



*Chapter 38 IH Legends*

# **NEWSLETTER**

Summer 2017

Website: [www.ihc38.com](http://www.ihc38.com)

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## **Welcome New Members!**

Jack Bastiaansen, Lethbridge, AB.  
Everett Culp, Nanton, AB.  
Brian Fath, Champion, AB.  
Ken French, Wetaskiwin, AB.  
Patrick Hochstein, Pincher Creek, AB.  
Lawrence Maloff, Jaffray, BC.  
Smokey Sager, Okotoks, AB.  
Tom Sangster, Thedford, ON.  
Hale Smyth, Wawota, SK.



### **EXECUTIVE**

**PRESIDENT:** Blair Leonard, Tessier, SK (306) 656-4416

**PAST-PRESIDENT:** Darald Marin, Radville, SK (306) 869-2262

**VICE-PRESIDENT:** David Saville, Rosetown, SK (306) 882-3938

**VP: 2VP:** Vacant

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Terry Johnson, Campbell River, BC (250) 923-3118

George Kirkham, Lethbridge, AB (403) 381-1617

Gerald Parker, Hudson Bay, SK (306) 865-3682

## PRESIDENT'S PARTING WORDS

### SHOW REPORT

The Pincher Creek special Loadstar contest was without any entries. There were only two Loadstars at the show, and both beautiful trucks, it would be a crime to call either of these pieces ugly. Because of harvest we did have "want to be there" who could not come with a beautiful Loadstar and a small crawler. Maybe next time. The untimely harvest across the southern prairies did keep some participants as well as some entries at home.

Again the host show by Heritage Acres hosted Ch 38 with all the enthusiasm that they have in the past. Even Heritage Acres president Ken Lewis wore an IH cap throughout the show, a very good sport that man. If a full parking lot, and full camping facilities mean anything attendance numbers should be up with the best shows at that facility. Tractor pulling is a hot sport at that show, starting on time and running late with lots of entries for all classes. Tractors from restored right down to looking very original, with factory paint still the colour, took part in the pull, with a great time had by all.

So once again we thank Heritage Acres president Ken Lewis, and their show chair, Ch 38 member Sandra Reed, for hosting us again in 2017.

**And as the Chapter 38 leadership torch is passed....**

Thank you Chapter 38 members for all you have given me in the past seven years as your president.

What started with a red tractor has blossomed into a very rewarding personal time at the helm of

Chapter 38. I didn't realize how emotional it would be to admit to ones peers that I am passing the torch because it is not only healthy for the club, but I am getting older, that is the tough part, however not everyone has the opportunity to get older. The gift presented to me by Gary Algot, representing the membership, will be one of my most cherished possessions.

Congratulations to President Blair Leonard and Vice President David Saville; we come for the trucks and tractors but stay for the people.

Darald Marin  
Past President

PS And look at what followed me home.



## NEW PRESIDENT'S INAUGURAL MESSAGE

I'm happy to become the new president of the Chapter 38 International Harvester Collectors Club. I know that I have big shoes to fill...Darald has done a great job during the past seven years!

With my wife Rhonda, we operate a mixed farm at Tessier, Saskatchewan. We have four children, one son-in-law and four grandsons. Our youngest son and son-in-law work with us full time while the rest of our family work off farm or are enrolled in post-secondary education, helping out on the farm part-time.

I'm the third generation to use IHC and Case IH farm and construction equipment as well as heavy and light duty trucks. A TD35 crawler was first used on the farm in 1938 which continued until 1982, then switched to four wheel drive

tractors which were 4366 and 4386 models. Other crawler models used over those years were TD14A, TD14-141 series TD18A and TD18A-181 series. The last three we still have with hopes of restoring.

Equipment in our collection include tractors: F-20, Farmall H, Cub Cadet 100, 706 gas, 986, 1086, 4166; trucks: 1934 C1, 1938 D30, 1967 1100, (3) 1973 1310, 1975 Fleetstar 2050A, 1992 9300 highway tractor; plus other field equipment and a Hough 50 Payloader. Some we still utilize on the farm along with modern Case IH equipment.

The last few years our children and grandchildren have attended shows with us, becoming members of Chapter 38. Everyone is looking forward to next year's show in Austin.

I look forward to serving you as president. Any thoughts or ideas you may have to enhance our shows and club, please feel free to contact me by phone 306-831-9497 or by email: [brleonard@sasktel.net](mailto:brleonard@sasktel.net)

Blair Leonard, President



## NEW VICE-PRESIDENT

It was only last year in the spring newsletter that I wrote a piece about my IH collection and why I had just sold it in its entirety. Now here I am writing a piece answering the question "who is our new vice president?".

I sold my collection in April of last year. I am sure there was a pool to predict when I would buy my first IH of the second collection. I lasted until the day after our show at Sukanen Museum last year when I purchased the WD40 tandem hitch at the John Myron estate sale. The winner of the pool did not contact me but I think I should have received at least 1/2 of the prize!

I have been riding IH's since I outgrew my JD pedal tractor. The IH dealers in our part of the world never did carry pedal tractors. I graduated to chores around the yard with an M which almost always had a Farmhand loader on it. My first day in the field was on a WD9 with a new 13 foot #55 cultivator. 25 acres took me until mid afternoon.

I left the farm right after high school for about 10 years. In 1977 I came home for the summer and didn't leave again until 2006. I moved to Rosetown Saskatchewan into a nice big shop to collect and restore tractors. I have had some sort of driving job since I came to Rosetown and at this time I drive a semi part time.

I am honoured to be picked out of the crowd for this job but wonder if it is kind of like when the coyotes pick one deer out of the herd. I feel that all the jobs in an organization have to be done and everyone should step in sometime and someplace so I guess it is my turn. I have some past directorship experience in various organizations so I will do as my good friend Mike says "To the best of our ability".

A big tip of the hat to the immediately outgoing leaders, Darald Marin and Gary Algot for a job well done. Also to all that have stepped up in the past. I am looking forward to working with the rest of the directorship and members hoping we can continue to grow this club.

Enough about me, everyone wants to know about the tandem. It is two WD40s hitched together with a homemade frame with no front wheels. The tractors are only 60 serial numbers apart and both came with factory rubber. They have 45 degree cylinder heads and the original IH fuel injection pumps. Both tractors were loose on sale day but they did not try to start them. After it was mine the nephew holding the sale said there was a problem with the magneto drive on the rear tractor. It had clamp on duals all the way around but I cut them off right there to get away from O D permits and all. It did look more business like with the duals though.

You all know that writing the cheque and trucking home is just the beginning. The lead unit started after all the usual cleaning and tuning. There was a broken gear in the timing drive on the rear unit so that all had to come apart but once it was replaced that engine ran well also.



The family do not know if John built the tractor or not. They think he bought it, perhaps in Alberta. When I study the tractor I am sure it is not the first time someone did this. I am hoping someone will recognize the style or even the tractor and contact me.

I became aware of tandem hitches in the early 60's, reading about them in farm magazines and the UGG farm information packs that later became Grainnews. After 1966 he would have gone to town and bought a Versatile 118 or a 4100 so I think this was built in the late 50's or early 60's. This is an excellent job of design but perhaps a bit crude in construction. One must remember though that there is a good chance that the welding was done with a war surplus generator powered by an engine from an obsolete automobile.

The driver can choose all 4 speeds and set the engine speed on the front tractor from the drivers seat on the rear one. Each unit has an independent electrical system so you have to stop and walk up to the front one to turn the front lights on at dark. I put matching WD9 mufflers on them but will have to change the front one to a straight pipe because I cannot hear the front one over the rear.

The front engine drives the hydraulic pump for the steering directly off of the front of the crankshaft. The rear engine is in the middle of the hinge. WD 40s never had an electric start option. There are starters that come from Pratt and Whitney radial aircraft engines hooked to the backside of the belt pulley drive. That engine was used in various aircraft but one was what the Canadian air force called the Harvard trainer. This makes me think the builder was an airforce vet and that the starters came from Princess Auto when it was still a war surplus

store. Another use was in the Beaver bush plane. You start them on the ground beside the carburetor so you can run the choke. Like all WD 40's you have to be in the seat when it changes to diesel to open the lever so you have to start the front one first, you can't hear it click over if the rear one is running.

There must have been heating issues with the rear engine. It seems the dust raised by the front tires rose up and was drawn into the rad by the fan blast. The solution was dual tire flaps bolted to each fender. He also put a reverse flow fan on the rear tractor.



The vertical castings above the hinge pin support the front control rods. They must be supported at the pin so the unit can steer without bending the rods. The clutch cable also veers over to pass very near the hinge point. The vertical pin is for steering, the welded circle is so the unit can swivel over rough ground.

The frame is made from 1x4 steel bars and runs the length of the tractor. It runs to the rear far enough to become the hitch. It replaces the factory hitch which was not strong enough for a 15-30 let alone two 40's. The nut that retains the vertical pin for the hinge is the same as a nut from the axle on a 15-30 so that pin could be a 15-30 rear axle.



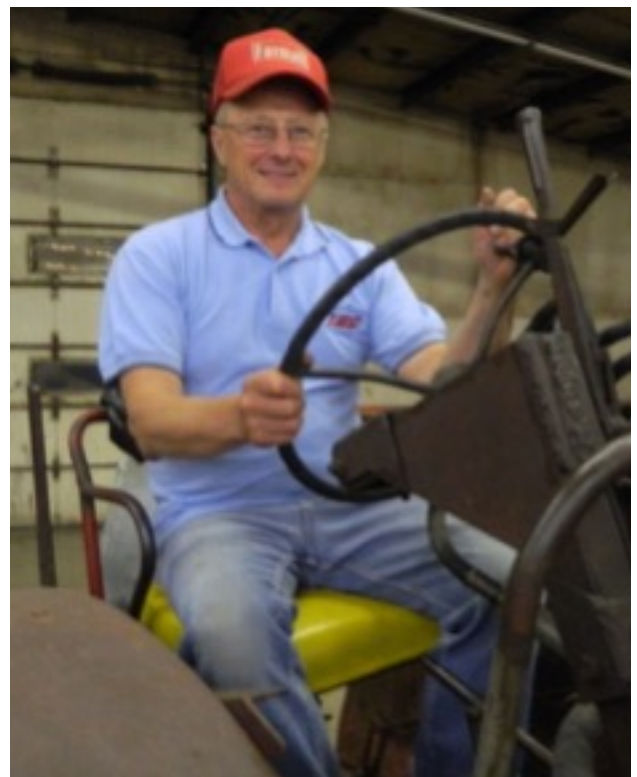
The top levers and rods above the hood control the engine speed and transmission of the lead tractor.

There is a lever controlled cable that runs up to the front clutch. The rear clutch uses the original pedal. This makes panic stops tough as it is hard to push a lever and a pedal on the same side of your body at the same time. For parades I plan to use the front engine for the hydraulic steering and the rear one for propulsion. Tractor pulls are probably out of the

picture. Although, without the duals it is very light at the rear and would probably just spin out if I stopped the lead unit first.

I have no plans to restore it to "Factory" because what can we call factory? I may change it to just one charging system and battery with a cable to the other just for simplicity. I would like to change the clutch system but so far any ideas involve parts that would change the character of the build.

To go back to my collection for a moment, in late summer I bought back the parts tractors, books and parts so now I don't have many running IH's but I have a lot of parts for sale. I also bought an early WD6 with a Bosch injection pump, I always felt I needed one of them. It runs real nice but has a terrible clang inside which is a broken crankshaft. It sounds good because the break is between #4 and the clutch and the engine is still all in time to itself. Another story someday.



Thank you for the confidence and good luck to us all in the future.

David Saville, Vice-President

## FROM THE MEMBERSHIP SECRETARY

It is always a pleasure for me to submit a report that paints a beautiful forever changing picture of our Chapter 38 IHC Club membership. Chapter 38 IHC has members from British Columbia, Alberta, Saskatchewan, Manitoba, then also Yukon/Territories, New Brunswick, & North Dakota.

We have a total membership of 369 members, plus 7 new members now who joined at our annual meet at Pincher Creek, AB. (now= 376). Welcome to all new members this year! And everyone else already on-board as well.

With 376 members now (this includes all family members), 94 households get the newsletter via email; 151 will get it via post mail which sums it up to 245 household members. Also recognized highly our thanks go to 6 persons who donate the printing of our newsletters.

In my role as Membership Secretary my job is to receive applications and renewals, deposit the funds into the bank, keep an up to date list of members, with up to date address, phone numbers, emails etc. and to maintain communication with members. Sharon Algot from Derwent, AB helps me tremendously with all mail-outs to members, and she reports to me if/when I have missed anything or anyone. Thank you Sharon for all that you do, you are appreciated beyond measure.

I also maintain a working relationship with the National Membership Secretary, Mr. Emmett Webb who lives, works and volunteers in Indiana. Just for information to realize how big an organization we are part of:

Within USA there are 7126 active members within 39 Active Chapters.

Outside of USA there are 575 active members.

There are 3 chapters outside USA: Chapter # 20 in Ontario, Chapter # 38 which is us and Chapter #22 in Sweden with 1200 members. Sweden has members from other European countries also and their members are not in the above count of North America.

Onwards and forward, Sincere Best Wishes go to Darald Marin and Gary Algot for all their time and work as President and Vice President over the last number of years. They are retiring from the Executive and in their place we look forward to Blair Leonard as President and David Saville as Vice President. Congratulations to all for a job well done and a good experience ahead.

Until next time, keep well.

Barb Bender, Membership Secretary  
Chapter 38 IHC



## 2018 SHOW REPORT

Show Chairman Claude Roeland of Winnipeg, MB has announced that our next year's show will be held at the Manitoba Agricultural Museum in Austin, MB in conjunction with the Threshermen's Reunion & Stampede.

More information will be provided in upcoming newsletters.

In the meantime, visit these websites:

<http://ag-museum.mb.ca/> <http://www.threshermensmb.ca/>



History comes alive at one of Manitoba's most dynamic family festivals in Austin. The Manitoba Threshermen's Reunion & Stampede is an outstanding celebration of Manitoba's agricultural roots and pioneering spirit. It's about history, it's about community, it's about family. And it's about fun.

From toddlers to seniors and everyone in between, there is something for everyone at the Manitoba Threshermen's Reunion & Stampede. Whether it's your first MTRS or your fiftieth, your visit to Austin will be the highlight of your summer. Don't miss:

Canada's largest collection of vintage farm equipment, including demonstrations of many functioning steam and gas-powered machines from decades ago;

a wide variety of kids' activities in a safe, supervised environment;

live music all day long to raise the roof and lift your spirits;

the Manitoba Clydesdale Classic Show;

the daily Pioneer Power Parade;

the nightly rodeo;

and much, much more.

Each and every year, hundreds of first-timers from around the province and across Canada find their place at the Manitoba Threshermen's Reunion & Stampede. They never regret it.

## BUY/SELL

**For Sale:** Three IH trucks

For more information regarding description, condition and price, contact Ron Brown, Outlook SK at (306) 860-8701.



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**Wanted:** Headlight rings for 1935 C35 truck. Contact:  
Bernie Yakimyshyn  
Sherwood Park, AB  
email: yakimys@shaw.ca



**For Sale:**

1 - 874066R92 New Floor Mat in Original Box, LoadStar Asking \$150.00

2 - 315/80R22.5 New Goodyear G287 LR-L MSA Tires on New Accuride 29730 Polished Aluminum Rims, 10 Stud Hub Pilot Asking \$1,800.00

Contact: GEORGE RIDLEY, Cranbrook, BC 250-919-7882.

**For Sale: 1954 INTERNATIONAL R160 ASKING \$2,700.00**

S/N 3695C, 164" W/B, Max GVW: 14,000 Lbs. 2 Rear Windows in Cab, Glass 100%

Engine: SD 240, S/N 6223C, 9495.5 Miles, HP 106.6 @ 3800 RPM

4 Speed Trans - Single Speed Rear Axle (Shaft #647107R2)

7.50 X 20 - 5 Stud Wheel (7) Tube Type Tires Close to 100% Tread

Deck: 12 ½' X 7 ½', Metal Frame, Wood Insert

Body: Original Yellow/Blue Paint, No Rust, LH Fender has patches of Bare Metal on Top

12V Gauges installed under Dash, Original Gauges intact in Dash, 2 New Batteries Unused

Contact: GEORGE RIDLEY, Cranbrook, BC 250-919-7882.



## Wanted:

Tools for older engine overhaul:

- valve regrind (Snap-on or Sioux type)
- valve spring load measuring tool
- connecting rod aligner with attachments
- boring bar for main bearings in engines
- cylinder boring bar
- bearing moulds for pouring rod and main bearings
- 20 ton older Black Hawk Porto-Power hydraulic cylinder

Contact: Alan Hartley, Rocky Rapids, AB ph 780-542-2284, or cell 542-0333  
email : [hartleycorp@yahoo.com](mailto:hartleycorp@yahoo.com)

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## For Sale:

Small hubcaps for 30s to 40s trucks.  
\$100 for the lot of 5.



Amber & red fender/cab lights.  
\$25 for the pair.



12 x 2 brake drums from 1963  
1300, machined and ready to  
install \$125 each.

Contact: Bernie Yakimyshyn,  
Sherwood Park, AB  
email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)



## 2017 Pincher Creek Show

Photos from JR Richardson's post in IHC Chapter 38 - Western Canada





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