



Chapter 38 IH Legends

NEWSLETTER

SPRING 2017

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Welcome New Members!

Sandra Bull, Foothills, AB
Jeff & Sheila , Laura & Andy Elder, Wawanesa, AB
Glenna Griffith, Atwater, SK
Ethel Hendrix, Prince Albert, SK
Spencer Jensen, Drumheller, AB;
Shane & Natasha Knights, County of Red Deer, AB
Silvia, Catheryne, Celeste, & Solange Raymond, Edmonton, AB
Cecille Wolfe, Balgonie, SK
Raymond Tourand, Loon Lake, SK.



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PRESIDENT'S MESSAGE

We are down to D-Day to get this report off to Bernie, and before I could start I had to watch the Regina Pats defeat the Lethbridge Hurricanes so now that the series is over time to get down to work! Speaking of work, tomorrow is May 1 and the smoke starts blowing in earnest tomorrow. Some of the larger farmers have been seeding for a couple of weeks now, and May 1 is time for us smaller outfits to get in gear.

There is a story that circulates the coffee shops that winter isn't over until the deer leave the herding process and travel single. Today, in the field I was spraying there was a herd of 16 Mules - I hate to think what that says about the season. Colorado and its neighbours are fighting yet another winter storm. Concerns are for the winter wheat but it will likely be snug as a bug under that snow.

I have been driving the B 100 a bit this spring. It is getting better by the day; the tight 264 out of the L 160 is freeing up more every day, and I have had to slow the idle speed down a couple of times as the ceased up engine enjoys its new life. I do need a door mirror, and a chrome front bumper for that same truck, as well as a few steering parts, shocks, etc. It is really a fun driver so I guess we will give it a bit of respect with some body work and as John Rennie says, "put some lipstick on it"!

The Heritage Acres show plans are all but complete for this time of the year. I did get a time table of events from this year's show chair Sandra Reed, which appear below. The biggest change this year will be the gate price, which increases to \$15.00 per day; as the amount of exhibits increase at a show, the costs of putting on a show also increase. The campers will still be expected to forfeit the usual \$10.00 per day for the dry campsites. The ZV barn referred to is the "new to Heritage Acres" dairy barn. Rob Mitchell, a good friend of Ch 38, has played a huge role in the restoration of that same barn. Our annual meeting will be held in the Doukhobor barn, with the meeting getting under way about 5:00pm Saturday, so we will be able to join the Heritage Acres group for supper and celebrate 150 years of Canada with them.



A couple of non advertised events for Ch 38 this year will be recognized at the Friday afternoon meet and greet. There will be a couple of events - all that participate will be recognized. Seeing the feature of the show are Loadstars and crawlers, there will be a special prize for the ugliest Loadstar. Some of these poor Loadstars have been put through more agony than any respectable truck should be expected to endure. So if you have one of these ugly Loadstars that has been abandoned in the corral, in a ravine, on a rock pile, get 'er fired up and bring it to the show. The only requirement is that it has to enter the grounds under its own power with some air in most of the tires.

The second, and more picturesque, is there will be prizes for any Loadstar arriving with a crawler loaded; single axle, tandem or tractor and trailer. Just make sure that someone from Ch 38 has a picture of the loaded crawler before you decide to unload it.

The summer show circuit has plenty to show the public. As far as I know all the regular shows across the prairie provinces will be a go and most if not all in their regular weekend slot. Red Power Roundup is June 16 - 18 at Des Moines, Iowa and as far as possible Marlene and I will be going. This will be a last ditch effort to buy a few things for our "for sale table". Just the other day someone pointed out to me many hard cover IH books for sale for only a few \$'s. By the time my daughter got to the library they were sold, one customer took all, just what I was going to do. This IH stuff is starting to come out of the woodwork. People are older, clearing out the homestead and moving to a condo or some type of senior housing. And it is not just small stuff. As far as the Moose Jaw dealership building project is concerned, we have had the offer of a fairly rare truck, and the other day a 2 + 2 was offered to one of our members by a retired farmer. Maybe this dealership building is turning out to be very timely.



The committee of the dealership building met again last Monday, the building is ordered, a contractor has been given the contract, the working drawings are being prepared, and site drainage is being surveyed by the engineering students from SIAST in Moose Jaw. We are

never sure about all approvals until the inspectors are finished with their questions, but we are hopeful things move ahead this summer. We have had good discussions about trying to make this building as authentic to the 1950's era as possible, so of course codes have changed, building materials have changed, but we plan to work with those codes so as not to detract from that good old era. Do we really have any choice.?

This will be my last time to report to you as your president of Ch 38. I have been a board member here since we started 11 years ago, 7 of those as president. This has most likely been the most rewarding leadership role that I have ever been in, and coming from a small town I have chaired my share of meetings. If I was to stay in this role, I would be dangerously close to 80 in one more term, that is definitely over the hill.

Marlene and I have certainly enjoyed all the Ch 38 activities, but mostly the people we have met. Loyal, hard working, honest prairie stock, the same as the people who developed this country.

Darald Marin, President Chapter 38 IHCC





National
International Harvester
Collectors Club, Inc.

Western Canada
I H C
Chapter 38

Sat. August 5 & Sun. August 6 2017
Pincher Creek Heritage Acres, Pincher Creek AB

Friday Welcoming 5-7pm

IHCC Chapter 38 Annual Meeting 5pm Saturday

Registration Forms & more show info at www.ihc38.com

This Years Features are Crawlers & Loadstars



- Parade of Power • Tool & Literature Displays • Trucks • Tractors
- Memorabilia • Refrigerators & Cream Separators • Stationary Engines
- Working Scale Models • Swap Meet • Live Entertainment
- Pancake Breakfast Daily

2017 SHOW UPDATE - IMPORTANT INFORMATION

1. **HOTEL ROOMS** have been reserved at the Heritage Inn at a preferred rate under the name of "International Harvester Collectors, Chapter 38.

HERITAGE INN

919 Waterton Avenue

Highway #6, Box 399

Pincher Creek, AB Canada

TOK 1W0

Phone: (403) 627-5000 or Toll free: 1-888-8884374

2. Our **SHOW FEATURE: INTERNATIONAL CRAWLERS & LOADSTAR TRUCKS.**

3. Gate price is \$15 per day, and dry camping available at \$10/day.

4. **Chapter 38's WELCOME SOCIAL** will be on Friday August 4 from 5-7pm. Munchies and pop will be provided. There will be a prize for the 'Ugliest" Loadstar as well as for any Loadstar with a crawler loaded on it.

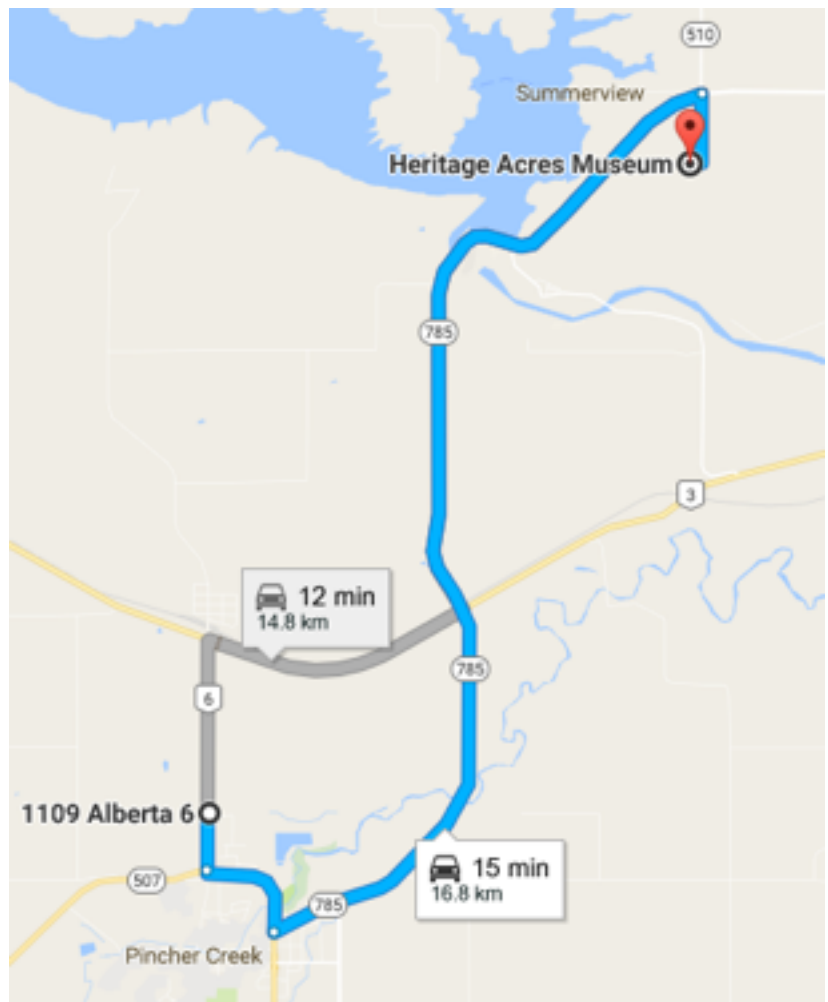
5. **ANNUAL MEETING** will be held Saturday, August 5 at 5 pm in the Doukhobor Barn.

6. Our host site is the **Heritage Acres Farm Museum**, located NE of Highway #3 on secondary Highway 785. More information is available at their website:

<http://www.heritageacres.org/>

or by phone: 403-627-2082

SEE YOU THERE!!!



HERITAGE ACRES EVENT SCHEDULE

Friday August 4th

- 12 noon General Registration preferably in a tent near the Summerview Hall
- 2:00 pm Tractor Pull Registration in Grain Elevator.
- 3:15 pm Welcome to our 30th Annual Show
- Tractor Pull at the main Grand Stand sponsored by Rocky Mountain Equipment
- 4:30 pm Concessions open & Barn Dog hunt demonstration near Ashvale School

Saturday August 5

- 7:30-9:00am Pancake Breakfast in Brown Quonset
- 9:00 am Elevator opens, Stationary Engine display opens-Main Street, Heritage Mall opens-Main Street, Country Store opens, and Vintage Car Show opens- east of trees
- 10:30 am Blacksmith demonstrations in Blacksmith shop
- 11:00am-3:00 Pedal Tractor Farm in lower north end of ZV Barn
- 11:30 am Grand Opening of our barn
- 12 noon Kids nail pounding event, rope making demonstration-Main Street
- Lunch in Summerview Hall- Main Street
- 1:00pm Saw Mill demonstration
- 2:30 pm Parade of Power- Main Grand Stand
- 4:00 pm Tractor Pull – Main Grand Stand sponsored by Rocky Mountain Equipment
- 5:30 -7:00pm Supper – South loft of ZV Barn
- Followed by entertainment in same location

Sunday August 6

- 7:30 – 9:00am Pancake Breakfast – Brown Quonset
- 9:00am Non-denominational church service in Jumbo Valley Church
- Heritage Mall opens-Main Street
- 10:00am Field Demonstrations- west of trees, Country Store opens, Stationary Engine Display-Main Street opens, Vintage Car Show, Elevator opens
- 11am-3pm Pedal Tractor Farm in lower north end of ZV Barn
- 12:00 noon Kids nail pounding, rope making demonstration – Main Street
- Lunch in Summerview Hall – Main Street
- 1:00 pm Saw Mill demonstration
- 1:45pm Stationary engine display
- 2:30pm Parade of Power in front of Main Grand Stand
- 4:00pm Tractor Pull – Main Grand Stand
- Followed by Prize Presentations and Closing Ceremonies

FROM THE MEMBERSHIP SECRETARY

Welcome all new members to Chapter 38 IHC. This club includes members from the 4 western provinces, and Montana, New Brunswick, North Dakota, Ontario, and Yukon/Territories. The distance between our members is great, but the newsletter brings and keeps us close and in touch. Hopefully the "Members' Roster List" will help everyone also to find friends with common interests and to connect with friends when touring or travelling.

As membership secretary I likely have the best of two worlds. I encourage all members to use the "Membership Roster List" and to introduce yourselves to other members; and when the Chapter 38 IHC annual summer meet is within your range please come. You will forever be glad you did! This year the annual meet is at Heritage Acres, Pincher Creek, AB on August 4, 5 & 6, 2017.

Enclosed is this year's membership roster of all members currently registered in Chapter 38 IHC for the year Feb. 2017 to Feb. 2018. The list is alphabetically listed by surname, separately for each province, and the first column lists in abbreviation the **IHC products** of most interest to the member.

tra=tractor **trk**=truck, **eq**=equipment **tol**=tools, **toy**=toys, **mem**=memorabilia
lit=dealer literature **oth**=other **all**=many or most or all

This is a change from previous lists. I hope to get some comments and other ideas if there are any.

I look forward to a summer with several chances to meet and see members and families. Our fellowship is wonderful, hobbies/collections are amazing, and we strive to achieve this for everyone in any way we can.

In closing, I am looking forward to the IHC events this summer, and hoping to see you there.
Barb Bender, Membership Secretary,



NOMINATING COMMITTEE UPDATE

Our Annual Meeting and election of officers will take place this summer at our show in Pincher Creek.

We have three directors whose terms are up this year. They include Darald Marin, Blair Leonard and Marty Nervick.

Please consider this an invitation to put forth your name or that of a fellow Chapter member and become a Director in Chapter 38 of IHC Collectors.

You can send your nominations to either Claude or Marty and please include a brief biography so we can all get a chance to know you!

We all have a strong connection to International Harvester and through the support of the Chapter 38 membership we can continue to promote this legendary brand.

Thanks from the nominating committee - Marty Nervick and Claude Roeland

FROM THE PARTS COUNTER



Members of Chapter 38 IHCC took a mid winter trip to southern Arizona, USA. The group talked shop and enjoyed each others company. Meeting over lunch were President Darald and Marlene Marin from Radville, SK, Gary and Sharon Algot from Derwent, AB, Marty and Cathy Nervick from Craven, SK, Lyle and Linda Garratt from Milestone, SK, Paul and Elva Dennis from Okotoks, AB, and Warren and Margie Opp from Flasher, North Dakota.

Marlene Marin, Margie Opp, Sharon Algot, Linda Garratt.



All looking forward to getting together again in Pincher Creek, AB August 4, 5 and 6, 2017!

Gary Algot,
Vice President

SPECIAL INVITATION - KEBO'S IH SHOW & PIG ROAST!

Come on down to Ken & Sandy Knight's annual IH truck show and pig roast.

When: Saturday August 26, 2017

Registration starts 10 am, Trophies awarded at 3 pm.

FOUR Classifications: IH unrestored, IH restored, General unrestored, General restored.

RSVP to Sandy at 403-343-2094. Please leave message if no answer.

Directions: From Red Deer, AB - head west on Highway 11 to Range Road 21.

Turn north for 800 feet. Turn right before the train tracks. You're there!

Par 3 Golfing for fun! Music, bonfire and more!



DEALERSHIPS OF THE PAST

A.J. Smith
International Harvester Dealership
Meyronne, Saskatchewan

1948 almost ready for business.

A.J. Smith had a garage and shop in Meyronne Saskatchewan, and had been operating it for a few years when one night in 1948 a very heavy knock was heard on the door and a fellow was heard shouting **WAKE UP! WAKE UP! FIRE, FIRE, FIRE!**



A.J. was my father and at that time I was 4 years old. I remember my mother, oldest sister and I standing in front of the window watching as his garage went up in flames. I remember seeing fireworks shooting off into the sky. I did not know what they were until much later when I found out it was the old metal oil cans blowing up and the shingles blowing in the wind.

In 1948 after his fire there was an International Harvester dealership in Meyronne that was owned by Joe Girardin who was getting older. A.J. purchased the old building and made arrangements to become the International Dealer in Meyronne. I remember that they built a new addition on the old building where Joe Girardin had his dealership. It was not long before A.J. had a successful business.

As this was shortly after the second world war and farm equipment did not take a priority during the war as the war effort was where manufacturers were putting their resources, and the dirty thirties were just over when the war started. There was a huge demand for new farm equipment. There wasn't a great deal of money available for farmers to upgrade the old stuff but farmers are an optimistic lot. They did invest in the future. So A.J. was off to a good start.



He sold the first rubber tired WD9 in the area to my uncle Art Smith who actually wanted a steel wheeled tractor as he thought the rubber tired tractor would not be able to pull their Holt 21 foot pull type combine. He was wrong as the rubber tired tractor was much better as the tires cleaned themselves, not like the steel wheeled ones which got packed with mud and kept spinning. Some of the models he sold were Farmall H and M, a lot of W6 and WD6, WD9 and numerous discers etc. A.J. came to be known as the dealer to see if you wanted an International truck. In those days he sold lots of one ton models, as well as the 1/2 tons. The K line were very popular. I remember going to Regina with my dad and driving back in a brand new K model 1/2 ton. It was so cold that he had to keep the heater on so the heater would heat the cab even if he needed to have it turned on defrost to defrost the window. My job was to scrape the windshield so dad could see where to drive. I don't know what he did after I fell asleep.

In October 1950, a disaster struck A.J. and his family as his wife passed away. A.J. was left with 4 children, myself being the oldest. I was only 5 with the youngest one being only 6 days old. The youngest was looked after by my aunt but A.J. looked after the other 3. I remember that he was always a hard worker and he would go back to the shop to work or do books after supper. My sisters and I had a nook where we had put a bunch of blankets and pillows in new tractor tires and where we soon were asleep waiting for A.J. to be ready to bring us home. He would grab one sister in each arm and I had to follow them home. Lucky it wasn't very far.

In 1950 a new model truck was brought out by International Harvester, the L line. Things must have been getting better as Dad and my uncle Rene bought a new L110 together. My uncle used it on his farm and dad would use it to go on repair jobs to farms as he was one of the best welders in southern Saskatchewan, as well as a mechanic. Prior to that he used an old Ford Model A (with a rumble seat). Dad sold his Model A Ford shortly after buying the new L Line truck. I rode many miles in the back in that rumble seat. Let me tell you it was not so much fun as all the roads were dirt or gravel. Lots of dust. Sure wish I had that Model A now though.

A.J. and his A110 on his 2nd honeymoon.



Time moved on and International came out with new models. A.J. continued selling and working in his dealership. Some of the models he sold were the 400, 450, and the 600 and 650 tractors. He sold hundreds of 45 and 46 balers. He was known as the go to person to get your baler to tie. He spent many hours helping farmers to get a baler that they couldn't get to tie, tying. I am not sure what year International decided to come out with a 6 cylinder model tractor to replace the 650 series models but it was an exciting time for A.J. when the 660 series tractors went on the market. He sold a number of them as well.

Some of these tractors had a problem with burning oil but it wasn't long before International had a solution and I remember an I.H. Serviceman and dad going out to farms fixing the oil burning problem on warranty. The solution was very simple although they would not fix it if the farmer was anywhere near where they were working. (Less than a teaspoon of Bon Ami). I have no idea if this was true or not but that is what I was told. He also sold discers, cultivators and even the heavy old IH fridges and deep freezers.

The fifties were a time when being an I.H. Dealer was an exciting time and A.J. had his successes as well as his problems. One thing that was happening is that older farmers were selling out to the younger ones and so farms were getting larger but the rural population base was shrinking. A problem that is still happening today. I don't know what year I.H. decided that they wanted their dealers to have a bigger footprint, and so put some pressure on dealers to expand.

Harvey Smith 141 IH combine, harvest 1957



A.J. was no exception. He resisted as the crops were not as good as they could have been in the late fifties and 1961 was almost a total failure. He was also getting older and slowing down. I remember in 1963 he decided to quit the dealership and devote more time to his farming endeavours. He was a good friend to another I.H. dealer in LaFleche, Saskatchewan, who was M.J. Verbeek. A.J. needed a farm truck for his farming endeavours so he went to see him about buying a farm truck as he didn't have one on hand.



I was very upset when he came home with a 1941 I.H. model D15 although it did have a pump up hoist. Better than shovelling. I came to love that old truck and still have it today.

Those were the the last days of A.J.'s dealership days as he closed it down and devoted his time to farming.

Memories of A.J. 's son Julien.
April 23,2017

SPECIAL FEATURE - Metro Sensible - 1951 International Harvester Metro

Editor's note: This article is being re-printed, "Courtesy of Hemmings Classic Car, a publication of Hemmings Motor News." The original article online: <https://www.hemmings.com/magazine/hcc/2016/05/Metro-Sensible---1951-International-Harvester-Metro/3749667.html>



International Harvester built some of America's greatest trucks and agricultural equipment, but it was Raymond Lowey's enduring designs that truly gave the company its identity.

The iconic IH logo--that Lowey is said to have first sketched on a train dining car menu--remained unchanged until the company's bitter end and is still used by Case IH today. The letter-series Farmall tractors that bore Lowey's signature touches are legendary: the mighty M and H, the compact A, B and C and of course the little Cub. And though the Metro van isn't one of IH's more mainstream offerings, or one of Lowey's more famous designs, its streamlined, prewar-era look soldiered on for a quarter of a century from 1939 through 1964, virtually unaltered.

The Metro was conceived as a route delivery van or utility rig with ample room for cargo and an emphasis on maneuverability. The original 1939 Metro was based on the International D-series light-truck chassis and was offered with a short 102-inch wheelbase or a long 113-inch

wheelbase. International didn't manufacture the Metro's body--that was left up to the Metropolitan Body Co. in Bridgeport, Connecticut. While modern step-van bodies are built from aluminum, the Metro's double-wall shell was fashioned from steel with an air space between inner and outer panels as well as insulation hidden above the inside ceiling.

In the rear was the "Metro Magic" overhead door that was weighted to stay open at any height. Buyers could also opt for double barn-style swinging doors, which opened wide to accommodate larger items in the Metro's cargo bay.



In the cockpit, controls and gauges were minimal. On the instrument panel, two round bezels housed a gauge cluster and a speedometer. To the driver's left, there was a manual choke and throttle as well as a dome lamp switch. To his right, a switch for the exterior lights, an ignition key and starter button. Both the handbrake and the shift lever were long enough to reach from the driver's seat (which was more of a stool, really, with a curved back), while the big steering wheel was high and oddly angled to afford the driver unobstructed access through the sliding side

door during deliveries. Some practicality was even built into the Metro's engine cover: It was topped with a ribbed tray that had a slight edge around the circumference to serve as a place for packages or a driver's clipboard.

On the exterior, available brightwork was limited to trim pieces around the headlamps, stainless grille slats, hubcaps and International insignias. Options were mostly about function: exterior rearview mirrors, dual windshield wipers, additional interior lighting or a partition between driver and cargo bay.

As the model years passed by, Metro delivery vans rode on whatever light-truck chassis were rolling off of International production lines, so they were based on the K-, KB-, L-, R- and S-series trucks.

Our feature Metro is a 1951 vintage owned and restored by Domenic Valentino of Glendora, California. Domenic has been a Snap-on Tools dealer for more than 20 years and had an urge to recreate an early walk-in tool truck to help promote the brand. The project took two years, a lot of hard work and lot of creativity to complete.

His inspiration came from an image in an old Snap-on corporate newsletter that showed a Metro van in service. The appropriate candidate for the project was found near Tahoe, California, a $\frac{3}{4}$ -ton, short-wheelbase Metro that had been used as a static display piece in front of a carpet store for 25 years. The body was rust-free but some accident-damage had been given a rough-and-ready repair job. "The whole right front was crunched in about an inch and a half, and all

they did was fill it with body filler and paint it with house paint," Domenic said. "It sat chained to a pedestal for 25 years so no one would steal it."



After making the 900-mile round-trip journey to collect the truck in 2013, it sat behind German Automotive Service Center in Glendora while Domenic gathered some of the accessories he'd need to transform the old Metro into an authentic Snap-on van, circa 1951. "I got the truck, and it sat at one of my customer's shops for a year while I started trying to find new-old-stock tools," he said.

A vintage 1951 KR56 Snap-on tool chest and KR377A Coaster Cabinet discovered in Las Vegas--one of the key pieces Domenic had been looking for -- signaled the start of the Metro's makeover. "I found that toolbox and once I had that, I knew I could start building the truck," he said.



The body was separated from the frame and sent out first for media blasting, then to Marcos Munoz at Auto Specialists for repair and paint inside and out. The interior was painted light gray, while the exterior was treated to multiple coats of base coat/clear coat urethane: Porsche Guards Red for the lower portions and Land Rover Porcelain White for the upper half.



The original 220-cu.in. "Silver Diamond" overhead-valve engine was rebuilt by Bob Martin, during which time Domenic and accomplice Paul Morton restored and very subtly modified the chassis. Though it's hardly noticeable, the International rear axle was exchanged for a GM unit from a 1972 Chevrolet pickup, and the original front hubs were adapted from a 1955 Chevrolet pickup. "There were two reasons for doing this," Domenic said. "Besides the brake parts being

hard to find, I thought that the 16-inch split rims were too big and too dangerous for the truck, plus the truck had to have whitewalls tires. Second was the height of the truck. I needed to get the overall height down. It would be hard anywhere to store a truck this tall, but here in California, it would be very expensive."

To drop the Metro's roofline down a few more inches, Domenic had leaves removed from the original spring packs and then arched them. Most of the Metro's chassis hard parts were blasted and powder coated black, though Domenic opted to paint the leaf springs. Once the Metro's body was reunited with the overhauled chassis, Domenic went to work on the myriad details that personalize his recreated postwar-era tool truck.

Inside, the gauge panel and front seat were meticulously restored to concours quality. But frankly, it's impossible to look inside this van without becoming transfixed by the showroom in the cargo area, which is entirely of Domenic's own design. He built and finished the vintage-looking cabinets from scratch, collected and restored, as needed, the vintage Snap-on tools and



fashioned all of the displays, including building picture frames for vintage ads. Among the goodies for fans of old tools: a new Blue-Point creeper that Domenic built to resemble older wooden creepers; vintage Blue-Point combination wrenches; a vintage specialty tool display that Domenic restored, which is bristling with old Snap-on automatic transmission tools; a set of vintage Snap-on screwdrivers still in the original box; an old Snap-on electric impact wrench still wearing its original tags; and more.

The gleaming cargo floor of the Metro is decked in maple planks, which were then hand stenciled with the different Snap-on logos used over the years. Domenic eschewed vinyl graphics and hand painted the logos on the outside of the truck, as well, and all of the van's exterior bits have either been re-plated or replaced. The grille was in such bad shape, new slats were fabricated from sheetmetal and then chrome plated. The glass, too, is all new as is the van's hard-to-find weatherstripping.

Domenic drives the Metro to shows where guys of all ages fawn over this rolling vintage toy box. Not surprisingly, It's a chore to guide down the road, compared to a modern route van, mostly because of that crashbox transmission and the manual steering.

But if you haven't already gathered, Domenic is old-school, and authenticity was important to him during this painstaking recreation. "It's not comfortable, but this is how it was," he said. "That's kind of my philosophy. I don't want kids to think these trucks came with air bags and V-8 engines. But when I take it to shows, people really trip out on it."

BUY/SELL CLASSIFIEDS

For Sale: 1979 IH 986 tractor. Good engine with 8200 hours. Does not use oil. Well maintained. Good rubber front and back. Needs Torque Amplifier and clutch. \$5000

Contact Gary Algot 780-741-2115 or email: gary@algot.ca



For Sale: 1978 Scout II, 76000 original miles, used only for hunting. Excellent power train, 345 V8, 4 speed, heavy duty 8000 Warn winch. Rust in the typical Scout places. In storage for 20 years. \$1800. Contact Gary Algot 780-741-2115 or email: gary@algot.ca



For Sale: 1939 International D-15. I have all the paperwork and appraisal information. It is fairly rare, and about 95% restored. I would like to give it a new home. Price can be negotiated - I am willing to price it fairly if it is going to a good home. Please call Bob Delano in Ponoka, AB for more information at 403-783-3490.



Wanted: For 1936 International C1 truck: need both headlight bucket assemblies, right and left door, an HD engine, and four tires 6.5 x 20.
Contact Girard Walsh in Calgary at 403-869-9800.

Wanted: For a 1967 International 1100B, right and left chrome mouldings for the top of fenders near the cowl.
Contact Bernie Yakimyshyn
at 780-935-2915 or
email: yakimys@shaw.ca



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Dave Stark

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Direct: (403) 617-3370

Email: westresto@telus.net

Calgary, Alberta

OLD INTERNATIONAL TRUCKS. CA

