



NEWSLETTER

Chapter 38 IH Legends

FALL 2024

Website: www.ihc38.com

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MEMBERS!

Time To Re-New Your Memberships!

Find the form here:

<https://ihc38.com/media/MembershipApplicationForm2023.pdf>



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PRESIDENT'S MESSAGE

Greetings IH Members! Hope everyone is well and enjoying the fall weather. Since the last newsletter Larry and I have taken in a few Show & Shines and took a couple of road trips. One road trip took us to the Finnegan Ferry in southern Alberta. We have enjoyed touring all 12 of Saskatchewan's River Ferry Crossings. This has been part of our bucket list. The weather has been good for all of them. We have put our antiques away for the winter and are looking forward to getting them out in the spring.

Sure was nice to see the weather cooperate for the most part for the farmers to get their crops off and is still quite nice here in Saskatchewan.

2025 Show Update

Not much to report yet about the show in Neilburg, SK next year. We are still working out the details and hope to have more in the next newsletter. We are still looking for a show chairperson for next year's show. You will not be alone doing it; the board will be helping you out. We need someone to oversee it and to be the main contact. If you live near Neilburg, SK, please reach out to me to discuss this.

Also, we need articles for the newsletters from all members including executives, directors and advisors. If we don't get any it is pretty hard to put a newsletter together, so let's all put pen to paper and send some in. Please. Thank you to the ones that did for this newsletter.

I would like to wish everyone Happy Holidays from our home to yours and everyone stay safe.

Colleen Urick, President



MEMBERSHIP SECRETARY'S REPORT

Hello Everyone,

Well it looks like summer is over and fall is upon us. I hope everyone had a great summer.

Renewals are coming up soon in February. Please remember to send your application forms as I need a signed form to make sure that all your information is correct and up to date. Also please remember to check off if you want your information printed in a roster for club members only.

I will be doing another roster sometime in May 2025 so please make sure your dues are paid up before then. If you don't check that you want your information available to other members then you won't be on the roster nor will you receive one. I will only send this information to other members. I will never give it out to anyone outside of the club.

I hope everyone has a safe and happy Christmas and New Year.

Donna Hammond
Membership Secretary/Treasurer

VICE PRESIDENT - My View From The Tractor Cab

Submitted by VP Ann Ward

Well harvest is finally finished for this 2024 season!

This year was a lot of firsts for me; first time running a combine (CaseH 9240, then 8230), combining side by side with my dad, as well as combining side by side with my son Jordan.



I was able to take my trusty side kick, Mara, a 1½ year old female border collie, in the combine everyday with me. She absolutely loved the combine and did amazingly well in the cab all day long.



We took on more land this year which turned out good. Our crops were looking to be a huge bumper crop, but the rains decided to stop the middle of July and didn't start again until closer to the end of



August which hurt our yield, but we still had a great crop.

We finished just in time to take our 450, 560 and WD40 to the tractor pulls in Perdue the morning after we finished. Now for the fall clean-up of the yard, garden and machinery.



Jordan's high school football team, the Delisle Rebels, went 6-0 for the season and clinched a playoff spot!



A Cautionary Tale...

Submitted by member Chris Eakin

... for others about buying stuff in advance of need - and how I dealt with my mistakes.

Ignoring all evidence to the contrary, when I was shopping for materials to use in the rebuilding of my 57 International half ton, I became convinced that I would need some International red paint and bought not one, but two cans of red spray paint.

Facing reality, ie there wasn't a single part of my truck that needed red paint, I used it anyway - on the oil pan. I had taken it off to clean the inside of it out and decided as long as i had it off, clean the outside of it as well.



The outside needed cleaning a lot more than the inside anyway, with a half-inch of encrusted dirt and oil. It had originally been painted black but I decided it would look much better in IH red; cleaned the outside and painted it red.

Then I had to have the driveshaft shortened because I changed the transmission and decided to paint it red as well.



This still left me with a lot of red paint, but there was a solution staring me in the face - I had a home-built kayak sitting in the backyard beside our fiberglass red canoe.

It was obvious, I had to paint the kayak red to match our canoe!

INTERNATIONAL SHOW IN STETTLER!

Submitted by member Bernie Yakimyshyn

Loaded Big Red early the morning of August 17, 2024. We had been invited by previous Chapter 38 member Dave McCourt to their local antique show, featuring International Harvester.



Stettler Heritage Expo
August 17 & 18, 2024
Featuring International Harvester at Stettler Town & County Museum
Sponsored by:
Stettler P&H Elevator The Antique Tractor Club
Preservation Society
Pancake Breakfast 8:00 am - 10:00 am
Activities 10:00am - 5:00pm Daily



I was surprised to see the number of International displays, including a truck and many tractors owned by previous Chapter member Wes Gutsche from Hanna. Our host Dave is not only an IH collector, he is also a skilled carpenter and wood smith. He built an entire Model A out of wood on top of an original antique Ford chassis. Remarkable skills!



And yes, of course...I bought multiple tickets attempting to win this restored W6....didn't happen!



1967 IH 1206 Restoration

Submitted by members Jason and Jordan Ward

We purchased this tractor in the spring of 2009 from Ritchie Bros. auction, when online auctions were becoming a thing. We bought it sight unseen from Grande Prairie, Alberta. Like anything with online auctions, pictures were better than it was.

It had a front-end loader on it, and all the shift linkage were shot, and the front end was all shot. It had a steel pipe cut through the floor of the cab to shift it into reverse. It was patched up a little bit as we went around the farm over the years. In the winter of 2018, it went into the shop for a complete overhaul.



When it was in the shop, the cab was taken off and the front end was taken off.

Complete top cover shift linkage was completely rebuilt, even the parking pawl was replaced. Brakes and MCV pump were all rebuilt. It got a new high-capacity TA put in as well. All the body parts were taken into the body shop, cleaned off and sanded down.

The paint was matched in a paint shop to 2150 International red but was made up as a high-quality automotive paint so it should last a long time. The windows were taken out and replaced with new seals.





By July 2019, it was ready for the Chapter 38 show in Perdue.

We should also note that the tractor has the original solar turbo on it. All IH 1206 tractors came with this solar turbo from factory, but most were changed out to the 56 series that had a Schwitzer turbo which is an AirResearch turbo.

The solar turbo on this tractor appears to have a tag from a diesel shop in Edmonton, Alberta of being rebuilt back to factory running. There is more whistle noise with the solar turbo but not much horsepower difference between the two, I find.

It is hard now to find anyone to rebuild these solar turbos as parts are not easy to find, if you can even find them.

There were only about 12,000 1206's made, and they were so powerful that the early ones would damage the tires. The early ones came out with 18-4-34 tires and they would not handle the 100+ horsepower of the 1206, so they developed the 18-4-38 tires to handle the power.

REBUILDING GRANDPA'S 1954 R110

Submitted by members Craig and Mona Smith

To fully restore a vehicle takes a mountain of patience and the critical ability of being able to see the end product in your mind's eye, all while the vehicle is torn apart in various piles and boxes of pieces and wires. These are the qualities that helped take my Grandpa's 1954 R-110 from a parked piece of metal to the gleaming, Valencia orange truck it is today.

My mom discovered the vehicle while visiting her long-time high school friend and she commented on the neat looking truck parked in her friend's brother's yard. "You should know that truck – it was your Dad's", came the reply. And that's where it began. Upon hearing this, Craig reached out, and offered to purchase the truck. The truck was sold with the only condition being to please restore it. Plans came together to transport the truck from west of Regina to Lloydminster via a transport truck.



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On the last day of school in June 2014, it appeared on our driveway. Dented, banged up, faded and bearing a couple of bullet holes from someone's target practice, it sat on our driveway; a part of my Grandpa that I know he treasured.

The next step was to find a "parts truck" because if you need a part, what better place to start than stripping them from a similar vehicle. The stars were aligned, because, of all things to appear on Kijiji was someone in our local community selling the very same model of truck.

And so it began in our 2 car garage. For the first time in our family, we started the meticulous taking apart and cataloguing each bolt, nut and wire. The fenders were removed and sent for refurbishing and painting; the engine was taken out and shipped to Calgary where it could be rebuilt. And all the while research was undertaken to ensure the truck was put back together in its original condition.



A bit of history about the truck, purchased by my Grandpa in 1954, it was very likely the only brand new vehicle my Grandpa ever had and I can imagine how proud he must have been.

My mom learned to drive the 3-on-the-tree standard shift. The truck would have been the "everything" vehicle for my Grandma and Grandpa. It would have been the going to town truck, the going to school truck, going to a dance – take the truck.

When it showed up on our driveway, the tailgate had been modified with a grain slide drawer so you could shovel grain right out of the box if you needed to. It must have done everything.

Over the course of six years, the truck's engine finally turned over on January 24, 2020 - an exciting day for our entire family to hear that motor run and know that it was going to be roadworthy once more. Being the middle of winter though, there was still some work to be done and so the first drive didn't happen until April 27, 2020 – a slow and steady drive, learning how to gently move the gears on the tree.

The truck has been restored to its original condition – nothing has been added as an extra. There isn't even a radio which in and of itself reminds me of my Grandpa. He loved taking me to my music lessons after school and I don't ever remember a trip where we listened to the radio. My Grandpa would sing old cowboy songs like Strawberry Roan or All Around The Water Tank, or recite the poetry of Robert Frost from memory.



The truck doesn't make that many trips in a year, but we usually take my Mom and her friend for a little ride when we can.

This past year, we trailered the truck to the 2024 Vermilion Agricultural Fair and Parade.

We are so very proud to have won first place in the vintage vehicle category. A number of people stopped by to look at the truck. Little did we know that a couple of the people were the judges. We have a photo of my Grandpa leaning on the fender of the truck, and it accompanied us through the parade and I know he would have been so proud.



A special thanks goes out to Bernie Yakimyshyn for taking our calls and providing insights and knowledge about the truck and sourcing the correct parts, many sourced through the knowledgeable staff at Southland International in Lethbridge.

Our truck has provided our family many experiences since 1954, many learning experiences along the way to getting her back on the road, with plans to keep the truck providing new experiences for the next generations of our family.

RAREST OF THE RARE

Submitted by member Merle Eldstrom

A history of my 1957 A-110 Travelette.

Howard Pletcher (Navistar International Transportation Comp. 3033 Wayne In. USA) supplied me with the line set information.

This truck was sold to IHC Canada in prime coat. It was sold to Sask Power. A farmer from Avonlea, SK then bought the truck from Sask Power. It was used as a holiday vehicle, until it was sold to a family from Moose Jaw, SK and was used as a moose hunting vehicle.



After that the truck went from backyard to backyard until a towing compound purchased it.

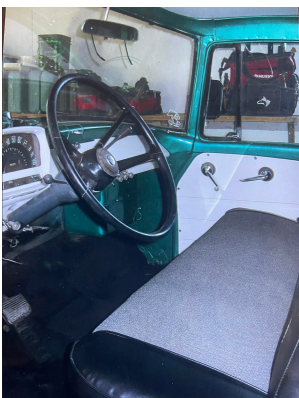
I bought the truck in the early 1980's. There was evidence of orange paint on the back bumper, inside doors, etc, from its time as a Sask Power truck.

Things that I have done to the truck include:

- Paint job, inside and out, in green and white paint, seats, brake shoes, water pump, u-joints, tires, weather strips, master brake cylinder and more.

The truck has been to many truck and farm progress shows.

The truck was manufactured in Springfield, Ohio, USA and might be the only A-110 in Canada as it was the only one that was shipped to Canada.



AN OLD TIME HARVEST!

Submitted by member John Rennie

This fall, John Rennie's farm, north of Hayter, AB was the site of an afternoon of making bundles of bearded soft white wheat with a McCormick power binder.



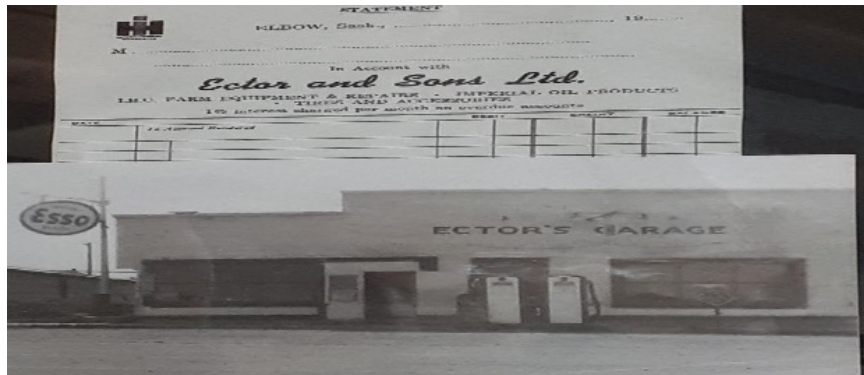
An interested audience of 40 plus friends and neighbours were entertained by young fellows eager to pitch bundles onto a hayrack pulled by a team of black Percherons, then forked off onto a late model Case threshing machine powered by a 1953 Farmall Super M. Enough bundles were made for next year's threshing at the Provost Museum Heritage days in June. Coffee and cookies were served. Locals would like to see it happen again next year!



DEALERSHIPS OF THE PAST

Submitted by VP Ann Ward on behalf of Evelyn and Troy Bramble/Ron Ector Families

My grandfather, Archibald Ector, moved to the Elbow, Saskatchewan area, from Ontario, in 1908 to take up a homestead and the rest of the family came around 1911 (some of the older kids could have come at an earlier date, we are not totally sure). My dad, Raymond Ector, was the 7th of 9 children.



My uncle Archie had a garage in the village of Elbow, Saskatchewan, where they had IH farm equipment, IH truck dealership as well as Minneapolis Moline and Chrysler/Dodge/Fargo dealership. My dad joined my uncle Archie in the business in the fall of 1943, becoming Ector Bros. They sold Esso gas, where I remember 2 old pumps, not sure what happened to these pumps.

In early 1951, after my uncle Archie passed away, my dad, Raymond, had to choose between IH and Minneapolis Moline.... he obviously chose IH! The business then became R.R. Ector in 1957 and then later became Ector & Sons until 1974. My dad was a good mechanic and did really good work to fix anything mechanical as well as work with a forge. All our family was involved in the garage in some way or other, from selling parts, having good mechanics doing shop services, filling the Coke machine as well as hauling coal for one of the 2 heating stoves, either in Dad's office or in the front part of the shop. My dad was a wonderful family man, an amazing dad and he was very loyal to our community and church.

My mom, Ilean Ector, was involved in helping with the bookkeeping and making parts runs either to Regina in the early years and then later to both Regina and Saskatoon. I can remember mom receiving a letter from a friend/long-time customer, thanking her for making parts trips over the years as they needed.

Dad hired local guys, some from Alberta and Ontario. My late husband, Bert Bramble, was one of the ones hired by my dad when he came from Ontario for employment in 1958.



2T-75 scraper and TD-24 crawler working south of Elbow on the canal.

My dad, Raymond Ector, also formed and had a partnership in Skaar & Ector Construction, with Les Skaar, based out of Birch Hills, Saskatchewan, where they ran IH crawlers and scrapers. Back in those days, a contractor who partnered with a dealership, could purchase equipment and parts at cost price.

Peter Urick, Larry Urick's father, was employed by Skaar & Ector Construction for years starting in 1955. Peter helped build the airport runway in Prince Albert, Saskatchewan. My dad had 2 IH 2T-75 scrapers and a TD-24 crawler for pushing, that they used for the Skaar & Ector business, working on the South Elbow canal, the Prince Albert airport,



Peter and Ann Urick

We still have an IH wall display for manuals, oil cans, R.R. Ector (Minneapolis Moline) outdoor thermometer, IH clock, IH Ector's garage ruler, and IH signage, tractors and trucks.



CasellH & IH equipment that was used by the family included the 1958 A150 grain truck, a 1966 IHC 1500 1 1/4 ton grain truck, a 1952 IHC L-110 truck seized, a 1959 McCormick-International Harvester B170 grain truck seized and the #9 IHC mower.



Today we still use the 2001 IHC 8100, the 1958 IH A110 1/2 ton, the 1962 706 and the 1965 TD-20 Series B dozer. In our collection we also have a 1948 Farmall H, a 1984 Case 4494, and a 1957 450 McCormick that starts on gas but not on diesel. Our family used these combines, 2 IH 403 early models and 2 IH 141, on our farm back in the day, most likely the mid 1960's. Open air combines, as we called them. How times have changed. Some of Raymond's family still farm with modern, up-to-date Case IH equipment.



2 141 IH combines and 2 early 403 IH combines



Troy Bramble's 1958 IHC A110



1957 McCormick 450



1948 Farmall H



2001 IHC 8100



1965 TD-20 Series B Dozer



#9 IHC mower



1952 IHC L-110 seized



1959 IHC B-170 seized



1966 IHC 1500 & 1958 IHC A150



1962 IHC 706

Our 1962 IHC 706 originally had the D282 engine, but Bert/Troy Bramble changed it over to the German-built direct-injected D310 engine.

You can tell by the oil filter laying on its side, not upright. This D310 engine replaced the D282, having more horsepower and was more fuel efficient. The D310 was rated at 76PTO horsepower at 2300 rpm.

BUY & SELL CLASSIFIEDS

Wanted: Looking for the small gear, shaft and stone for this sickle sharpener or a complete unit if some one has one. Please email: g.patzwald@sasktel.net



Wanted: Looking for a transport setup for an IH power binder for our museum.
Contact John Rennie: (780) 753-1713



For Sale: 1958 IHC TD(crawler tractor- 350 cu in 4 cylinder diesel, hydraulic dozer, PTO winch, less than 1500 hrs since new; stored under cover. Needs front PTO repair. Asking \$7500 obo, good home more important than full price.
Contact Colin at email: doddcolin@xplornet.ca or telephone 403 949 5698.



Wanted: For 1972 International 444 tractor - front sheet metal parts: radiator shroud, grille, hood, ivory side panels, and the left and right dash side panels.

Should be the same these IH tractors: 354, 364, 374, 454, 474, 475, 574, 674, 2300 industrial (same as 354) and 2350 industrial.

Contact Bernie Yakimyshyn at 780-935-2915

ARE YOU LOOKING EXPAND YOUR CREATIVITY?

Chapter 38 executive is looking for an interested person to join our team as the newsletter editor.

Our club has been in existence since 2006, and our newsletter was created to inform, educate, and entertain our membership. This would include club news, upcoming events within the club, member profiles, historical articles, technical articles, and sharing of member projects.

Our newsletter comes out four times per year, and is posted on our website as well as mail out.

If you are a creative person with skills in researching, writing, editing, and enjoy the antique industry, this might be the right opportunity for you!

Commencement date: January 1, 2025

For more information, contact Colleen Urick, Chapter 38 President.



NEXT NEWSLETTER DEADLINE IS JANUARY 31, 2025.

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



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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.