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ROUTING SLIP, OFFICE RETURN

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C-LINE

TRAVELALL®

The INTERNATIONAL® Station Wagon

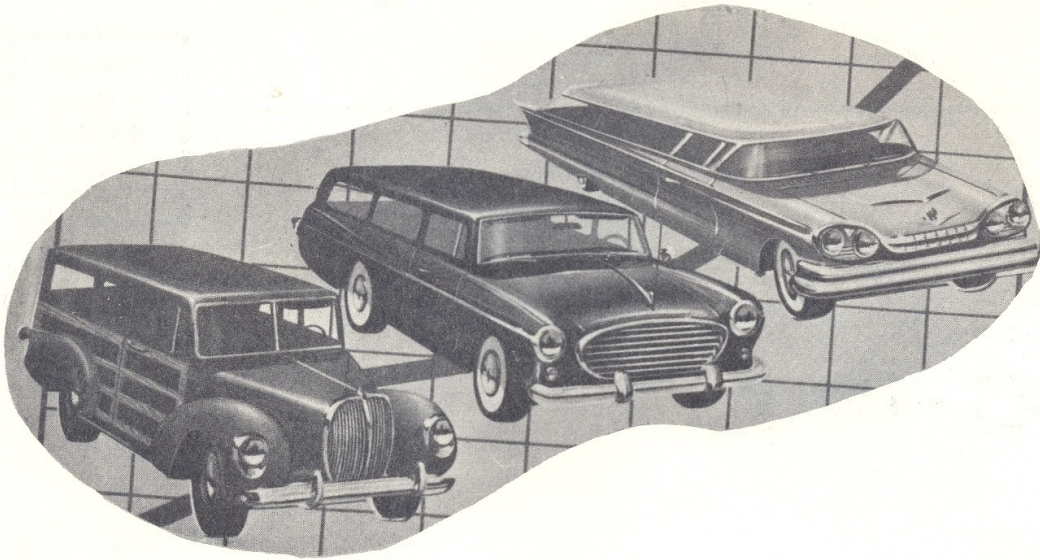
INTERNATIONAL TRUCKS

Motor Truck Division

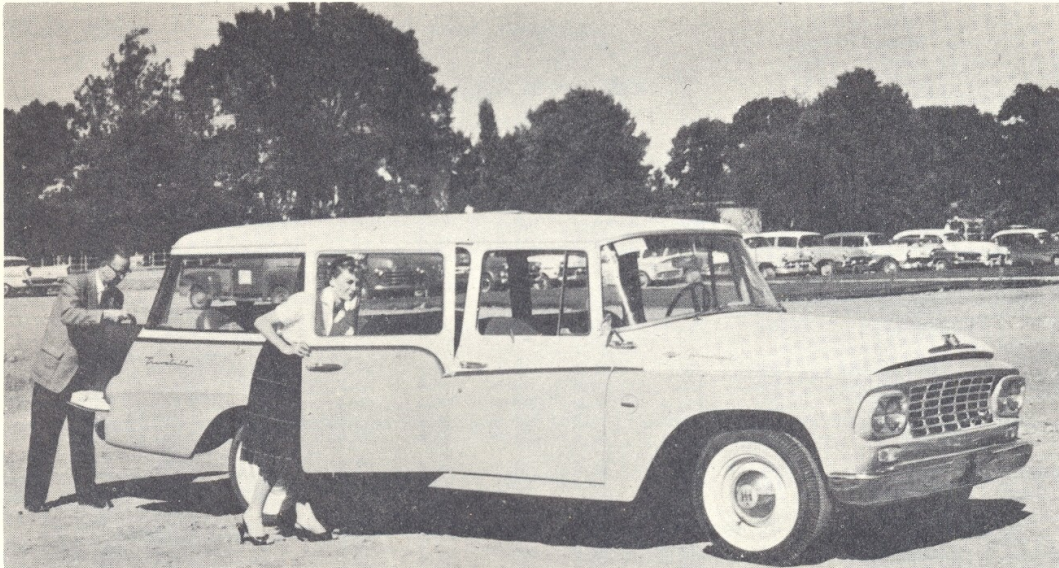
INTERNATIONAL HARVESTER COMPANY

180 NORTH MICHIGAN AVE.

CHICAGO 1, ILLINOIS



Evolution of the station wagon from a utilitarian vehicle to a prestige symbol has resulted in many models designed to carry only people or a very limited amount of cargo over hard surfaced roads. This defeats the dual purpose for which the station wagon originally was intended. Many people would like more cargo space; they also want to be able to use the back roads. Lower roof height and poor ground clearance of the passenger-car-styled station wagons is forcing practical minded buyers to look to International for their station wagon needs.



They are agreeably surprised to find both passenger comfort and spacious load-carrying ability wrapped up in one economical, smartly styled package in the International Travelall.

A study of most of the station wagons on the American market reveals that the Travelall is a standout value for people who buy for maximum utility. As a group, competitive station wagons differ from the Travelall as follows:

38% do not offer a third seat as an option.

65% have less cargo length.

98% have less rear door opening height.

78% have less rear door opening width at the floor.

STATION WAGONS - 1961

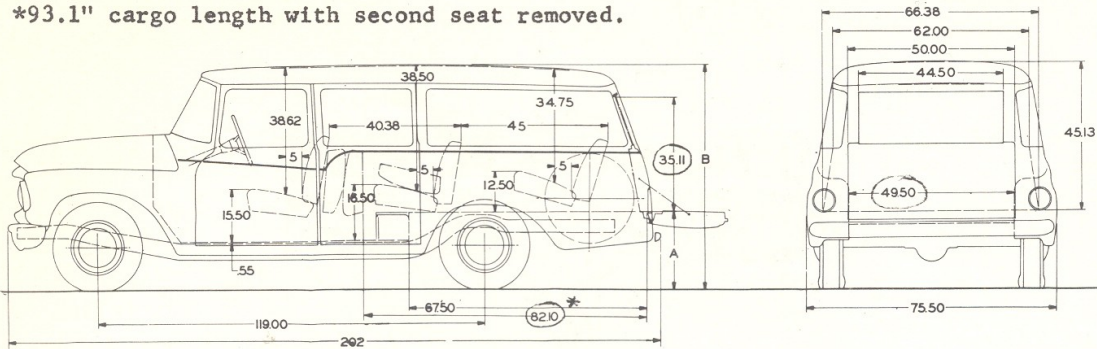
Make	Model & Series	W.B.	Over All Length	(Dimensions in Inches)				No. Side Doors	No. Seats	Std. Eng.	Std. H.P.
				Cargo Length W/Tailgate		Max. Rear Door Opening					
				Closed	Open	Width	Height				
IH	Std. C-100	119	202	93.1	108.1	49.5	44	4	1 (a)	8 (c)	154
	Std. C-110	119	202	93.1	108.1	49.5	44	4	1 (a)	8 (c)	154
	Cust. C-100	119	202	82.1	115.1	49.5	44.5	4	2 (b)	8 (c)	154
	Cust. C-110	119	202	82.1	115.1	49.5	44.5	4	2 (b)	8 (c)	154
Buick	Special Std.	112	188.4	83.4	86.6	49.5	29.3	4	2	8	155
	Spec. Deluxe	112	188.4	83.4	86.6	49.5	29.3	4	2	8	155
	LeSabre	123	213.2	92.7	124.3	56.4	29.9	4	2 (b)	8	250
Chevrolet Corvair	Lakewood 500	108	180	77.2	79.4	46.4	25.6	4	2	6	80
	Lakewood 700	108	180	77.2	79.4	46.4	25.6	4	2	6	80
	Brookwood	119	209.3	94.2	118.8	56.4	30.4	4	2 (b)	6 (d)	135
	Parkwood	119	209.3	94.2	118.8	56.4	30.4	4	2 (b)	6 (d)	135
	Nomad	119	209.3	94.2	118.8	56.4	30.4	4	2 (b)	6 (d)	135
Chrysler	Valiant 100	106.5	183.7	82.6	106.3	40.7	27.4	4	2 (b)	6	101
	Valiant 200	106.5	183.7	82.6	106.3	40.7	27.4	4	2 (b)	6	101
	Newport	122	216.1	100.7	121.3	49.2	27.3	4	2 (b)	8	265
	New Yorker	126	220.1	100.7	121.3	49.2	27.3	4	2 (b)	8	350
Dodge	Lancer 170	106.5	188.8	82.6	106.3	40.7	27.4	4	2 (b)	6	101
	Lancer 770	106.5	188.8	82.6	106.3	40.7	27.4	4	2	6	101
	Dart Seneca	122	214.8	100.7	121.3	49.2	27.3	4	2 (b)	6 (d)	145
	Dart Pioneer	122	214.8	100.7	121.3	49.2	27.3	4	2 (b)	6 (d)	145
	Polara	122	214.8	100.7	121.3	49.2	27.3	4	2 (b)	8	265
Ford	Falcon	109.5	189.0	86.2	105.5	45.5	27	4	2	6	85
	Ranch Wagon	119	209.9	100	123.5	50.2	26.3	4	2	6 (d)	135
	Country Sedan	119	209.9	100	123.5	50.2	26.3	4	2 (b)	6 (d)	135
	Country Squire	119	209.9	100	123.5	50.2	26.3	4	2 (b)	6 (d)	135
Mercury	Comet	109.5	191.8	86.2	105.2	45.5	27	4	2	6	85
	Commuter	120	214.4	100	123.7	50.2	26.3	4	2 (b)	6 (d)	135
	Colony Park	120	214.4	100	123.7	50.2	26.3	4	2 (b)	8	175
Oldsmobile	F-85 Std.	112	188.2	84	87.2	49.5	29.3	4	2	8	155
	F-85 Deluxe	112	188.2	84	87.2	49.5	29.3	4	2	8	155
	Dynamic 88	123	212	92.6	122.7	54.4	30.4	4	2 (b)	8	250
	Super 88	123	212	92.6	122.7	54.4	30.4	4	2 (b)	8	325
Plymouth	Deluxe	122	217.7	100.7	121.3	49.2	27.3	4	2	6 (d)	145
	Custom	122	217.7	100.7	121.3	49.2	27.3	4	2 (b)	6 (d)	145
	Sport	122	217.7	100.7	121.3	49.2	27.3	4	2 (b)	8	230
Pontiac	Tempest	112	189.3	82.9	86.1	49.5	29.3	4	2	4 (d)	110
	Catalina	119	209.7	93.6	118.3	56.4	30.1	4	2 (b)	8	215
	Bonneville	119	209.7	93.6	118.3	56.4	30.1	4	2	8	235
Rambler	Amer. Deluxe	100	173.1	73.7	92.6	39.2	25.9	4	2	6	90
	Super	100	173.1	73.7	92.6	39.2	25.9	4	2	6	90
	Custom	100	173.1	73.7	92.6	39.2	25.9	4	2	6	125
	Classic Deluxe	108	189.8	82.4	104.5	50.8	24.4	4	2 (b)	6	127
	Super	108	189.8	82.4	104.5	50.8	24.4	4	2 (b)	6	127
	Custom	108	189.8	82.4	104.5	50.8	24.4	4	2 (b)	6 (d)	127
	Ambas. Super	117	199	82.4	104.5	50.8	24.4	4	2 (b)	8	250
	Custom	117	199	82.4	104.5	50.8	24.4	4	2 (b)	8	250
Studebaker	Lark Deluxe	113	184.5	71	92	58	35	4	2 (b)	6 (d)	112
	Regal	113	184.5	71	92	58	35	4	2 (b)	6 (d)	112
Willys Jeep		104.5	176.3	68.5	92.5	57.5	39.5	2	2	6 (e)	105

Notes: a - 2nd & 3rd Seats Optional
 b - 3rd Seat Optional
 c - 6-Cylinder Engine Optional

d - 8-Cylinder Engine Optional
 e - 4-Cylinder Engine Optional

The information provided in this bulletin relating to competitive equipment has been secured from a source considered to be correct at the time of printing, but it is not guaranteed.

*93.1" cargo length with second seat removed.

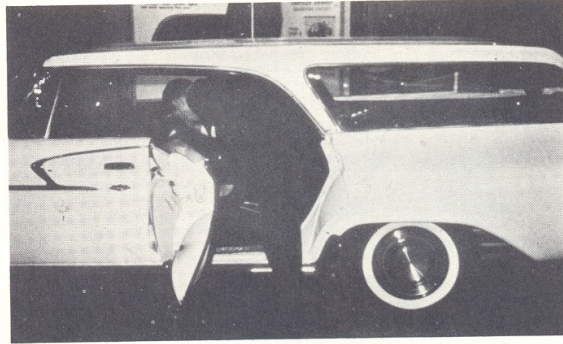


Some competitors can match one or more of the Travelall cargo space dimensions.

None of them can match them all. For example:

1. Competitors who offer more cargo length have less rear door opening height. This dimension ranges between 26.4" and 30.4" in this group. Contrast that to 35.11" in the Travelall - from 4.7" to 8.7" advantage for the Travelall.
2. The very few competitive models offering more rear door opening height are one inch narrower between wheel housings and have 24" less cargo length.
3. Competitive models offering the same rear door opening at the floor have 5.8" less rear door opening height than the Travelall.
4. All but a very few competitive models offering wider rear door opening at the floor than the Travelall have from 4.7" to 11.7" less rear door opening height than the Travelall.
5. The very few with wider and higher rear door opening than the Travelall have a 24" shorter cargo length and an inch narrower dimension between the wheel housings.

All competitive models reviewed have four passenger doors and a rear door like the Travelall. However, most of them have a low roof, making it hard to get in and out the doorways.



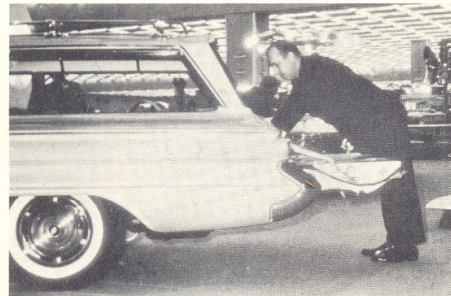
Many of the competitive models achieve their low silhouette
at the expense of passenger headroom.



The Travelall is built with people in mind...with plenty of headroom. The lower silhouette is achieved by lowering the entire body, not just the roof.



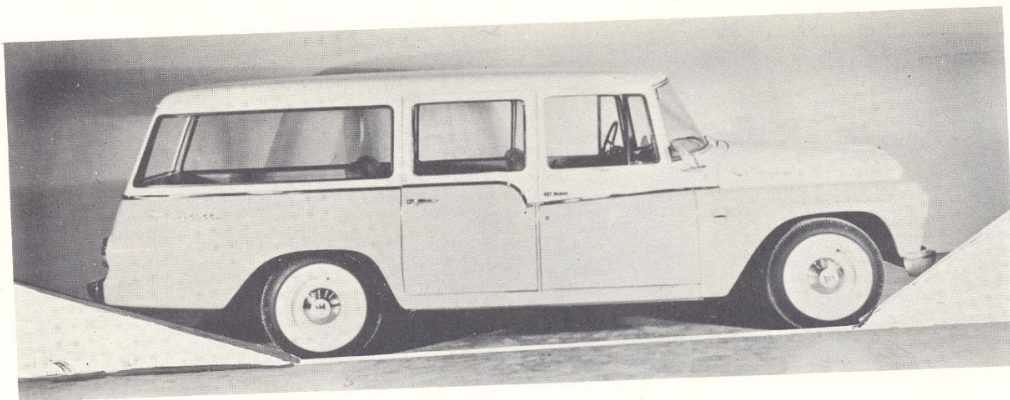
The generous Travelall door opening allows entry and exit with ease. Inside body height is also ample for comfortable chair-height seats.



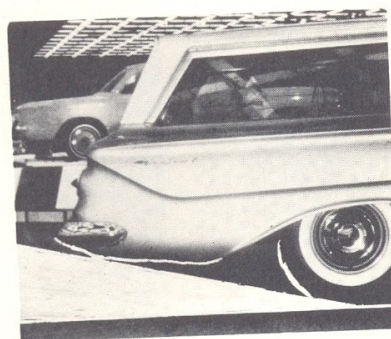
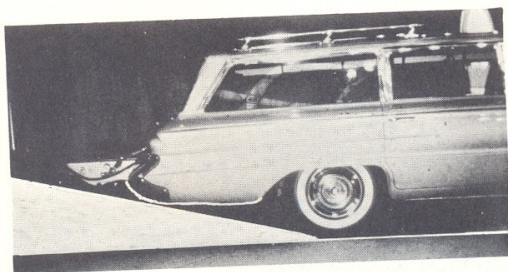
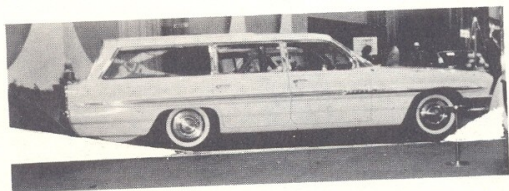
The sharply sloping back of many competitive models creates an almost impossible reach over the tailgate when loading or unloading. Many have a swing-up rear window. When this is on a low roof, it creates an additional hazard when loading from the rear.



The sensible rear design of the Travelall allows easy loading and unloading over the tailgate. The rear window is safely retracted into the tailgate -- not folded up in the way of the loader. The tailgate is an easy 26" from the ground. Some competitive models are as high as 35" from the ground.

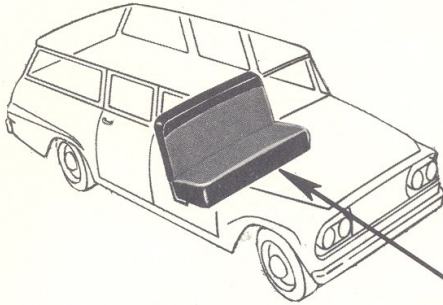


Lowering the Travelall body did not decrease the road clearance. Moving the front axle forward improved the front clearance angle for entering steep driveways and going over rises and drops in the road. The design of the body provides good clearance in the rear as well.



Rear body clearance is quite limited in many competitive models.

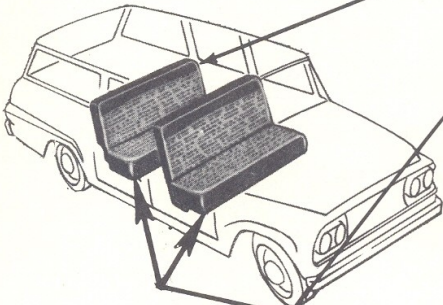
TRAVELALL SEAT SELECTION



All seats face forward. Passengers in the 3rd seat are not blinded by the headlights of vehicles following or approaching from the rear at night nor possibly induced to motion illness due to riding in an unaccustomed position.

STANDARD MODEL

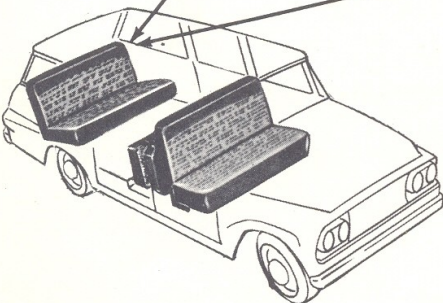
1st Seat Standard
2nd Seat Optional
3rd Seat Optional



2nd seat folds vertically. This permits maximum inside height and lower floor to ground dimension. Floor is not raised so seat can be folded into it horizontally.

CUSTOM MODEL

1st & 2nd Seats Standard
3rd Seat Optional

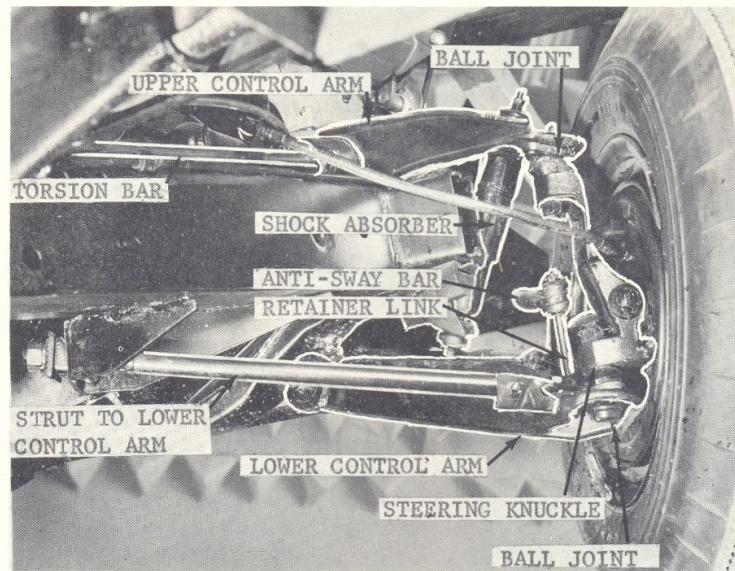


The Travelall features ample head and leg room for 9 adults to ride naturally and comfortably on the three forward-facing wide chair height seats.

3rd seat passengers enter the Travelall safely, easily and gracefully through the rear side door. They do not scramble awkwardly over the tailgate as is usually necessary to get into the rear-facing 3rd seat of some competitive models.

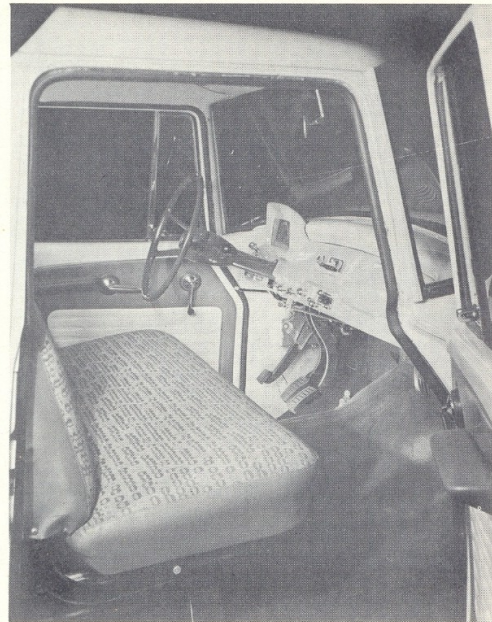
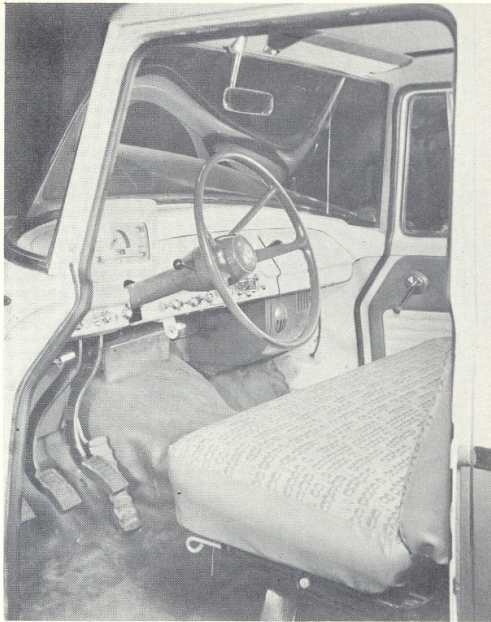
The spring and foam latex construction of the Travelall seats and the tough seat covering material insure lasting comfort and neat appearance.

Both the second and third seats are easily removable to take advantage of the full 124 cu. ft. of load space behind the front seat. They also are easily replaced for added passenger seating.

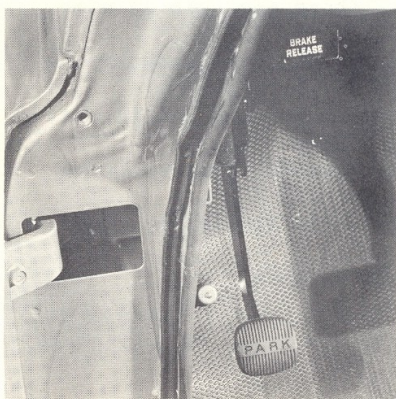


The independent front wheel torsion bar suspension is a brand new feature in the C-100 series Travelall. It allows each front wheel independent action when traveling over bumps in the road. This greatly reduces the road shocks transmitted to the chassis because they are more nearly absorbed in the suspension. This not only produces a smooth comfortable ride for the passengers, but also tends to reduce noise and body maintenance.

The anti-sway bar connects both right and left suspensions. It helps control side sway and "diving" when brakes are applied.



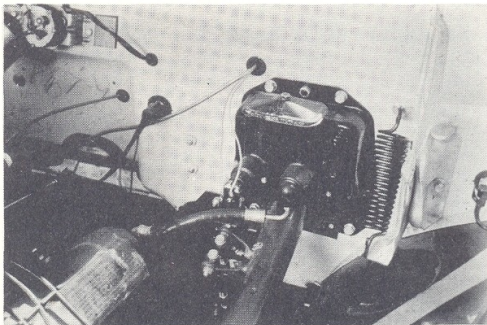
Wide doors allow easy entrance to the spacious front seat from either side. There is no "dog leg" to bump the knees. Brake, clutch, accelerator, and emergency brake release pedals are placed for maximum ease and comfort. All hand controls are within easy reach of the driver -- even those for the heater and radio. The large windshield affords maximum vision. The four-spoke recessed steering wheel is set at a natural angle for comfortable steering hour after hour. The front seat is adjustable back and forth.



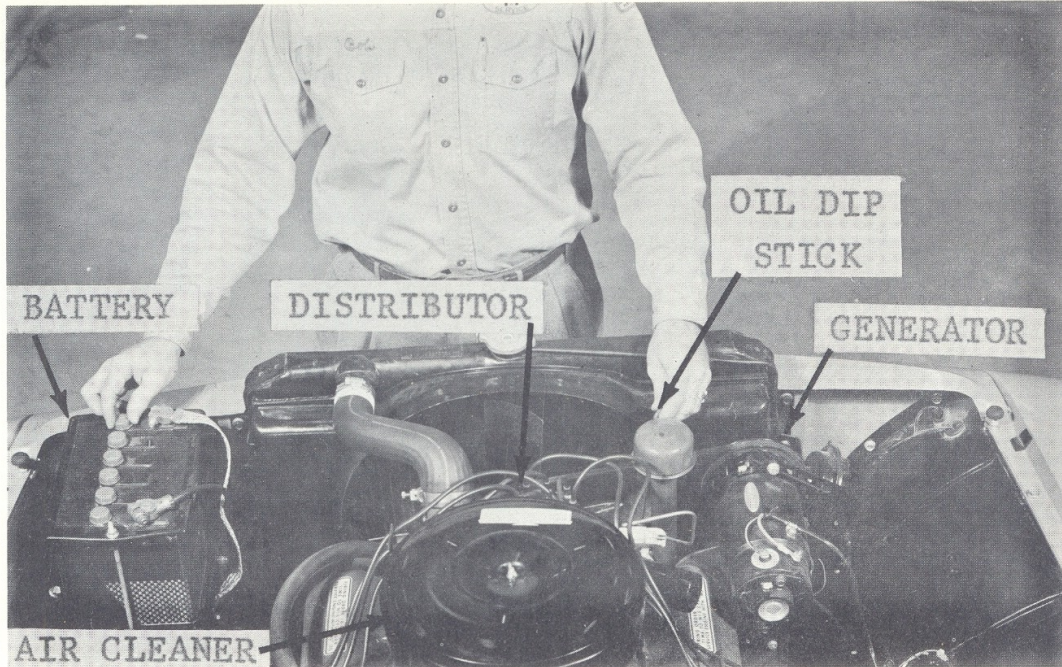
The emergency brake control is brand new and very convenient to use.



The emergency brake can be firmly applied with foot pressure on the pedal. It is easily released by hand.

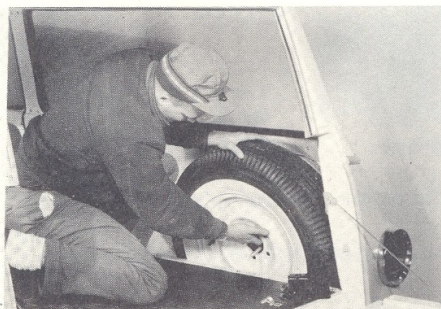


Easy and positive brake and clutch operation is provided by connecting the pedals directly to the brake and clutch operating hydraulic master cylinders. These are located near the top of the firewall directly in front of the driver and are in the engine compartment. This position makes them easily accessible for checking and service.

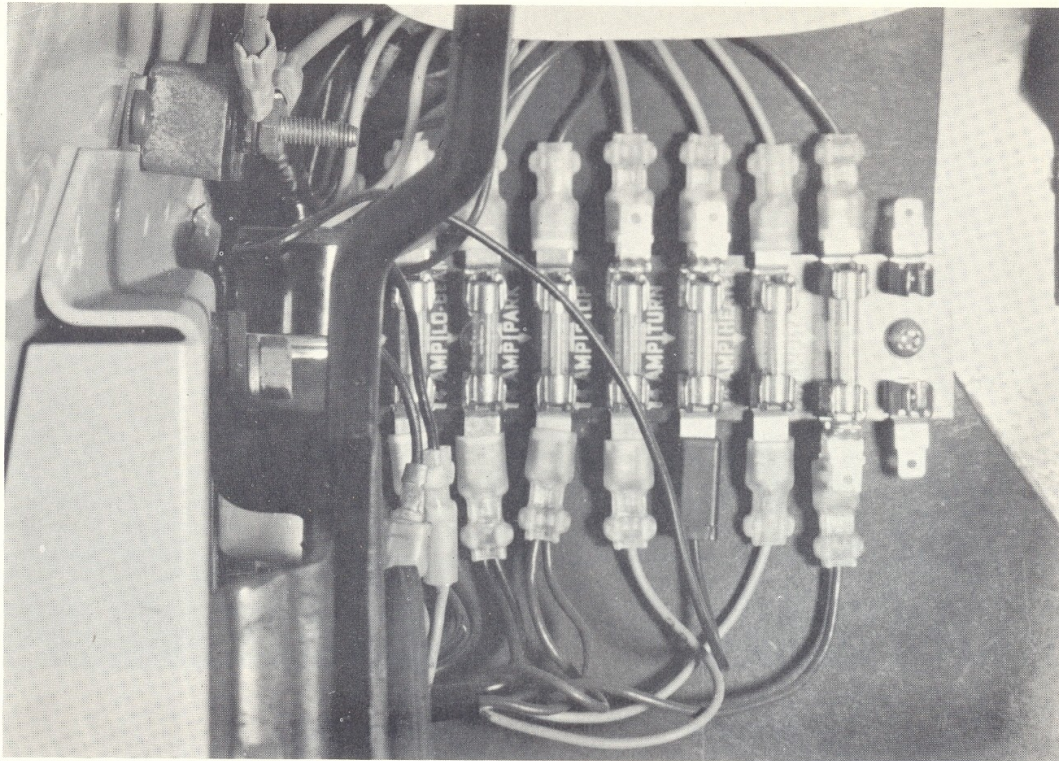


IT'S WHAT'S UP FRONT THAT COUNTS HERE

Careful thought and planning by the designers has resulted in very low routine maintenance costs for the Travelall. The battery, radiator, and oil can easily be checked from in front of the Travelall. From the same position, work can readily be performed on the distributor, air cleaner, carburetor, and generator. This service availability cuts down the time and hence the cost of necessary service work.



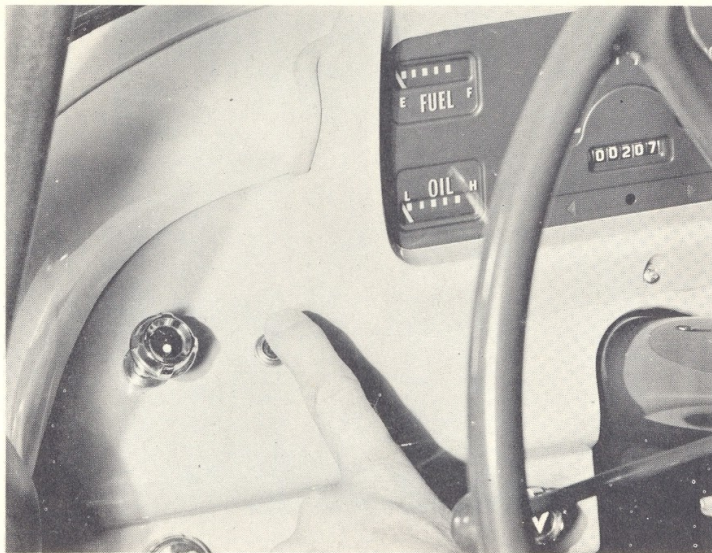
The spare tire is in the right rear corner of the Travelall. The cover and the spare are easy to remove. The spare is kept clean and dry.



An innovation in electrical safety and easy service has been incorporated into the Travelall. The electrical system has been divided into eight fused circuits. The fuse block is conveniently located on the firewall directly ahead of the emergency brake lever. For ease of service, each fuse holder is marked with the value of the fuse and the circuit it is in. From left to right the fuses are identified on the fuse block as follows:

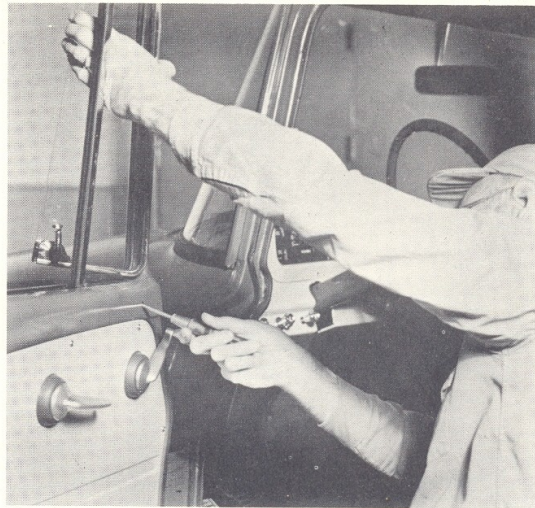
<u>Size</u>	<u>Circuit</u>	<u>Size</u>	<u>Circuit</u>
4 Amp.	Panel	14 Amp.	Stop
14 Amp.	Hi-Beam	14 Amp.	Turn
14 Amp.	Lo-Beam	14 Amp.	Heater
14 Amp.	Park	20 Amp.	Tail

One extra fuse holder is provided for another circuit -- for a radio or spotlight. Because the lighting system is divided into six different circuits, it would be highly unlikely the Travelall would ever be completely without lights.

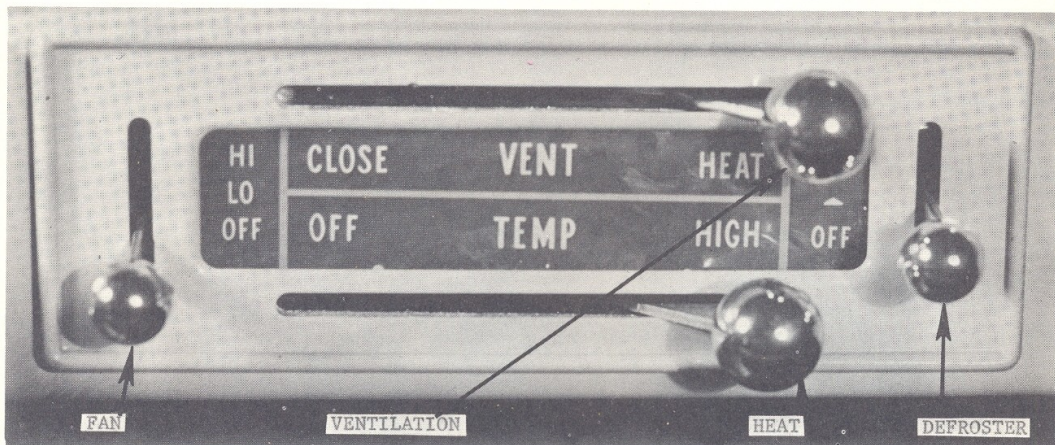


The Travelall rear window is raised and lowered electrically and can be controlled from either a button on the dash (shown above) or with a key in the tailgate (shown below). This gives the user excellent control of ventilation in warm weather.

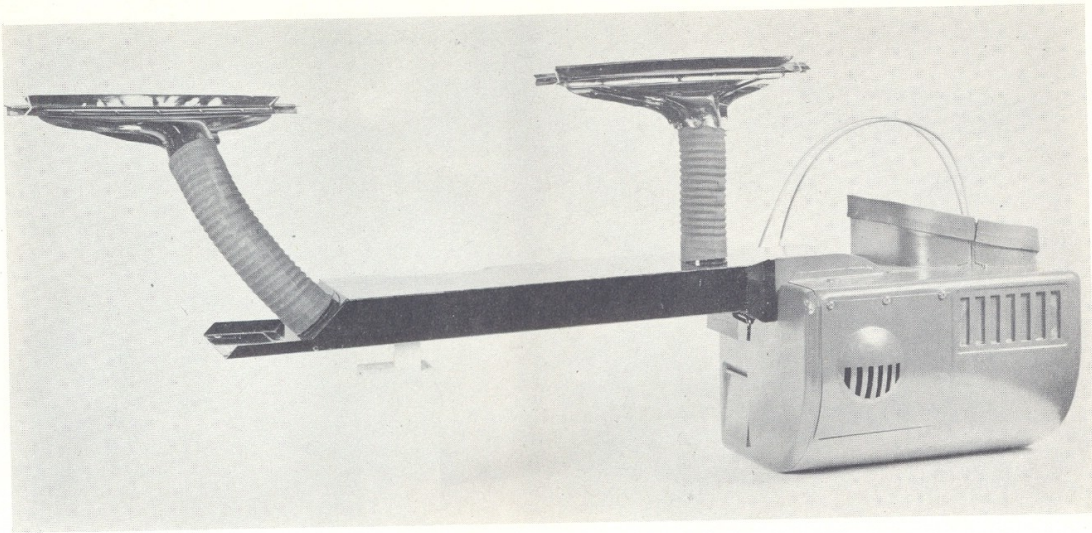




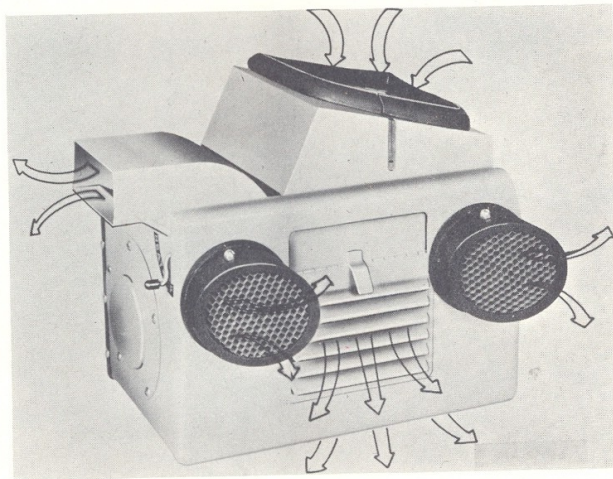
The right and left wind-wings are easily adjusted so they will stay where positioned for best ventilation.



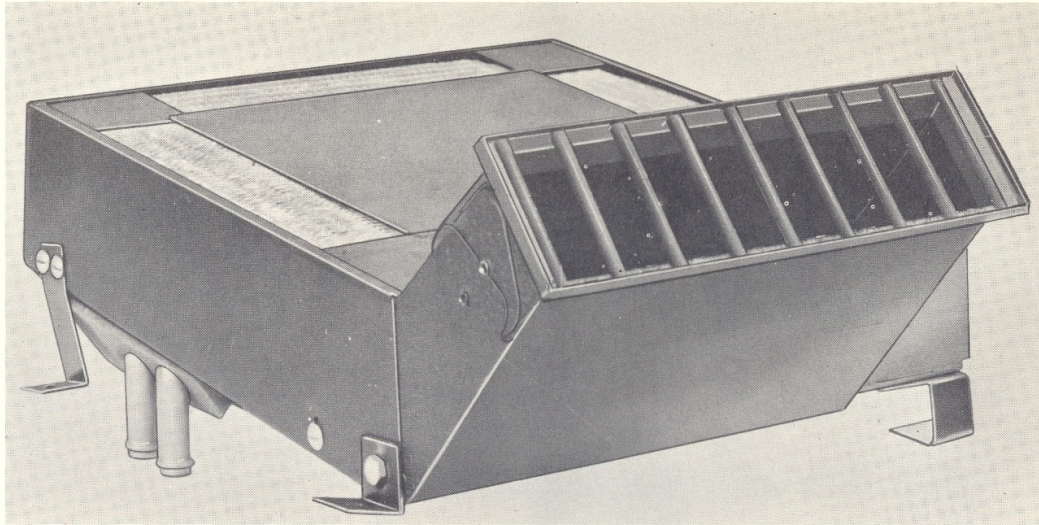
The Travelall comfort controls are in the center of the dash, easily within reach of the driver or passenger. The amount of heating or ventilating may be controlled as well as the operation of the defroster.



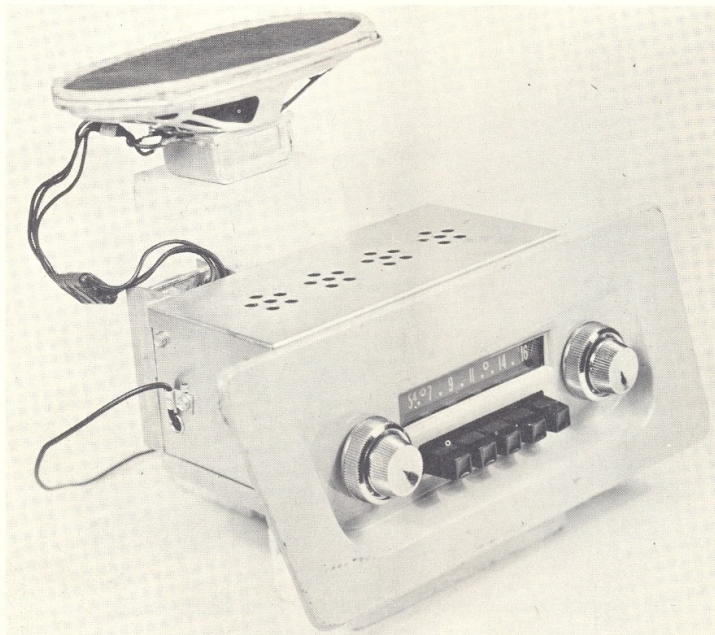
The IH Heater and Defroster (Code 16739) occupies minimum space and provides adequate heat and defrosting for most areas.



The Super Capacity IH Heater and Defroster (Code 16739) provides more than twice the heating capacity of the heater shown above. It is recommended for very cold climates.



An underseat heater, available for local installation, will provide added comfort for passengers in the second and third seats. It mounts under the front seat and the outlet points to the rear. It is Part No. 878 388 R91.

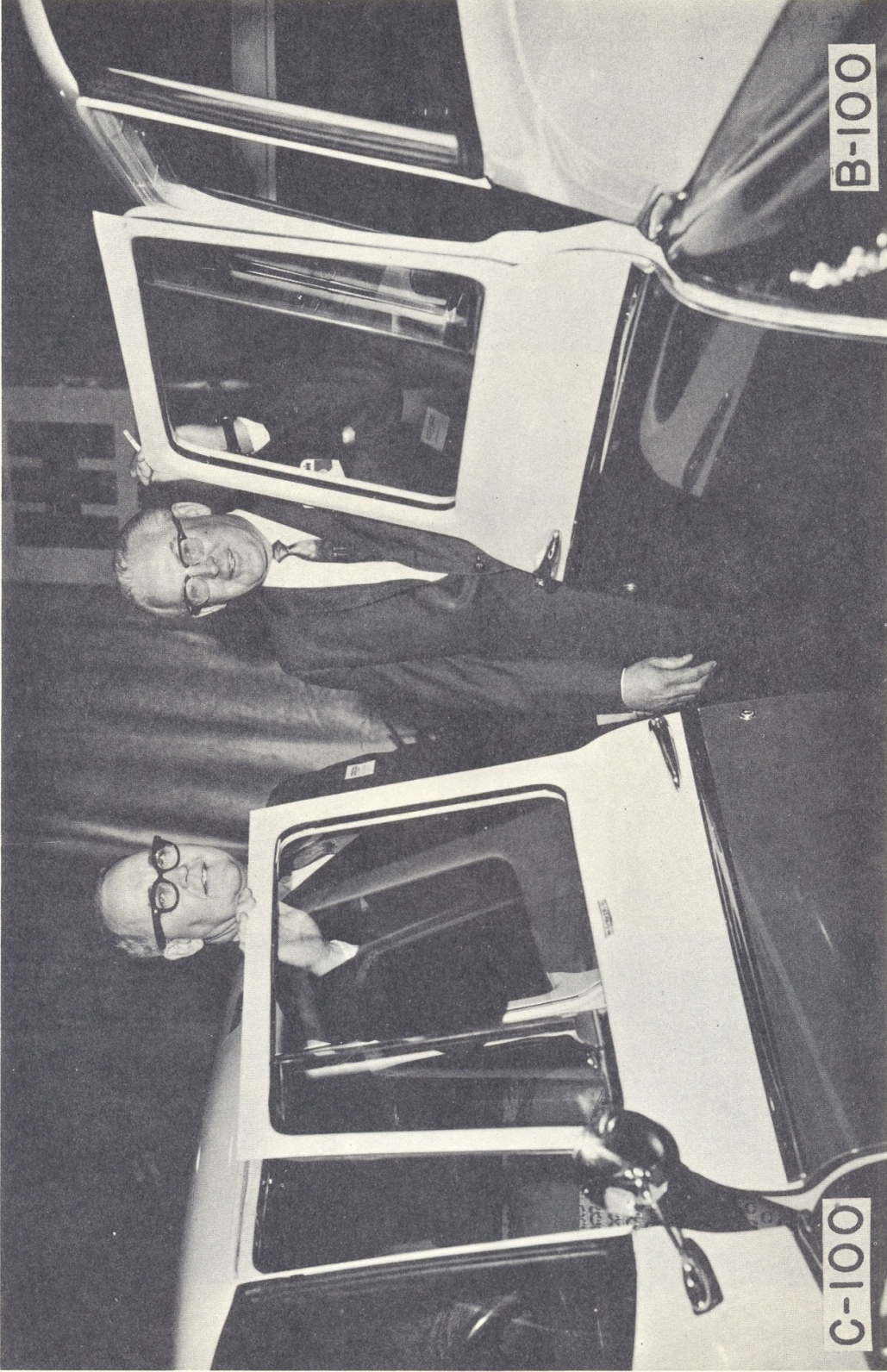


The radio and antenna are available for local installation. The push-button radio chassis is tailored to fit the Travelall instrument panel. The radio is Part No. 244 079 R91, Antenna No. 88 087 R92.



The new C-Line Travelall has a lower silhouette and pleasing modern lines. The contrast in overall height seen here is shown even more dramatically on the following page.





B-100

C-100

TYL

ROUTED TO
[Faint, illegible text]