber
- **December 25**
- Merry Christ-
mas Everyone!

December 2001

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2 X	3	4	5	6 X	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25 X	26	27	28	29
30	31					

Next Meeting:
Thursday, December 6
at 7:00pm. The
Christmas Meeting.
Abbey's Piz̃za,
Woodburn, OR
On 99E

BISIO HONORED FOR 50 YEARS OF SERVICE

On Wednesday, November 7, Ernie Bisio was presented an appreciation award for over 50 years of service to the International Light Line community. Ernie has operated Bisio Motors on Sandy Boulevard in Portland Oregon since 1948. A surprised Ernie stepped before the group of over 30 Light Line enthusiasts and received the award presented by John Donnelly of International Scouts and Trucks of Oregon.

International Light Line closed it's facilities, the city grew and cast a longer shadow, and more modern commerce now bustles around his small 1950's lot, but, Ernie still holds his original license as a dealer. Even at 84 years of age, the amiable Bisio can be found Monday through Friday behind his front counter along with his mechanic Ron (a

40 year veteran himself), offering sales, service and parts. He welcomes every IH owner that makes the pilgrimage as a friend, and openly trades a half-century of experience and anecdotes. Visitors can find a sparkle in his eyes as he takes them behind his "Do Not Cross," line to show off his latest projects, usually rare and hard to come by vehicles and tells the history behind them.

This cold, Fall evening, Ernie took a tour of the sixteen Scouts & Trucks that filled the pizza parlor parking lot. Modified or stock, the majority of these Oregon vehicles likely

came from Bisio Motors originally. An appreciative throng



Every man should surround his life with friends.

encircled him.
"You have invigorated me,"
Ernie said. "I feel young again."

Everyone should be as lucky as Ernie to have a life full of the things they love. We thank Ernie for helping us fill ours with Internationals.

Contact Us:

INTERNATIONAL SCOUTS & TRUCKS OF OREGON

JOHN DONNELLY PRESIDENT

1450 E. Cleveland St.
Woodburn, OR
97071

Phone: 503-981-0224

Email:

dslscout@oregonsbest.com



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those that attended. Please take advantage of this program, and pick up your flyers at the next meeting. I am more than willing to have your "acquisitions" parked here at my farm, farmjc@molalla.net, if you have no other place for them to go.

Lastly, I still have scores of Club Flyers available for you to distribute anytime you are driving and happen upon a Scout Site-ing. They are a great means to communicate to those that have no idea that their love is shared. Keep them in the back seat of your rig ready to go at a moments notice. If it weren't for these flyers, our club would not be growing as it is today.

Again, thanks to everyone for attending. Membership is dues free as always. But, as we approach the holiday season, think of your local parts and service

people and help them continue to keep helping us. Give at least one Binder gift this season.

Respectfully,

Jack C. Campbell
Secretary

P.S. Next meeting is scheduled for Thursday, December 6, 7:00pm. Same locale: Abbey's Pizza on 99E in Woodburn. Brush up on your International trivia, I hope to be offering some serious prizes to the most knowledgeable.

"John, you are inelligible for this particular contest."



