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Photo courtesy of Art Petrosemolo

**Harnish restored and repainted the 826 Gold Demonstrator his father bought more than 50 years ago.**

## 53-Year-Old Tractor Returns To 'Gold'

Stories are often told about tractors going “full circle,” where a farmer buys a tractor new, uses it for decades, sells it on retirement to a stranger, and then a family member finds it for sale and buys it back. Ken Harnish’s full-circle story has an interesting twist.

In 1971, Harnish’s father used an International 826 Demonstrator on his farm. Its hood, fan panels and fenders were painted

a distinctive gold, and a “Demonstrator” decal was on each side. IH used that paint and name scheme on five different models so its dealers could lend them to farmers to interest them in buying a new one.

Harnish bought the 826 Demonstrator he used, but Ken Harnish says his dad didn’t like the gold color. He had the Cope and Weaver dealership in Lancaster County,

Penn., remove the Demonstrator decals and paint the gold areas solid red. The Harnishes used the 826 for over 40 years to chop silage, run the blower, pull forage boxes and haul manure. Mechanical work was handled by Frank Leaman, who operated Herr and Leaman Farm Equipment and Alternative Tractor Repair in the former Cope and Weaver dealership building.

Nelson Harnish passed away in 2011, and Ken continued to use the trusty 826 to make hay and do other cattle jobs until he sold the cows in 2017. Six years later, he decided to have the 826 refurbished and repainted.

Ken says Leaman knew the tractor well because he’d driven it while working for the Harnishes and repaired it at his own shop over the years. Leaman bought and replaced cracked knobs and handles, repaired oil leaks, then gave it a thorough cleaning before having it painted in its original Gold Demonstrator paint scheme.

Leaman says the acrylic paint used today is much better than the conventional oil paint used 50 years ago, so the gold isn’t likely to fade. Harnish will store the tractor in a shed away from windows to maintain the paint’s luster. He says it’s a source of pride to have the Gold Demonstrator 826 come “full circle” and have the original family restore it to its original colors in the same building from which it was sold.

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**MacKenzie found a 1917 Indiana flatbed truck in an abandoned warehouse and restored it to pristine condition.**

## 1917 ‘Find Of A Lifetime’ Truck Is Fully Restored

By Lorn Manthey, Contributing Editor

When Greg MacKenzie and a friend went to look at old vehicles in an abandoned Bronx barn, they had no idea what to expect. After fighting their way through overgrown brush, they found an Al Capone Buick, a 1920 Chevrolet and the broken-down remains of an Indiana Model T flatbed truck. Despite the Indiana’s slightly condition, MacKenzie says it was “love at first sight.” During evenings and weekends over the next year, he and his wife brought the 1917 truck back to “show quality” condition.

“When I first saw it, the wooden cab, body and box were infested with termites, basically just a shade above sawdust,” MacKenzie says. “The windshield glass had broken because its frame had disintegrated. The tires were all flat, one of the 14-spoke wooden wheels was completely broken, and the vehicle was drab gray underneath the dust. When I got it home, my wife called it ‘one big pile of junk.’”

Despite that, MacKenzie knew his barn find was a rare vehicle, having survived nearly 100 years when most others like it were long gone. He’d learned that the first Indiana cargo truck was built in 1910, about 150 were made in 1913, and by 1917, the company had 1, 2, 3.5 and 5-ton models.

The 1-ton model MacKenzie found has a Waukesha engine and rides on a 130-in. wheelbase. Top speed is about 20 mph. It had worked on a Maine vegetable farm until 1960, was sold to a New York collector, and then sat 40 years unattended in a Bronx barn with a leaking roof and rotted floors.

“When we dismantled the body, we carefully salvaged all the hardware. When we’d finished, my wife used a snow shovel to pick up the scrap wood pieces,” MacKenzie says. The metal chassis, springs, hood and fenders were in very good shape because they’d been painted. The engine turned over, and it wasn’t until we completed the whole body, and I drove it about a mile, spewing smoke everywhere, that I realized it needed overhauling. That was a big project, but it ran great after several new parts and fine-tuning.”

Rebuilding the cab and cargo box was nearly a year-long project, working nights and weekends. “We don’t have a lumber supplier nearby, so I made several trips to Home Depot, selecting the best oak pieces I could find. I used the photos and measurements I’d taken at the warehouse to build new parts. My wife sanded the paint off the old spokes and rims of three wheels, and we used a fly cutter to make new spokes and a rim for the

other one. All the truck’s wood parts were finished with urethane varnish to reveal a rich oak color. The wheels were shod with new tires, and the metal components were cleaned, primed and painted. Sheet metal fenders and the hood were coated with deep red acrylic paint.

MacKenzie is a stickler for detail, so small feature items like the gauges, lanterns, taillights, metal fixtures in the cab, and the steering column were restored to a like new condition. Four vintage fuel containers and an antique wooden tool chest ride in the truck’s cargo box. Its metal side wall stakes, hinges and chain closures were all refinished. He also rebuilt the large fin radiator with the name “Indiana” inscribed on the top, adding a distinctive Boyce Moto-Meter to measure and display coolant temperature.

The driver’s compartment features a comfortable upholstered seat and a wood floorboard. It also has openings for the clutch, accelerator, brake pedals and a foot-operated exhaust cutout that allows the car to bypass the muffler for more power.

Two distinctive finishing touches include a service sign on both sides of the box and metal footplates with “Indiana Motor Trucks” lettering on both running boards. He also installed a period-correct spotlight on the upper right column of the cab.

MacKenzie says that the Harwood-Barley Company, which built the Indiana models, was one of about 200 companies building trucks in the early 1900s. Their vehicles are now highly valued by collectors. An advertisement for a truck like MacKenzie’s boasted that it would replace 14 teams of horses, hauling a ton of carriage for 6.75 cents a mile.

“The thick leaf springs and heavy-duty cargo box on my truck would definitely haul a ton or more,” MacKenzie says, “but this one only goes to parades and shows. At one event, I described how we restored it and mentioned there aren’t many in existence. A fellow behind me overheard our conversation and said his father had one very similar. It’s a classy vehicle and was definitely worth the time it took to restore.”

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