

IH truck was discovered unassembled in a wooden crate and is believed to be the only one of its kind.



One-Of-A-Kind 1919 IH Truck

When an Oklahoma IH dealer died in 1968, a mystery died with him. In a back room of his dealership was a rail freight pallet containing all the pieces of a never-used 1919 IH freight truck. A Model F with a wooden frame and spokes, it's believed to be the only one of its kind. The mystery was why it was never assembled.

Purchased at the estate sale, the new owner assembled it and put it up for sale. In 1973, the next owner, Roy Holwick of Topeka, Kan., had it licensed and titled. He reportedly put 500 miles on it, mostly driving it in parades.

Over the next 50 years, it passed down through the hands of multiple collectors. Owner number eight, Jim Perry, recently put it up for sale after a decade of ownership and upkeep.

"I bought it from the Ken Wolf museum," says Perry. "He made the only change in the truck since it was assembled. The original whitewall tires had cracked, and he couldn't find whitewall replacements. He put Goodrich Silvertown 24/35s on it, but I still have the originals."

About six years ago, Perry had Wendell Kelch (Vol. 46, No. 6), a high-end restorer from Georgetown, Ohio, go through the truck. He lubricated everything, replaced brakes and seals, and went over bearings, gears and engine function.

"When he was done, it fired right up with two pulls on the crank," says Perry. "Even the acetylene lights work."

Perry has enjoyed driving it in local parades and taking it to shows. He notes that IH semi owners are taken aback by the old freight truck with its 2,000-lb. capacity.

"Folks are amazed at the Snoopy Nose front end and the fan and radiator at the rear of the engine, like the IH tractors of the time," says Perry. "It handles fine at wide open throttle, but it's a little scary. It handles tight, but I've had it up to 16 mph."

Perry says he's enjoyed the truck, but it's time to pass it on to the next collector. He has the one-of-a-kind truck priced at \$39,500.

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Brecka and his son rebuilt the 1978 KT 450 Big Bud's stock Cummins 1,150-cu. in. engine plus the transmission.



Tractor Rebuild A 'Big' Success

By Bruce Derksen, Contributing Editor

As cereal grain and canola farmer Alan Brecka worked his fields bordering a neighbor's property, he always saw an abandoned Big Bud tractor in a bush. The owners removed the original engine and parked it for over 35 years.

"I thought it was a shame for such an interesting tractor to be deserted like that, so after negotiating back and forth, I bought the tractor along with the untouched engine they still had lying around," Brecka says. "I aired the tires as best I could, chained up the driveshaft, and pulled it the four miles to my farm."

Brecka says his hobby is restoring and fixing things, so he and his teenage son, Johnny, got to work in his shop tearing the tractor apart. They rebuilt the 1978 KT 450 Big Bud's stock Cummins 1,150-cu. in. engine plus the transmission. They removed and gutted the cab, took the planetary gear system apart and cleaned it up, drained the disc oil, checked for filings, added new hoses, lines, and radiator, sandblasted the body, powder-

coated what they could, and repainted everything. New radial 800R/32 tires were installed to equip the unit with dual wheels all the way around.

"It's a restoration, but we also added some nicer touches, like LED lighting in the cab and sound insulation. However, the guts of the Big Bud are all the same as the original," Brecka says. "We're just finishing replacing the gauges and switches as they're pretty brittle at 40 years old. The project's difficulty was finding parts for the 50-year-old tractor. They only made 551, 32 of which were built during this tractor's year."

Brecka estimates he spent about \$250,000 CAD on the tractor rebuild, including the purchase price. He plans to use it on his farm this spring to pull a disc, harrow and land roller. He also plans to enter it in local tractor shows and parades.

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