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• PORTLAND SWAP MEET, FROM THE HISTORY FILES
• CLASSIFIEDS: BUY/SELL/TRADE

Welcome New Members!

Brent & Brenda Blackburn, Estevan, SK
Bruce & Marlene Elder, Roblin, MB
Kevin & Scott Stanley, Carievale, SK
Kathleen Young, Lumsden, SK
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Harry Helgeson, Southey, SK (306) 726-4617  
Terry Johnson, Campbell River, BC (250) 923-3118  
George Kirkham, Lethbridge, AB (403) 381-1617  
Gerald Parker, Hudson Bay, SK (306) 865-3682
FROM THE MEMBERSHIP SECRETARY

As of April 30, 2018 I have received 176 renewals from our members for the year from Feb. 1, 2018 to Feb. 28, 2019. This accounts for primary members only; and counting 240 on our National list means there are still 64 primary members yet to renew their membership in Chapter 38 IHC.

Please know that it is never too late to renew and belong, and please also remember that the sooner dues are paid the less the chance of missing an issue of the National Harvester Highlights magazine. The Harvester Highlights magazine is printed solely for IHC collectors who belong to IHC clubs; it cannot be purchased anywhere else.

In this newsletter I am very proud and pleased to share with everyone that along with so many renewals I also received and deposited voluntary donations to Chapter 38 IHC totalling $1,070.00.

Special thanks to everyone who sent a donation! You are wonderful and very much appreciated.

I received quite a number of Membership dues without a Membership Application filled and signed. In each circumstance I have to use the previous years’ information, which may or may not be accurate. It is also important to Chapter 38 IHC for members to sign the application, including both new and renewals.

The Membership applications have space to indicate if you wish to receive newsletters by email or by post office mail, and there is a space for a voluntary donation; this space helps me to understand members’ intentions.

If there are any questions or concerns, please feel welcome to contact me.

I am looking forward to the Chapter 38 IHC Annual meet in Austin, Manitoba in July. I understand this is always an outstanding event each year.

Hope to see you there.

Barb Bender
Membership Secretary, Chapter 38 IHC

Editor’s note: the following story “My travels with Fred” was submitted by member Barb Bender.
Fred was 22 years old when we met, just three years younger than me. He was sitting on a used car lot in Erickson, Manitoba — dented, dusty and out of tune. We had a certain amount in common.

Fred was a 1953 International Harvester truck. I used to think naming your motor vehicle was silly but this truck had Fred written all over him (he also had rust written all over him). Solid, no-nonsense, dependable. Fred.

I don't know if car dealers get together and tell stories about their customers but I'll bet they do. I have a feeling I may be notorious in southern Manitoba — “This guy comes in and offers me $400 for this really old 2½-ton…”

(Continued on Page 2)
Completion from cover

Well, I did get a seat drive.

Our pre-sale trip started in the middle of a week March blizzard.

Fred's heater warmed the 22 years worth of grain dust and mouse droppings under the seat enough to produce that comfortable smell that most farm trucks share. I haven't lived on a farm since I was five years old, but one whiff of essence deuheen and 20 years vanished up like that. There I was with Fred and a load of grain on our way to town. It was the smell that sold me; obviously this truck was worth $400. It ran too.

Fred's most 'interesting' feature was the transmission. Apparently the synchronizing rings were worn. To this day I'm not sure I'd recognize a synchronizing ring if one dropped on my foot, but I am told they make gear shifting easier.

Gears when shifted with the benefit of synchronizing rings, are introduced in exact mesh only and mesh their little metal teeth in a spirit of friendship and harmony.

Fred's gears were better enemies whenever they met. Only after several months of familiarity, and mastery of the subtle art of double clutching, could I get from second to third without a very non-synchronous display of grinding and stuttering.

Fred had four speeds ahead and one back. The diagram on the dashboard referred to them rather formally as first, second, third, fourth and reverse. In 1950 they were known more familiarly as cornboard, low, intermediate, high, and reverse.

Compound overdrive (also known as full-low) was designed for moving heavy loads across difficult terrain. I don't know exactly what the mechanical advantage was when you divided Fred's limited horsepower with his gear range in cornboard, low. I do know that it produced enough power to deliver a load of grain on an elevator on Mount Everest.

In practical terms, the years in Fred's transmission came to be better known as extremely slow, very slow, slow enough, not particularly fast, and gradually backwards. Fred became a way of life after I met him.

We once maintained a speed of 15 miles an hour for a period of seconds, but it seemed pointless. You wouldn't use a BMW to haul grain. In defence he's my age we usually traveled at 50 to 55 miles per hour.

The engine in a 1953 International Harvester truck is nearly indestructible (it has something to do with cylinder sleeves) and the rest is indestructible. But since the good years that used to characterize Fred was mostly small, he did have a few minor mechanical ailments.

As I could afford it I would take Fred to IH dealers and selected auto wreckers. He got tuned up. He got a new muffler. He got his brakes aligned, his lights relit, his wheels re-aligned, and his tailgate hinges welded back on. He got a new water-pump, a battered fairing, a new steering shaft, and a rear bumper. I never did get around to getting a radio.

I had a camper made for Fred's box, and we traveled all around Western Canada together. Some of my fondest memories are of sitting on his tailgate watching the prairie sun set, the Bag-and-Bush fire figuratively speaking. Between 1975 and 1991 Fred wore the licence plates of Manitoba, Saskatchewan, and Alberta. We traveled almost 50,000 miles together and he never let me down.

Eventually Fred died its harder to get up hills. The last place we worked called for a five-mile upgrade drive. That's a long way in third gear when you've been around for 28 truck years. A friend of my father collected antique cars and trucks. I offered Fred a good home. We all agreed, and Fred went.

It was really hard saying goodbye. People will tell you that a truck is just a truck, but this one was a good friend.
ANNUAL SHOW UPDATE - AUSTIN, MB

The 2018 exhibitor registration forms are included in this newsletter and are also online at the following website address:


The Museum requires that all exhibitors must register if planning to show at the event. All rules and fees are covered in these documents. Chapter 38 exhibitors will be registered as volunteers and charged $30, half the normal rate.

IHC 38 Club Memorabilia Sales: the club is allowed to sell its own merchandise free of charge at the show.

IHC-Related Vendors: private vendors that normally travel with IHC 38 will be allowed to co-locate with IHC 38 in their HQ tent. Private vendors will have to pay the commercial vendor fee ($100 for the four days) and will not be allowed to sell used parts. New parts that are clearly in original packaging are fine to sell.

Camping: Chapter 38 members will be camping together. Follow the signs.

Friday Get-together: Check in at the main Chapter 38 tent for more information.

Information on the Museum policies go to this website:
http://www.threshermensmb.ca/get-involved/exhibit-machines/

Call for Volunteers: I can be reached at 204-981-4098 or Email at Rgfarm@mymts.net

Claude Roeland, 2018 Show Chairman
2018 Feature Exhibitor Registration

☐ Gas  ☐ Steam  ☐ Miniature  ☐ Vintage Vehicle  ☐ Expo

To exhibit a privately owned unit, please complete the form and return to the address below. For more additional information, please contact Erin Klym Massey at erin.klymmassey@gmail.com or 204-791-5019.

Name: ___________________________ Phone: ___________________________

Address: ___________________________

Email: ___________________________ Cell: ___________________________

Unit: ___________________________ Make & Model: ___________________________ Year: ___________

Unit: ___________________________ Make & Model: ___________________________ Year: ___________

Memorabilia: ___________________________ Number of pieces: ___________

Additional information: ___________________________

License Plate # of vehicle/trailer bringing in unit: ___________________________

I will be attending: ☐ Thurs July 26  ☐ Fri July 27  ☐ Sat July 28  ☐ Sun July 29

I plan on driving in the daily vintage parade. ☐ Yes  ☐ No

I am a member of the Manitoba Agricultural Museum: ☐ Yes  ☐ No

As a museum member, I volunteer in the following sections:

I have read the attached Exhibitor Information Sheet and agree to the terms and conditions outlined therein.

Signature: ___________________________ Date: ___________________________

Please return by June 15th, 2018 to: Manitoba Agricultural Museum
Box 10  Austin, MB  R0H 0C0
Fax: 204-637-2395  e-mail: info@ag-museum.mb.ca
# 64th Annual Manitoba Threshermen’s Reunion & Stampede
## July 26th – 29th, 2018

at the Manitoba Agricultural Museum Inc.
3 kms south of the junction of the Trans-Canada and #34 Highways
Austin, Manitoba

## 2018 Feature Exhibitor Payment Schedule

Name: 
Address: 
Email: 
Phone: ___________ Call: ___________

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
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</thead>
<tbody>
<tr>
<td>Exhibitor Fee (non member $35.00)</td>
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<tr>
<td>Spouse Admission Pass (4 day pass $50 or individual day $15)</td>
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</tr>
<tr>
<td>Children’s Admission Pass (children 6-12, 4-day pass $25, individual day pass $8.00)</td>
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<td>___________ x $25 (4-day pass)</td>
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<td>___________ x $8 (individual day pass)</td>
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<td>Camping ($50/week)</td>
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Total $ ___________

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Payment Options:
- Cheque (included)
- Credit: Card (MasterCard or Visa only)

(Carc Number) ___________ (Expiration Date) ___________ (Signature) ___________

Please complete and return with the registration form to: 
Manitoba Agricultural Museum
Box 10 Austin, MB R0L 10C0

For more information please contact Expc Co-Chair, Erin Klym Massey at erin.klymmassey@gmail.com or 204-791-5019.

Office Use Only:
- Payment Received On: ___________ Processed By: ___________
- Cheque #: ___________ Credit Card Approval #: ___________
In early 1977 Norm Meier, Michael Hryniuk, and Spencer Burton began thinking about opening an IH dealership somewhere. Norm talked to Frank Bahnman in Rosthern - he was interested in selling his business and the wheels were then in motion.

Frank had a building on main street but it was far too small. He had a building on the outskirts of town and was going to move his business there. In late summer/early fall of that year work began on the building - making offices, parts area, shop, etc. MNS Equipment opened in November of 1977. The grand opening was held January 28, 1978.
Mayor Ed Roth cuts the ribbon to officially open Rosthern's new I.H.C. dealership, MNS Equipment Ltd. Assisting him are the three principals involved in the business, left to right: Mike Hryniuk, Norm Meier and Spencer Burton.

MNS Equipment Ltd. official opening Saturday

Rosthern's newest farm machinery dealership, MNS Equipment Ltd., was officially opened last Saturday with close to 500 people taking in the event. The official ribbon-cutting ceremony was performed by Mayor Ed Roth who expressed appreciation on behalf of the community for the expanded service now being made available to customers.

A three-way partnership purchased the I.H.C. dealership, known as Bahnmann Brothers from owner Frank Bahnmann last October. Completion of a new building started by Mr. Bahnmann on Highway 312, occupied the new owners until November 1 when their doors opened for business to the first customers. The delayed official opening was delayed until the building was in complete readiness.

The event Saturday featured films on I.H.C. equipment and free pancakes and coffee. Guests began arriving at 10 a.m. and continued to come and go until about 4:30 p.m. During that time the hosts served approximately 1,800 pancakes and about 600 cups of coffee.

Involved in the partnership are Norm Meier, Mike Hryniuk and Spencer Burton who bring a combined total of 24 years of experience with I.H.C. into the Rosthern business.

Company officials attending the opening included Roy Wheeler, Sales Manager; Jim Blue, Dealer Development Manager; Alf Ledsham, Service Manager; Dick Knott, Products Specialist; John McKnight, Zone Manager; Ted Paulick, Parts Traveller and Ralph Peterson, Credit Representative, all of Saskatoon.
Open for business!

We would like to welcome all patrons to our place of business. Our first stock order of parts has arrived. Our fully trained, experienced mechanic is available to recondition your machines for next spring. Our staff welcomes you!

Sales manager — Norm Meier
Mike Hrynuik Barry Downey
General manager — Spencer Burton
Parts — Gerald Meier Service — Keith Peters

MNS Equipment Ltd.
Phone 232-4874 Rosthern, Sask.
Grand Opening

Saturday, January 28

MNS Equip. Ltd.
Phone 232-4874 Rosthern, Sask.

Grand Opening Specials:

- IHC 1066, hydro, cab, air, duals
- IHC 706 w/cab
- Case 830, dual hydraulics
- 24-ft. Glenco vibrashank
- 26-ft. Melcam deep tillage
- 18-ft. No. 45 IHC vibrashank
- 2 - IHC 914 combines, pickup & chopper
- 1 - Case S.P. 600 combine
- 1 - Case S.P. 960 combine w/cab & chopper
- 1 - 16' No. 300 IHC diskall, F.A., S.A. and packers, seeded 300 acres
- 1 - 14' No. IHC drill, F.A., S.A.
- 2 - 7' No. 100 IHC drill, F.A., S.A.
- 2 - 8' No. 100 IHC drill, F.A., S.A.
- 2 - 8' John Deere drill, F.A., S.A.
- 1 - 14' No. 150 IHC hoe drill, F.A., S.A.
- 2 - 7' Melroe Kirshman drill, new condition
- 1 - 12' IHC No. K7 drill, F.A., S.A.
- 2 - 10' No. 620 IHC press drill w/transport
- 1 - 1974 El Camino, 350, automatic, P.S., P.B., 50,000 miles
- 1975 Ford 1-ton, 4 speed transmission with Brewster, heavy duty, triple axles.

We now have new Diskalls available for spring seeding. Order now — supply is limited.

Come in and see the new

INTERNATIONAL HARVESTER

DISPLAY MODEL

AXIAL-FLOW

Crop Saver Combine System

Enjoy Pancakes and coffee! See you on the 28th 10:00 — 5:00!
OPENING DAY!
Combines for MNS – waiting on the rail line to be unloaded before any thoughts of closing the business.

Over the years they made improvements to their building so that it was much bigger than when it first opened. MNS did very well over the years. They won many dealer trips over the years including Hawaii, Las Vegas, a Caribbean cruise and the most memorable for Norm was an Alaskan Cruise in 1985 when IH and Case merged.

In 1986 Norm and Spencer bought out Michael but continued to operate under the same name. Over the years MNS employed approximately 20 people. Some are still good friends, and unfortunately some have passed away.

The business continued to run successfully until early 1992. The writing was on the wall – dealerships were getting bigger, farms were getting bigger but with fewer owners. Norm and Spencer decided it was time to close the business and move on with their lives. They had a huge auction sale in April 1992 and that was the end of MNS.
Editor’s Note: I was recently contacted by a rural Alberta teacher who submitted this article about a young man with a passion for IH tractors. Here’s the future president of our club!

Dear Bernie,

Thank you so much for your encouragement of publishing the work my student, Haiden Livingston, in the IHC Collector Newsletter.

Haiden is passionate about many things as most young boys are. However his love of books, farming, history and tractors has given him more knowledge than the average 10 year old boy typically has. During an on demand writing activity, Haiden produced the following piece from memory and his own experiences. He says it could use more work, but as we agree as a class, all writing usually can.

With my limited knowledge of the IH Cub through my father-in-law, John Rennie, whom you know to be an avid IH Collector, I was very impressed with the facts Haiden was able to recall and organize in a short 40 minute period. With Haiden and his parent’s permission, I shared it with John Rennie. He agreed with me and came up with contacting you.

Coincidentally, Haiden and his family have recently purchased an acreage near John’s and Haiden loves to visit and looks forward to learning more from John about IH tractors this summer.

Attached please find Haiden’s report, a photo of Haiden on one of John’s tractors, and a letter of permission from his mother, Michelle. His father Barry has spent countless hours teaching him about machinery.

Thank you once again for encouraging student learning and writing!

Laureen Clarke-Rennie
Grade 4 Teacher
Provost Public School
If you are wanting to restore a Farmall Cub and don’t know all the features the Farmall Cub has, to be a success read this report and learn the basics.

**Chapter 1**

**Engine**

The Farmall Cubs engine is a 1.0L, liquid cooled, 4-Cylinder, Farmall C60. It was an option to get a manual start or electric start or even both. The Farmall Cubs rated R.P.M.(rounds per minute) was 1600 in 1947 but got to 1800 in 1956.

**The Farmall Cub was first tested from September 29 - October 9, 1947**

In 1947 the Cub 3 speed 2WD(wheel drive) boasted 9.23 belt HP(horsepower), and 8.47 DrawBar HP for pulling. If the Cub was warming up for 1 hour in place it would use 3.0L out of its 28.4L fuel tank. If you wanted to pull 1000 pounds that’s the job for the Farmall Cub, though it was made for the 40 acre and under farmer. The Cub can pull 1596 lbs (pounds) at max. If you are pulling that much then you have to be in gear 1. If you want to know how fast gear 1 goes, read on.

**Test 2 May 18 - June 3, 1956**

The Cubs belt power in May 1956 was 10.39 HP and the belt fuel use was 4.21 per hour. The DrawBar power was 9.87 HP and now can pull 1605 lbs, but you still have to be in gear 1.

**Chapter 2**

**Transmission**

On to transmission, the cubs type of transmission was sliding gear. It had 3 forward and 1 reverse. Its oil for hydraulic capacity is 1.7 L. The speed of 1st gear is 3.9 KPH(kilometres per hour) while gear 2 is 5.1 KPH, gear 3 is 11.7 KPH and reverse is 4.3 KPH.

**Conclusion**

I hope your mind is filled with ideas and you now know about the International Harvester Farmall Cub.
INVITATION TO IH TRUCK OPEN HOUSE JUNE 23, 2018

George Kirkham, President of Southland International Trucks of Lethbridge invites all Chapter 38 members for a private viewing of his 60 truck collection.

Saturday June 23 2018 at 2 pm

Special Presentation on International Harvester History by International Truck historian Tom Clark

Barbecue to follow

Free camping available in the trailer yard

Chapter 38 members are requested to drive their favourite International truck to show off and to bring other items of interest to members.

RSVP Required for meal count:
Call George 1-403-382-9404 or e-mail george@southlandit.com

OLD INTERNATIONAL TRUCKS.COM
2018 PORTLAND SWAP MEET
Submitted by members Starr and Terry Grover

It was an early flight from Calgary to Seattle with a connecting flight to Portland on Wednesday April 4. We picked up a rental and located ourselves at the Residence Inn in North Portland just off I-5 and across the freeway from The Expo Center.

There are two swap meets. The first one is set up with vendors and tents on both sides of the paved track at International Raceway. We took the shuttle to the track on Thursday morning and walked the five mile circuit in a light drizzle.

We came in search of things for the 1938 International D2 pickup (the grill badge and stainless steel trim) and anything that might fit our KB 1 or the L130 long box. At the end of the day we had purchased an umbrella and a 1907-2007 black and white cap.

One vendor had a SW-4 tractor grill, badge, hood, new style seat and fenders. Another offered a 1957 Farmall Cub with the mid mounted mower at $1500. There were the usual tin signs and model toys. An ex Oregon Forest Service deep dark green Scout II with winch was never unloaded off of the trailer. The new owner had it delivered.

Oregon and Washington were good markets for International Trucks, especially the Scout and Scout II. There were plenty of door handles, fenders, plastic grills, trim, late model hub caps, and miscellaneous items at the Raceway. Toys and models seemed a little on the high side, but it was opening day pricing.
One vendor asked $170 for a 1206 Farm Tractor model. The hubcap man (Hubcap Annie) had a thousand hubcaps at his display. He also offered reproductions. He went out of his way to bring in a box of IH hub caps for me to look at.

Friday dawned bright and sunny and we arrived at the Expo Center venue early. About half of the exhibitors were set up with tents and displays outside the five main buildings. We decided to take advantage of the weather and look at the outside vendors. IH offerings included a white Scout Terra, KB 6 bed truck with an over-cab winch, an original A130 with new tires set up with a steel deck, a 3 door Travelette, and the remains of a 1935 C2 pickup.

Saturday, day 3, it was time to move indoors to the Expo Center. We checked out the bumper displays for International. They had them back in the warehouse in Pomona but would be glad to ship them for about 350 with the old one returned for a credit and we paid the shipping both ways.

I bought some IH wrenches, engine tech sheets, and found the deal of day. It was a 1971 1210 pickup. Still in its original colour, with a long box. New rubber, new bearings, new brakes from the master cylinder to the hubs.

Deal of the day!

Every major shipper from Fedex to UPS was on hand for loading on Sunday afternoon and again on Monday. On a final walk thru Hot Wheels had dropped from ten dollars each to three for five. We bought several including two CXTs.

To summarize, there is a learning curve for swap meets. We are still being schooled.
FROM THE HISTORY FILES

Submitted by member Gary Algot

Reprinted from CANADIAN TRACTOR FARMING, Spring 1940. This magazine highlighted tractors, trucks and equipment made by McCormick-Deering and International.

Much of Mr. Jacula’s equipment was purchased at Gary Algot’s grandfather’s IH dealership.

FROM ONE QUARTER TO SIXTEEN
By G. J. ALGOT

WHEN Fred Jacula arrived in Alberta from the Ukraine, in 1908, he was unable to speak English, and his total assets were $25.00 cash. Undaunted, he obtained work on a railroad gang, staying on this job for one year. In 1909 he settled in Derwent, buying a quarter-section of land with his year’s wages. Until the first crop was harvested, Mr. Jacula and his family of six had quite a struggle for existence, but they won the fight.

Steady progress has been made since that time, Mr. Jacula adding to his holdings as finances permitted, until to-day he has four sections all clear of encumbrances and harvests about 20,000 bushels of wheat each year.

Fred Jacula, center, and one of his sons, Peter, right, pose beside one of their McCormick-Deering tractors with a friend, of which Mr. Jacula has many.

Mr. Jacula uses two McCormick-Deering tractors for power, and a considerable amount of McCormick-Deering power machinery, some of the latter being equipped with pneumatic tires. His first tractor, a McCormick-Deering 15-30, was purchased in 1927. This tractor was sold in 1930, when he purchased a 22-36, a second 22-36 being obtained in 1938.

In the 32 years he has been in Canada, Mr. Jacula has raised a family of six boys and six girls. He is highly regarded in the community, not only for his success as a farmer, but also for the many contributions he has made to the development of Western Canada.
ON YOUR WAY TO AUSTIN…..

I had a visit with John Tysse yesterday, the president of Crosby, ND threshermans event on July 20, 21, 22 2018.

This year the feature will be anything manufactured and sold by IH. They are expecting a good turnout of IH as this winter some of their members have been buying tractors from our CHAPTER 38 member Warren Opp. We will try to take a load, as we are only about an hour and a half from Crosby. Join other Chapter 38 members at this show. This museum has the largest display of large gas tractors I’ve ever seen together. Looks like we could make this a two weekend event, show at Crosby, travel to Austin and show there.

Darald Marin, Past President

_______________________________________________________________

CLASSIFIEDS: Buy – Sell – Trade

Wanted: Wheel weights for an International 660.  
Contact: Darald Marin 306 869 2262

For Sale: NEW OLD STOCK HD 213 engine bearings. I have a set of .002 under mains and a set of .020 under rods. $300 for the mains and $150 for the rods. If you need other D2 parts I may be of help. I have several parts trucks.  
Contact: Warren Opp at email: opphoney@westriv.com

For Sale: Scout II passenger front fender. Used and in good condition. $250  
Also have an NOS Scout II driver side rear end cap. $100  
Contact Bernie Yakimyshyn, mobile 780-935-2915 or email: yakimys@shaw.ca
For Sale: 20 inch rims for 7.00 x 20 tires, to fit 1930 to 1940 International larger trucks. Commonly used on school buses into the 1980’s. They are split across the width of the rim, not the two halves type. The lock ring is not split on this type of rim. $500 for the entire set. Sample of the painted wheel from a D-30.

Contact Dave McCourt at 403-742-0722 or email: davemcc@telus.net

Wanted: Right side step side fender, exactly as in the photo.
Contact Bernie Yakimyshyn, mobile 780-935-2915 or email: yakimys@shaw.ca
For Sale:  1957 International Harvester Banner.
Contact: Larry Schapansky
306-250-9988 or
email: larry.schapansky@sasktel.net

For Sale:  1956 S100 Travelall.  Complete body on frame, missing front end.  $500
Contact: Ben Petrie 780-916-1143 or email: bjamin@telus.net
West-Tek
Metal Restoration & Polishing

Stainless Steel : Aluminum : Die Cast

Dave Stark
Vintage Automotive Trim Restoration Specialist
Direct: (403) 817-3370

Email: westaslo@telus.net

Calgary, Alberta

Old International Trucks.com

Parts Store  Kirkham Collection  History

How-Tos  Colour Charts  About Us  Contact

Do you have my part in stock?
We have a large inventory, and you can see if the part you want is in stock through our online parts store, which is updated daily.

Do you take credit card?
Yes! We take Visa and Master card as well as Paypal.

Will you ship to me?
Yes, we will. We ship internationally and calculate shipping manually so we can get you the best rate and the fastest shipping.