



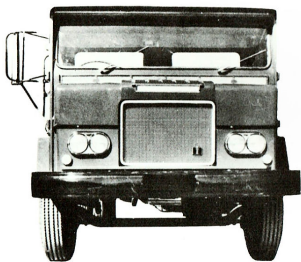
LET'S TALK  
INTERNATIONAL  
TRUCKS

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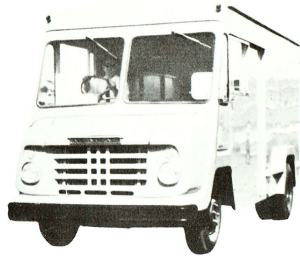


SCOUT FOUR WHEEL DRIVE UTILITY.

Which truck or van or pick-up should you buy? There's a lot of money involved so you can't afford a slip up on this important question. Luckily the answer's pretty obvious. You want the vehicle best suited to the job. The one equipped to do everything you ask of it, so that work is done quickly and efficiently, and operating costs are kept to a minimum. What you want is an International truck. At International we make the best trucks in the world. We are the truck specialists. We never forget that a truck is only as good as each individual component.



AACO-182 WITH HEAVY DUTY FRONT AXLE.

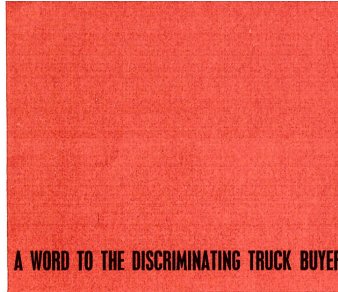


ABM-130 GENERAL DELIVERY MODEL.

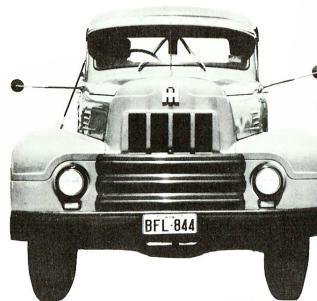
Only those materials and parts that meet the exacting performance standards we demand are used. At our engineering centre and on our proving ground continuous research is carried out as part of a never-ending programme to put a better truck into your hands. From drawing board to customer, International trucks are "Quality all the Way". Exactly what does this mean in terms of advantages to an International owner? It means he has put his money into an investment that will continue to pay handsome dividends. He will be operating



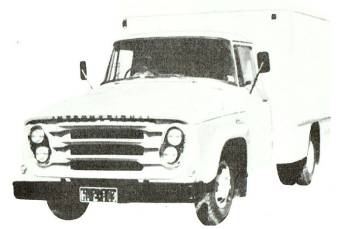
F-1800 WITH CONCRETE AGITATOR.



a truck that always has something in reserve and he will find it will last, and last, and last, because that is the way it is built. He will suffer less down time and cut operating costs. He will carry maximum legal payloads because our chassis are designed to accommodate them. He will discover saloon car cab comfort. He will find spare parts as near as the phone because our service organization is Australia-wide. And because we have the most complete range of trucks in the world he will be driving the truck best suited to his work and not a compromise. As a new



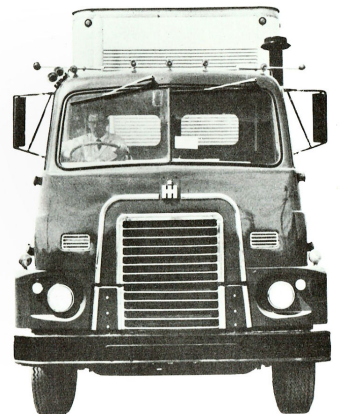
R-190 SERIES HIGHWAY HAULER.



AB-130 ALL-PURPOSE UNIT.

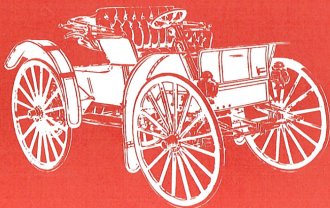
owner he will be covered by a 12/12 Warranty. That's how much we believe in our trucks. Our business is building the right truck for the job, every job. But don't take our word for it. Stand on any highway and watch the International trucks go by. Talk to people whose livelihood depends on International trucks. They'll all tell you why International is . . .

**THE MOST TRUSTED NAME IN TRUCKS**



DCO SERIES CAB-OVER MODEL — LONG DISTANCE HAULER.

Once upon a time...



The first International truck was inspired by a recognised need of the farmer. While other vehicle manufacturers were concentrating on cars, International, who already made farm machinery, realised that the farmer needed a fast, dependable vehicle for transporting primary produce, and before the turn of the century IH were experimenting with the Auto-Buggy. Then in 1907 the first 100 Auto-Buggies, fore-runners of over four million International trucks, took to the roads.

One of the first reports of the International Auto-Wagon in Australia appeared in the Coleraine "Albion" of October 28, 1909. It told how "the attention of Whyte Street pedestrians, shopkeepers and others was arrested yesterday by the arrival for the first time of a motor buggy at Coleraine". Mr. H. J. Kelly, the owner, took some friends for a test drive and the paper reported, "the portion covered embraced some very uneven places but the occupants of the horseless buggy found the trip to be practically joltless".

In 1912 International Harvester Company of Australia was established to carry on the business formerly conducted by International Harvester Company of America in Australia. Since then one of its major developments has been its transition from importer to leading manufacturer. The first ever Australian-made motor trucks were produced 15 years ago. Since then over 60,000 IH trucks have rolled off the Australian assembly line.



AB-110 ALL-PURPOSE PICK-UP



AB-120 WITH FULLY-FLOATING REAR AXLE

Any business is only as good as the service it offers. And service nine times out of ten, depends on transport. That's why businesswise operators looking for a light duty vehicle choose International. They know our light duty models are fitted with truck components for reliable, on-the-go-all-the-time service. Like all our trucks they are built to take punishment.

The most practical pick-up truck for loads up to 19 cwt. is the AB-110. Its short 114 in. or 126 in. wheelbase makes it a nippy, easy-to-maneuvre vehicle for round the suburbs or on the farm.

## THE FACTS ABOUT LIGHT DUTY



AB-130 36 CWT. CAPACITY

For slightly heavier loads up to 26 cwt., the AB-120 should be your choice. It features a fully floating rear axle, usually only found in heavier duty models. Heavy load strains are taken up by the axle housing enabling higher payloads to be obtained.

If you're a retailer, farmer or contractor who wants to carry loads up to 36 cwt. and still maintain exceptionally low loading, we suggest the AB-130 with its dual 16 in. wheels as a speedy, manoeuvrable unit.

Our versatile light duty range offers a choice of wheelbases allowing longer tray and pick-up bodies to give you bigger payloads. If your business demands a panel van or station wagon in these classes that's no problem either. Our range covers these models as well.

Whatever your light duty need, you deserve a vehicle that is truck-built by International.

ABM-130 GENERAL DELIVERY MODEL.

NEW WORLD  
SUPERMARKET



### MULTI-STOP DRIVER CONVENIENCE

IH trucks look good and are workhorses, everyone knows that. But they're also very practical from a driver point of view. Take our multi-stop range of Metro Vans for instance. The extra low loading height of the ABM Metro Van makes backbreaking lifting a simple pick-up and put-down job. Quick driver and cargo access is attained by sliding side doors and fold-back seats, and each rear door swings back against the body, or roll-up doors can be fitted. You can walk through from side to side and front to rear. The load is handled quickly and with less fatigue which in the long run is more money in your pocket. There's more cargo each trip, too, because cab-forward, square design saves valuable space. There's a Metro Van of the right size and power to suit your work. Choose from eight body lengths with chassis from 30 cwt. to 6 tons. All sizes look alike for fast fleet identification. Van bodies can be refrigerated and can include special shelving arrangements. From bread-to furniture delivery, it's Metro Van for a job done best.



ABM-120 MULTI-STOP DELIVERY UNIT.

## Where it all happens

*International Harvester Company of Australia operates four factories and employs over 5,000 people. Our works at Dandenong, Victoria, is the only exclusive motor truck manufacturing plant in Australia.*

*Because of the variety of International vehicles available, trucks at Dandenong are custom-built rather than mass-produced. On the assembly line you may see any number of different models at the same time. This is because of the constant*

*demand from our customers for the right truck for the job. Our production men must be skilled operators because these batches of models following each other down the line are built to varying specifications.*

*All bodies receive paintwork known for its tough high gloss finish. Motor trucks from Dandenong have been exported to over 30 countries and many Pacific Islands, a fine tribute to our "Quality all the Way" promise.*



**THE VERSATILE MEDIUM WEIGHTS**

If it's a medium weight truck you're after then take a look at these, the most versatile units of the IH truck range. They're tigers for rough work. AB-148 was especially designed for the Australian farmer. The four-speed transmission provides a low first gear for starting fully loaded on steep grades. Loading height is only 40 ins. from the ground. For contractors six-man crew cabs can be fitted.

Your answer for carrying problems up to 4 tons can be found in the AB-150 and 151 models. Both models offer 153 or 171 in. wheelbase to let you capitalize with maximum allowable payloads. As vans or tray trucks they're miles ahead. For heavier loads up to 6 tons there is the AB-160 with single-speed rear axle or AB-162 with a two-speed electric shift rear axle for low ratio power. There are three wheelbase lengths up to 189 ins. to suit your particular need. For carrying fruit and vegetables, hay bales, livestock, milk cans or for factory delivery and contracting work or adapted as tippers and tankers, you'll find the right truck for the job in the International medium duty range. **INTERNATIONAL TO THE RESCUE** Barrett's Overnight Express Delivery Service had a problem. In order to keep to schedule on their regular Adelaide to Broken Hill paper round they had to average 60 m.p.h. against buffeting head winds, a demanding task for any vehicle.



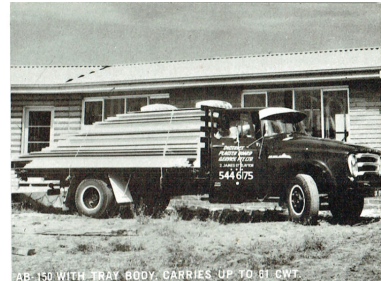
AB-148 ESPECIALLY DESIGNED FOR RURAL CONDITIONS.



AB-151 PROVIDES INCREASED LOAD CAPACITY.



AB-160 ALL-PURPOSE CARRIER.



AB-150 WITH TRAY BODY, CARRIES UP TO 61 CWT.

They approached International for advice. We suggested that a 264 motor be fitted in place of the standard engine on the AB-150 and 151. Barrett's agreed and they now run four Internationals in this fashion, clocking over 7,000 miles a week.

If you have a special haulage problem, talk to us about it before buying. We have the most complete range of trucks in Australia.



AB-164 FUEL TANKER UNIT.

## MEDIUM HEAVY PLUS PUNCH

The Drouin Co-Operative Butter Factory is the largest supplier of milk to Melbourne — nearly 25,000 gallons daily. Many families, perhaps yours, depend on them. Deliveries must run to schedule so International trucks were called in to assist. The Drouin Co-Operative operates a fleet of 18 International AACO models, a truck as reliable as the sunrise. The AACO prototype was the first heavy duty truck to be fully designed and built in Australia. Primarily the AACO-182 was used in the tipping field where its ability to carry maximum axle loadings found tremendous acceptance. However, because of its durability and flexibility, operators are now finding it an ideal table top and semi-trailer unit as evidenced by the Drouin Co-Operative fleet. Our AACO series includes the AACO-182, AACOD-182 Diesel, the AACOT-182 with tandem rear axles, and the AACO-183 with bus chassis. Other members of our medium heavy range include the AB-164 and the AB-182. The AB-164 has a two-speed rear axle, handles loads up to 7 tons and is popular as a tipper or rigid tanker. The AB-182 is the ideal prime mover unit for intrastate stock haulage with choice of three wheelbase lengths up to 189 ins., and diesel or petrol engines. The five-speed (direct in fifth) transmission has been designed to give maximum flexibility and vehicle performance under all types of operation. Look at it this way! Can you afford to operate without the advantages of an International truck?



AACO-183 COACH UNIT.



AACO-182 HIGHWAY HAULER.

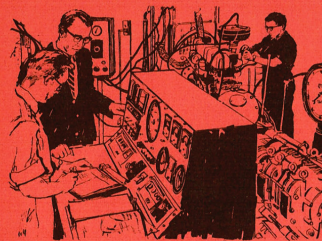


AB-160 WITH REFRIGERATOR UNIT.



AB-184 WITH STOCK CRATE.

## Question: HOW? Answer: RESEARCH



How to improve a truck can only be learnt from constant research and testing. IH in Australia has always had the benefit of such IH research from overseas. But as the demand for International trucks in Australia increased it was decided to build a product engineering centre and proving ground to assist in the design, development and manufacture of vehicles best suited to Australia's particular requirements.

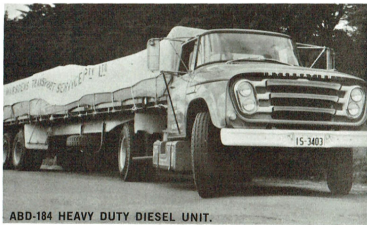
In 1961 the company established a £350,000 Product Engineering Centre on a 10-acre site opposite our Geelong works. Here on our drawing boards, in the workshops and laboratories, complex equipment and skilled technicians and engineers constantly strive for the vital improvements that keep International trucks ahead of the field. These improvements go into production immediately. We don't wait until new model time. Thirty miles to the south-west of Geelong near Anglesea is our 2,556-acre Proving Ground, a tortuous commando course that tests vehicles under extreme field conditions. Trucks are put through the 300 yard long, axle-deep mud bath, chassis twist courses, the seven-mile second-class road circuit; they are overloaded and driven up and down steep gradients and belted on the 2½ mile long speed loop. On-the-site engineers push them far beyond their limits. The cost is considerable but many times justified in that we are putting on the road a truck of proven performance. No wonder we claim "The Most Trusted Name In Trucks".

AB-184, with load capacity of 140 cwt., five-speed gear-box and two-speed rear axle, is especially built in Australia for Australian conditions and is ideal for speedy, economical interstate hauling. The International R-192 has made many friends with truckmen who still get top performances after many thousands of money-saving miles hauling tankers and semis. Two wheelbase lengths, 157 and 175 ins., allow cost-conscious operators to haul maximum legal payloads. If you need even more capacity, then the R-200 should be your choice. And as with R-192 you have two-speed rear axles for low ratio power in tough conditions and high ratio for speed in ideal conditions. Cummins diesel and V8 or Red Diamond International petrol engines are available for all the above models. The latest International truck introduced to Australia is the DCO-405 series. International pioneered tilt cab trucks like the DCO so that easy engine accessibility would speed up servicing. Costly downtime has been engineered right out of these vehicles. The DCO is recommended for tanker, refrigerated van and semi-trailer haulage, or any job requiring the largest h.p. available for trucking operations in Australia. Whatever you need in long distance highway haulers, you'll find engines, transmissions and axles in our range flexible enough to meet your requirements.

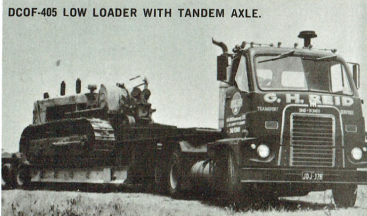
## LONG DISTANCE PROFIT PROMISES



R-192 LONG DISTANCE UNIT.



ABD-184 HEAVY DUTY DIESEL UNIT.



DCOF-405 LOW LOADER WITH TANDEM AXLE.

## PUTTING YOU IN THE POWER PICTURE

We have the most complete range of heavy duty trucks in Australia and we sell more than anyone else in Australia. Why? Because we build power into our trucks, more power than the toughest job requires. The F-1800 Loadstar is especially suited for maximum tipper loads and concrete agitator work. (We have the lion's share of the concrete agitator field.) Rugged six-wheel tandem drive has the power and traction for handling off-road conditions as easily as it eats up highways. For those operators handling more difficult terrain or requiring additional power for increased loading or for doing any specialised work, we have the RF-195, also available with tandem axles and petrol or diesel engines. A mammoth job requiring tons of go-anywhere power needs the unbeatable DCOF-405 with tandem axle. With a special low loader operation the DCOF has handled up to 70 tons all up weight. Constant mesh 12-speed transmission has power ratios to meet any type of road conditions. If your business is cattle trains, low loaders or semi-trailers, this is the truck you need. In line with the Company's policy of maintaining a large Australian content in our vehicles we are shortly to introduce a new Australian-made 6 x 4 unit. Based on our experience here and overseas as the world's biggest seller of 6 x 4 trucks, the new unit is especially designed for Australian conditions in the tipper and concrete agitator field. More news will be announced in the press. All 6 x 4 International chassis are fitted with a Power Divider Lock mounted in front of the bogie axles which gives increased traction in soft going when locked in position. When the divider is not in use, the axles spin independently and you get far greater tyre life than the usual six-wheel drive assembly gives. The divider does not project beyond the diameter of the axle housing or interfere with the mounting of bodies. Whatever your choice, you'll find an International truck a rugged, reliable partner to a more efficient operation.



F-1800 WITH CONCRETE AGITATOR.



RF-195 WITH TIMBER JINKER.

In the International Scout four-wheel drive utility we have combined the rugged power of our trucks with the stylish lines of the modern motor car. The result — a smart runabout that manoeuvres in town like a family sedan and a mountain goat when the going's tough. Scout is the most versatile four-wheel drive pick-up yet built. And its four-cylinder Comanche engine is so economical to run. You can go anywhere proudly.

To carry loads up to 30 cwt. in off-road conditions we have the 4 x 4 version of the AB-130 built with a heavier frame and ample clearance. There is a P.T.O. point on the transmission for front or rear mounted power equipment. The AB-160 is also available with four-wheel drive and P.T.O. point. There are two wheelbase lengths, 153 or 171 ins., and load capacity of 77 cwt. With International 4 x 4's you make your own road.

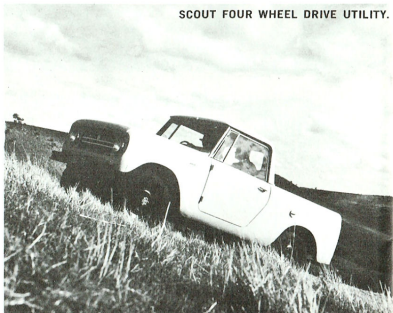
**Land Speed Record.** When Donald Campbell in his Bluebird recently increased the land speed record to 403.1 m.p.h. at Lake Eyre, five International Scouts were on hand contributing to the effort.

The HQ team of the project used two Scouts to haul equipment, often up to their own weight, in the rough gibber plains and hazardous inclines around Lake Eyre. During the three-month-long project the Scout averaged 100 miles a day without needing any major attention. Ajax films also used two Scouts to cover the project and the Reuters AAP correspondent Graeme Brooks had another. Mr. Brooks commented that Scout outperformed all the other four-wheel-drive vehicles in the convoy. They proved themselves faster, safer and more economical and their greater traction for body weight gave them every advantage. Cab and electrical system waterproofing helped to keep Scout on the go all the time during the wet season. Scout can be on the go all the time for you too. Arrange for a test drive and be convinced.

GO-ANYWHERE FOUR-WHEEL DRIVE



AB-160 FOUR WHEEL DRIVE TIPPER UNIT.



SCOUT FOUR WHEEL DRIVE UTILITY.

## How we look after you



Every International truck carries a 12/12 warranty — 12 months or 12,000 miles — plus a 500-miles or 30-days and a 2,000-miles or 90-days free service inspection. There are 400 conveniently located International Dealers in Australia and a company-owned service station in each capital city. Your

*IH truck is always assured of expert attention. Our dealers attend company-run schools where they absorb the know-how to help you in any problem. Each dealer receives regular service bulletins and has a comprehensive supply of service parts.*

*International field service reps call regularly on dealers. Our interest in you and your IH truck doesn't finish at the close of a sale. We stand behind our product.*

## PLAINLY SPEAKING

We don't expect to sell trucks on promises alone. That's why we've given a few examples of actual performance. And proof of performance is what makes people glad they bought an International truck. And it also makes them come back for more which makes us glad because we know they're satisfied customers.

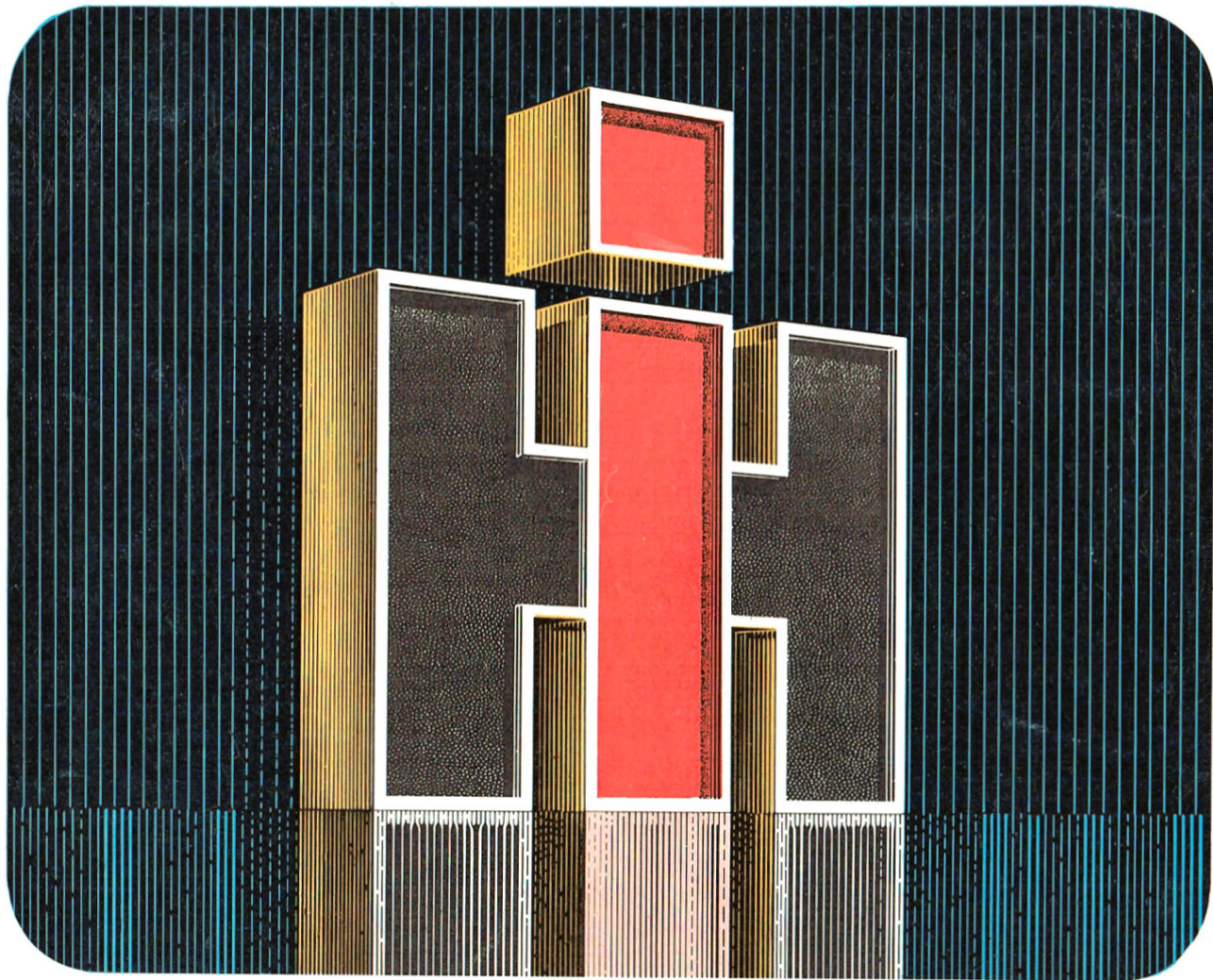
Let's face it, everybody is in business to make money. We know our balance sheets look healthier when we do more work each day, when our workers are content, when our equipment is at peak efficiency and when our overhead is down. That is why cost-conscious operators buy International trucks. At IH we make trucks that are truck-built for truck work. We are the truck specialists.

INTERNATIONAL



HARVESTER





## *What does IH mean to you?*



A motor truck emblem? A trade mark on a tractor? A transfer on an earth-moving machine?

The IH symbol is all of these — and more. It's the symbol of the world's most complete range of motor trucks:

International Harvester plays a major role in moving the produce of nations into the economic channels of the world. It's the symbol of the world's largest producer of farm and industrial



equipment and of a leader

in the world of construction equipment. Wherever you go, you see the IH symbol, signifying the vital role IH plays throughout the world. To you personally, IH can mean the opportunity to become part of a great industrial

organization. For the young person wishing



to take up a trade or embark on a professional career the opportunities for advancement at International Harvester are unlimited; it means a great future with a

progressive world-wide company, manufacturing in three major plants in Australia. For further information contact the

IH Industrial Officer at Dandenong, Geelong, Port Melbourne or Education and Training Manager at City Road, South Melbourne.

**INTERNATIONAL**



**HARVESTER**

MOTOR TRUCKS • TRACTORS • FARM EQUIPMENT • CONSTRUCTION & INDUSTRIAL EQUIPMENT