



# NEWSLETTER

*Chapter 38 IH Legends*

**Winter 2023**

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

**<https://www.facebook.com/groups/IHCChapter38/>**

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## IN THIS ISSUE:

- EXECUTIVE REPORTS, 2023 ANNUAL SHOW REPORT
- SPECIAL INTEREST ARTICLES, BUY/SELL CLASSIFIEDS

**WELCOME TO NEW MEMBERS!**

John Dundas, Busby AB  
Craig Smith, Lloydminster AB  
Ron Hazelwood, Red Deer AB



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

## PRESIDENT'S MESSAGE

This has been a very quiet winter so far. The weather here has been good except for a bit of cold in December.

I am looking forward to the coming spring! We will be busy putting up a new shop and will be able to get at some stalled projects.



We picked up this one a little while ago. It has a transplanted 392 that runs well but it has brake issues. We have found the wheel cylinder that we need so it should be a simple fix. Fingers crossed. Pretty well all of my projects are packed away in a snowbank right now.

I will be making a few trips around the province and beyond to swap and trade parts. It will be good to be able to travel without restrictions or concerns again.

We have our show at the Sukanen Ship Museum on July 7,8 & 9. Another great opportunity to check in with old friends

and make some new ones. I would like to challenge everyone who can, to come out and support the club.

I will be taking my 1956 S-100 pickup as usual and am trying to find a way to take my cub along. I don't get the opportunity to show it off very much.

I am still looking for some accessories for it. There are some local shows I am hoping to attend as well. I encourage everyone to get out to their local shows



this year - besides supporting these venues it also helps to make our Chapter 38 presence known.

We are in need of volunteers for the show and replacements for the club executives who are stepping down.

Gerry Magnan, President

# **VICE-PRESIDENT'S 2023 ANNUAL SHOW UPDATE - July 7, 8, 9 MOOSE JAW SK**

Submitted by Colleen Urick, Vice-President

Sera Grover and I are introducing ourselves as co-chairpersons for this years show in Moose Jaw, Sk. I have met and chatted a few times now with the President of Sukanen Ship Museum.

Gate Cost for the weekend will be \$10 per person per day.

If arriving **Friday** we will have a few things to set up like Tent, tables, chairs. Then we will have a get together with a few munchies and beverages, some door prizes and a great visit.

**Saturday** will be the start of our show.

- we have a lot planned for the kids to participate in during the day
- food booth will be available
- Museum will be open
- Parade
- and much more

Roast Beef supper will be served for \$25 per plate.

Guest Speaker is fellow member Barb Bender.

Our annual meeting will follow, with more prizes and visiting.

**Sunday** will continue much like Saturday and ending our show at 5pm.

Dry Camping is available for our members free of charge.

With other camping available at:

- Peanut Hill Campgrounds 306-630-7909
- Wakamow Valley 306-692-2717

## **Hotels available in Moose Jaw**

Book under IHC 38

Comfort Inn 306-692-2100

Block of 12 rooms, book by May 6/23

Super 8 306-692-888

Block of 10 rooms, book by June 20/23

We are still working on a couple of things so stay tuned to the Spring Newsletter.

## **MEMBERSHIP SECRETARY'S REPORT**

Submitted by Donna Hammond, Membership Secretary

Hello all. I hope everyone had a good Christmas and New Years.

I would like to remind everyone that their fees are due February 28. Please remember to send your application form with your payment. You can also e-transfer me at [dhammond64@shaw.ca](mailto:dhammond64@shaw.ca) but I also still need your signed application form.

***Also please remember that the fees have increased to \$50 for single and \$60 for a family.***

I hope to see everyone in Moose Jaw in July.

## TRAVELS WITH DARALD MARIN, Past President

The last Chapter 38'ers saw of me was the request for a chrome bumper for the B 100, well I got one redone, \$2300 plus freight of about \$400, a fair bit more than the B 100 was new.



I sold my 1928 6 speed special and it is now homed in Nova Scotia. I also sold my 63 Chev SS and it is homed in an Impala museum in Wisconsin. This business is 2

steps ahead and one step back so I will be picking up another IH in the spring. We will have it at the Ch 38 show.

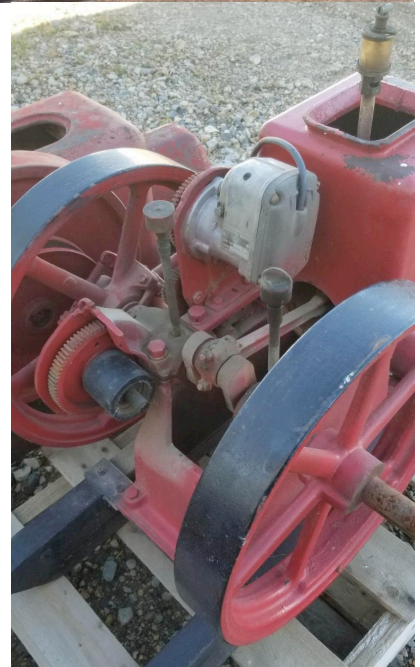
There will be at least one truck for sale at the show that we have doing nothing and taking up space, a 1 1/2 ton mid 60's, 20" wheels, 6 cylinder and 2 speed axle, light green with a red grain box and roll over tarp; nice truck, ready to haul.



I also looked at a low mileage 1800 late model tandem, excellent truck but moused badly.

I still find the odd auction and 2 of note since last fall yielded a bunch (5) stationary engines, 2 will run and 2 are parts. One other was sold as an IH XTA. I don't know what it is and neither does anyone else. It is branded IH. It is older than my Model M so that would put it at well over 100 years old, with IHC on it it has to be newer than 1902.

Another sale in the hinterland of Manitoba in early December got me another 135 books, from owner manuals, parts, service and blue ribbon assortment. There were about 450 books at the sale, I wanted them all but that is the way an auction goes.



We put up another IH building at Sukanen late last fall to house unrestored machinery. As time permits in the next 10 years some of those pieces may be restored. Besides "stuff" that I still have the museum also has some good restorable items that should be housed waiting for restoration, or at least make them operational.

I will be attending the winter convention in Roanoke, VA., about mid March, the RPRU in Grand Island, NB in June. Grand Island is close enough to home that i will take the truck and maybe the trailer as there is usually quite a few auction items at the RU and there is a machine or two that is unique to the central agricultural states that I am looking for to have in Moose Jaw.

I have been through Edmonton almost on a bimonthly basis since last fall to visit a friend in Stettler. He passed away in early January, so I do plan to make one more trip in late March or early April to visit his widow, who was my late brothers wife also. If I can gather a few days I do want to see George's dealership building in Stony Plain. I did hit that -40 weather in Edmonton, along with the airport turmoil just before Christmas. There are a few Ch 38 members here in Lake Havasu this winter. This is about the coldest winter I can remember here in the past 20 some years that I have been down here.

My eyes are playing out so I will sign off, hope to see ya all in July at Moose Jaw.



## **NOMINATING COMMITTEE UPDATE 2023**

Our Annual Meeting and election of officers will take place July 8, 2023 during our show in Moose Jaw, SK.

We have three directors whose terms are up next 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 IHC Collectors. Director terms last 3 years. As a Director, you are responsible for the development and maintenance of our Chapter. You will also attend and participate in our quarterly meetings.

Additionally, there will be an opening on the Board for a new Secretary Treasurer. If this is something that piques your interest and you would like to learn more about the position, please contact Marty Nervick at [mcnervick@sasktel.net](mailto:mcnervick@sasktel.net) for more information.

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

Thank you from the nominating committee – Marty Nervick and Claude Roeland

## THE IH DEPOT HACK STORY

Submitted by member Terry Grover

The multipurpose auto buggy/wagon was the IH entry into America's truck and car derby. First built in late 1906 and 07, they performed surprisingly well as depot hacks.



An all-new Model F premiered in 1915. The one-ton truck featured all steel frame, 28 grease nipples, a 3.3L inline 4-cylinder engine, overload springs, and could be optioned with pneumatic rear tires. The Model F sold 10,644 copies until 1921. Many spent their working lives as depot hacks, transporting passengers to and from railway stations. Other Model Fs were painted olive green and went overseas in WW One.

baggage went up top and was covered with the roll up canvas tarpaulin. Standing room included two grab straps and vertical bars on each seating row. It upped the F capacity to 16. The passenger area might be fairly elaborate, or not, depending on the operator.

As a way to handle passenger traffic at the train station, a depot hack filled the bill. Normal seating was 10 persons in the Model F with the area at the rear end gate used for luggage, unless the two jump seats in front of the end gate were needed. Then

International hacks on the prairies in Western Canada came from Chatham with walled and fitted doors and glass windows. A McClary briquette heater or two warmed the passenger area in cold weather. Preheated foot warmers were popular.



Some had a five-row vendor rack behind the driver's seat opposite the first passenger row. The left slot held a dozen small bottles of Coca Cola. The far-right slot usually held Canada Dry Ginger Ale in the small green bottles. The three middle slots had bags of Planters Peanuts, chocolate bars and Wrigley's chewing gum. All items cost a nickel.

If a passenger in the back wanted a pop, he passed a nickel up to the front seated passengers. One put the nickel in the slot at the bottom of the row, turned a handle, pulled out the bottle, opened it on the opener and handed it back to the back row. Sort of like they do at a ball game at Yankee Stadium.

Minimum requirement for a driver was a chauffeur's license. Many drivers wore pressed dark blue slacks, a white shirt and tie, and a dark blue plastic visored cap to which their license badge was attached.

Depot hacks saw years of service from railway stations to rural country stores and lakeside properties in our area. In 1915 the going rate per passenger was one cent a mile per passenger with one carry on bag. Children ten and under paid half fare.

In its hay day, the station at Penhold, Alberta had two hacks. The one on the east side of the main line made 8 stops on its route. The west route made 7 stops, with one connecting to the Medicine River Bus Line (about 1918 to 1930) In the busy years passenger trains ran every six hours south bound and every six hours north bound. Specials were added as needed.



Traffic on the Edmonton-Calgary line through Penhold ended when the day liner finished its last run September 6, 1985.

# 1975 INTERNATIONAL 150 PICKUP - RESTORATION PROJECT

Submitted by member Jay Fisher

## Lil' Red - from Arizona to Alberta

- 2 wheel drive
- 115" wheelbase, bonus-load box
- 392 V8, 727 automatic transmission, 3.54-1 Dana 44 rear axle
- Custom level interior option package; Deluxe level exterior option package
- Factory options: tilt steering, low bucket seats with console, sliding rear window, cruise control, rear step bumper, Hi-capacity heat/AC system, auxiliary transmission cooler, box light
- Aftermarket options: ProComp 15x8" wheels, Pioneer AM/FM/CD w/ 2 6x9" speakers, Vintage Ford mirrors

I always wanted a short bonus load IH pickup because they were rare in Canada and oddly cute. I don't remember us ever selling one, since farmers in our area wanted the biggest box possible.

In 2009 I found a '75 150 online located in Bullhead City, Arizona. It was faded but straight, and according to the owner, ran. I bought a two-way ticket from Edmonton to Las Vegas hoping not to need the return flight, loaded a cooler with tools and a good carb, and headed down to see whether this was going to be 'the one'.

The truck was as advertised, but had square tires from sitting in the heat. The seats were shot, plastic and rubber bits were hard as a rock, and it had about a hundred small holes in the body for lights, tie downs, tonneau cover, etc., but it had no rust. The doors and tailgate worked fine and box didn't have a single dent.

We put the carb on it, topped up the fluids and the 345 lit right up. The headers were leaking and the tranny slipped badly, so rather than try to drive it 1,600 miles home, I had it trucked to the Canadian border. From there we towed it to my hometown of Marsden, Saskatchewan, where my family had an International dealership from the early 1920s to the late 70s.



After a couple of years of collecting parts, the project began in 2011. Being an Arizona truck, everything unbolting easily, although there was some rock-hard mud in the frame. All the sheet metal, other than the front valance, was straight. I had found a nicer grill, a perfect tailgate and pair of factory exhaust manifolds some years before and had saved them, along with as many new parts as I could find/afford. The best radiator, fuel tanks, AC compressor and glass we had around were used after cleaning and painting.

We had a strong 392 from a 75 200, so brother Dana tested it, put in new bearings, shimmed the oil pump and replaced every seal, o-ring, pump, gasket and frost plug he could without doing a complete teardown.

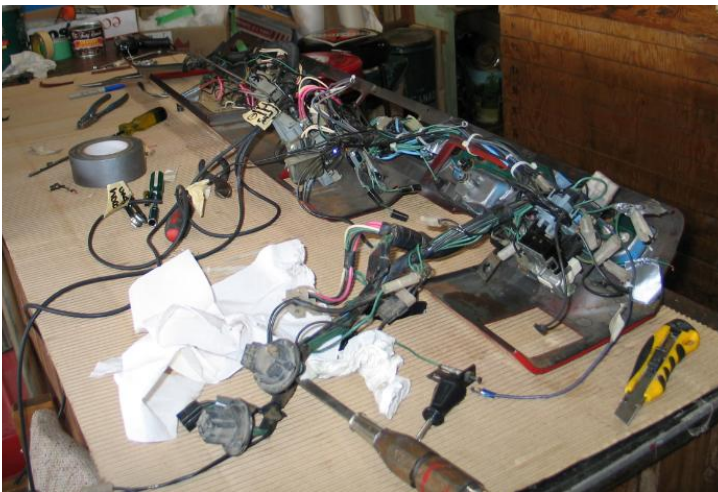


He is an expert with these engines and chose a Quadrajets carb and a 1980 Scout distributor with internal module. We've had good luck with that combination. He also rebuilt the automatic. We decided to leave the 3.54 rear gear alone since it looked good inside and felt fine. (Later on I wished we had changed it to a 3.31 or 3.07 to slow the motor down. Might still do that.)

Over many weekends and a few dedicated summer weeks, we took the truck down to the frame, cleaned and repainted everything, rebuilt the front end, brakes and drive shaft and generally got the truck ready to go back together. We had acquired some good exhaust pipes from the late Ken Wood that had been built

for his 150 4x4 that could be used until proper duals could be installed. The drivetrain went into the frame sitting on new motor mounts from IH Only. The cab and box went onto the best used mounts that we had. (They don't deteriorate as much in Western Canada.) The original rear step bumper was good so it went out for powder coating and a NOS chrome front bumper (found at a dealer closeout sale) waited for installation at the end.

We had completely gutted the cab, so I sealed up every visible seam with body sealer. We sprayed and poured anti-rust paint down the cowl vents, the kick panel vents, all around the roof seams and down the windshield pillars, down into the rockers, inside the doors, the back of the cab and cab corners – literally everywhere that I could get it to go. Nephew Levi flipped the box over, pressure washed and painted it everywhere possible with anti-rust paint, making sure to get it into the rust-prone areas.



We put the dash back together using a mixture of wiring harnesses and switches from several trucks, since the previous owner had made many modifications. We fired it up and made sure everything worked, including the A/C and cruise. An electrical shop rebuilt the fan motor since they're not available. Super Scout Specialists Inc had new vent hoses for inside

the dash.

A small local shop outside Neilburg SK took on the winter project of fixing and painting the body. Owner Ryan Scoular pulled the doors, hood, fenders, box and tailgate so he could work on them all separately. He had a young apprentice fill all the little holes, which was a big job. After a lot of prep, Ryan sprayed the truck inside and out with two-stage red paint and then





sent the box out to have it sprayed with colour matching polyurethane box liner. He then put it all back together and we took it home. Sitting on a milk crate in the empty cab, I drove it onto a trailer for the 20-mile ride back to our shop for the next phase.

Over time the truck went back together slowly using new carpeting from ACC, upholstery (done by relative Carole Proctor), firewall pad, weather stripping and window seals from Southland International, etc. Over the years we've learned where to put insulation in the doors, dash, floor, roof and rear wall to seal these trucks up and quiet them down. I had a good original headliner, red arm rests and sun

visors pulled from other trucks we had parted out, and painted an uncracked sage dash pad to match.

Having lots of spare parts around comes in handy when putting something like this together. Some new bits were available, such as headlight, ignition, dimmer, signal light and doorjamb switches. In other cases, you have to settle for the best used parts you can find. The gauges from this Arizona truck were faded badly for example, so we used the best on hand from 30+ years of collecting.

Luckily, Scout Connection had many new pieces of exterior chrome, including a perfect new tailgate insert. Sections that were unavailable were power polished to match. The chrome-looking windshield lock strip from GM trucks fits the IH windshield mouldings, so we used that to bring it back to the original look. It took a while to find new seals for the sliding window, but eventually I found some that worked. Aftermarket wheels and new tires finished the job.

A good custom exhaust shop in Edmonton installed full duals with a crossover and a test plug for Dana's sensors when tuning the motor. We have found that the big mufflers used on Chrysler minivans work well in the space available under these trucks.



Unfortunately, there is no room to put the spare tire underneath behind the axle, nor is there space ahead of or behind the wheel wells. The factory spare mount screwed to the front wall of the box, but it was missing. I'm still looking for one of those. In the meantime a big tie strap is holding the tire to the bulkhead.

I originally used a reproduction metal fan shroud from Super Scout, but later came across an excellent original fibreglass one when driving through Wyoming, so the metal one came out. Since completing the truck I've changed out the rad for a newly recored one, mounted an aftermarket fan and a viscous clutch from a 427 Impala to make sure we have maximum cooling.

After much fiddling, carb tuning and swapping of pieces, the truck starts, runs and drives great. It's hard on fuel when driven above 65 mph and it's a bit choppy to drive empty, given its HD springs and 115" wheelbase. But it has lots of power, handles like a go-kart and is the quietest one we've ever



done. The cab is so airtight now you need to open a vent or window to close the doors easily.

The truck has been as far away as Wenatchee, Washington so far, hauling stuff like a pop-up canopy, lawn chairs and the necessities of life.

It has been to several Canadian IH truck shows and public car shows, but its most important job so far has been as the 'pie truck' for a big family get together a few years back.

Our electric golf cart fits the box nicely once the tailgate is down. Its most recent travels were to the 2022 air show/car show in Cold Lake and the Chapter 38 event in Irricana. Both fun trips.

It's a great feeling to finish a project like this and finally get a chance to go somewhere in it.

I think restorations should be driven and enjoyed. Yes, they get rock chips and wear. But restored vehicles that only get driven on and off the trailer aren't for me.



People who read this newsletter know that it's a lot more work to do an International than a Ford or a Chevy. You don't just order up all the parts you could ever want from a catalogue!

At a car show in Nelson, British Columbia, Lil' Red won the Best Orphan award, since the show organizers rarely see

Internationals and they didn't want to include it with all the regular trucks.

That was quite considerate of them and made the award all the more special to me.



## KIRKHAM COLLECTIONS - ANOTHER GEM IN THE FLEET!

Submitted by member George Kirkham.



The latest addition to the Kirkham Collection is a 1968 VF-190 tandem tow truck with a Holmes 850 wrecker body. The Holmes 850 was the biggest wrecker that Holmes built in 1968. It has two 40,000 lbs winches with 300 feet of  $\frac{3}{4}$  inch cable and was rated at forty tons with both winches.

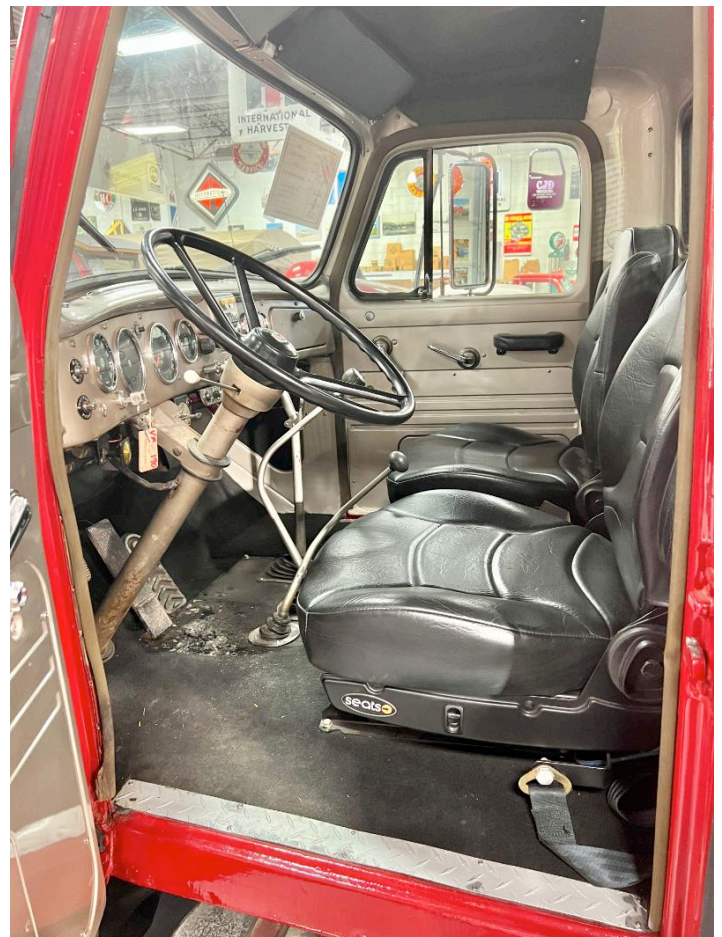
The truck was part of a multi-truck order from the Illinois State Highways Department and was orange, top to bottom, inside and out. It ended up in Chicago at Ernle's Towing and was refurbished and painted.

In 2016 was sold to United Towing in Alberta and then in the fall of 2022 to the Kirkham Collection in Lethbridge.

The odometer shows just over 11000 miles, but I am unsure of the accuracy of mileage.

It is powered by a 549 V8, a 5-speed main, and a 3-speed aux transmission into 34000 lbs rear differentials.

Factory back window screen, power steering, full air brakes, 193-inch wheelbase, rad shutters, Hendrickson rear spring suspension, and 1000 X 20 tube type tires.



I have the line-set ticket for the truck.

LINE SETTING TICKET				New B 6650	
DATE BUILT	DATE SHIPPED	QUANTITY	ORDER NO.	LINE SETTING NUMBER	ORDER NO.
WW TSPC	YES	SPRINGFIELD ILL	7508 11/01 F	1P 155	315722
ERNEST HOLMES COMPANY 2505 EAST 43RD CHATTANOOGA TENN			2	ENGINE NUMBER 91075	CHASSIS NUMBER G 289057
				241922	
VF190 193MB 43000GVWH 24192260000				241922	
1204	FRAME BUMPER		0100001566EFSV	0869055R91	
1100	FRAME REINFORCEMENTS		0149000496H	0869049R91	
13072	HOOKS TOW FRONT TWO		015700201		
1201	FR 100 FRT AXLE		021000027CL	0132730R93	
13025	REAR SPRING		031100120		
1020	PARK BRK FOR AUX TRANS		040000046G1Q	0063252HA	
1020	CONT AIR BRK INC		0405102006ACEHP		
1020	16X2 164 AIR BRKS		041580001		
13020	AIR BRK GRP RR		042580010A	0898516R91	
	16 1/2X6 TIMKEN BRKS			0868151R91	
1020	12 CU FT IH AIR COMP		045580003D		
1020	FR WHL LIM VLVE		049730007		
13292	STEERING GEAR	B 6650	052250084BFH		
1030	DRIVELINE LABOR		061000213		
1020	PROP SHAFT	1	1708300350		
1020	PROP SHAFT	3	1808001252		
1020	PROP SHAFT	4	1607109204		
1160	EXHAUST SYSTEM		0700001126		
	ELECTRICAL SYSTEM		0800008086AKLHX		
1100	262A ALTERNATOR		080540096F		
1160	BTRY DUAL 16V 150AMP HR		085000225CH		
1100	DUAL AIR HORNS 1/2 CRUMS		085440100		
Back up	TRC RR DIR BRKTR LAMP		08604001700	587-0016.6 AE	
	TRAFFIC HAZARD SWITCH		0865700100		
2225	7 FRT CAB LGT		0866200002	08673 0002	
1200	SHEET METAL GRIND RD		090000121AN	17 1/2 inch	
1000	SPEEDO TOOL SENT SC		100000086AJL		
1000	RIM WRENCH/HANDLE		105060001C		
2216	CLUTCH CONTROL 14IN SGE		111420061		
1000	RADIATOR ASM		121500005AP	0281662C91	
2218	V549 GAS ENG			0682748R93	
1000	ANTI FREEZE 20DEG BEL		127610005HT		
1000	SHUTTER RAD AIR OPER		128010205		
1020	773 TRANS		130730020AV	0874450R92	
1020	AT330 A B AUX TRANS		13530002360GXZ	0093396R91	
13025	RA 351 HOUSING ASM		143510120RNS	0333748C11	
	RA 351 HOUSING ASM			0333749C11	
	GR 6.57 DIFF CARR			MFG	
	GR 6.57 DIFF CARR			MFG	
	7C-8C-8C/8C-8C-8C FLANGE				
	MEND SUSP 50IN STL BEAM		145210021A		
	AIR OPER PD LOCK		1489000116AC		
1878	FUEL TANK LT	SN	156850014AE		
1300	TRANS COVER MGAUX		160000064E		
1300	CAB ASM		160300003AFHJPV	A 0142673R91	
2214	DUAL RE-TRAC MIRROR	SE	1630000076	A	
1000	BOSTON VIKING DR SEAT		165980001E		
1000	MADEES FRESH AIR HEATER		166410218		

*fit nylon ties*



## **BUY & SELL CLASSIFIEDS**

**Wanted: An original factory power steering pump and mounting brackets for 264 IH engines.** Anything from 1957 through 1968, pickup through medium duty truck, should work. Contact: Bernie Yakimyshyn 780-935-2915

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**Wanted: Rear passenger doors & back half of a 1962 - 68 International Travelall or Panel Van.** Looking for straight and clean sheet metal. Contact: Bernie Yakimyshyn 780-935-2915

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**NEXT NEWSLETTER DEADLINE IS APRIL 30, 2023.**

**We would welcome and encourage members to submit articles on their International Harvester experiences, collections, restorations, shows attended, items wanted or for sale.**

**Email your items to the newsletter editor:**

**Bernie Yakimyshyn, email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)**

# **WEST-TEK**

## **Metal Restoration & Polishing**

*Stainless Steel : Aluminum : Die Cast*

**Dave Stark**

*Vintage Automotive Trim Restoration Specialist*  
**Direct: (403) 617-3370**

**Email: [westresto@telus.net](mailto:westresto@telus.net)**

**Calgary, Alberta**

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### **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.