

NEWSLETTER

Chapter 38 IH Legends

WINTER 2025 ***Website: www.ihc38.com***

https://www.facebook.com/groups/IHCChapter38/

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- **EXECUTIVE REPORTS, SUMMER 2025 SHOW UPDATE**
- **Member Stories, Dealerships of the Past, Some Do's and Don'ts!**
- **SV Engine Modifications, Buy & Sell Classifieds**

MEMBERS!

Time To Re-New Your Memberships!

Find the form here:

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

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PRESIDENT'S MESSAGE

Hello Fellow Members. Hope everyone had a great Christmas & New Year. Is everyone ready for this winter to be over? With the temperature going from one extreme to the other in only a few days is unbelievable.

Larry has been working in the shop but not on anything IH yet anyways. I've got a few things on the go for the show.

Larry & I enjoyed meeting up with Randy, Donna, Jason, Ann & Jordan for the Saskatoon Toy Show on Friday January 17th at the WDM.

We did not find any treasures but the rest did! We hope to meet up at the Lloydminster Toy Show in March.

Neilburg Show Update August 16/17, 2025

MOTELS - When booking:

Please state dates you want.
Book under Western Canada IHCC38.
Will only hold till July 14,2025.

Unity Armada Inn Motel 306-228-2603	72 kms from show
Cut Knife Country Roads Motor Inn 306-398-4944	45 kms from show
Lloydminster BCM Inns 306-825-4400	66 kms from show
Neilburg Hunting Lodge 248-521-1637	

More information will be in next newsletter.

Colleen Urick , President

NEW MEMBERSHIP SECRETARY'S REPORT

I hope everyone had a great Christmas and New Years.

I am taking over the position of Membership Secretary from Donna Hammond. Donna has done an extraordinary job, and I hope I can live up to everything that she has done for our club.

I will be doing another roster in May/June 2025 so please make sure you have renewed your memberships and your dues are paid. If you wish to receive this roster of members, make sure you check the box that you wish to be published. I will only send your information to other members; I will never give it out to other clubs. If you can't remember if you have checked if you want to be published or want to change to wanting to be published, you can call me at 306-229-2068 or email me at annward2378@gmail.com.

I would like to remind everyone that fees are due by February 28 every year. If you do not renew by this date, you may not receive the Harvester Highlights magazine. You can e-transfer your payment to ihcchapter38@gmail.com, BUT please remember to fill out your membership form and send them in so I have all your correct information. Please print clearly. Fees are single membership $50 and family membership $60 (make sure to list your family members on the form.)

Ann Ward, VP & Membership Secretary

PASSING THE TORCH!

Hello Members,

I hope everyone had a good Christmas and New Year.

I have decided to step away from the membership secretary roll. I am very happy that Ann Ward has offered to take it over. Thank you Ann. Ann and I will work together and make sure that nobody gets forgotten in the switch over.

If you have any questions or concerns you can contact Ann or myself with all your questions.

I will retain the role of Treasurer.

Thank you to everyone for their patience in the process.

Donna Hammond, Treasurer

NOMINATING COMMITTEE UPDATE 2025

Our Annual Meeting and election of officers will take place next summer at our show in Neilburg, SK.

We have five directors whose terms are up this year.

They include:

Gary Algot

Colleen Urick

Steve Goacher

Donna Hammond

John Richardson

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.

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

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

Thanks from the nominating committee.

Marty Nervick, Secretary and Claude Roeland, Director

MY VIEW FROM THE TRACTOR CAB

Submitted by VP Ann Ward

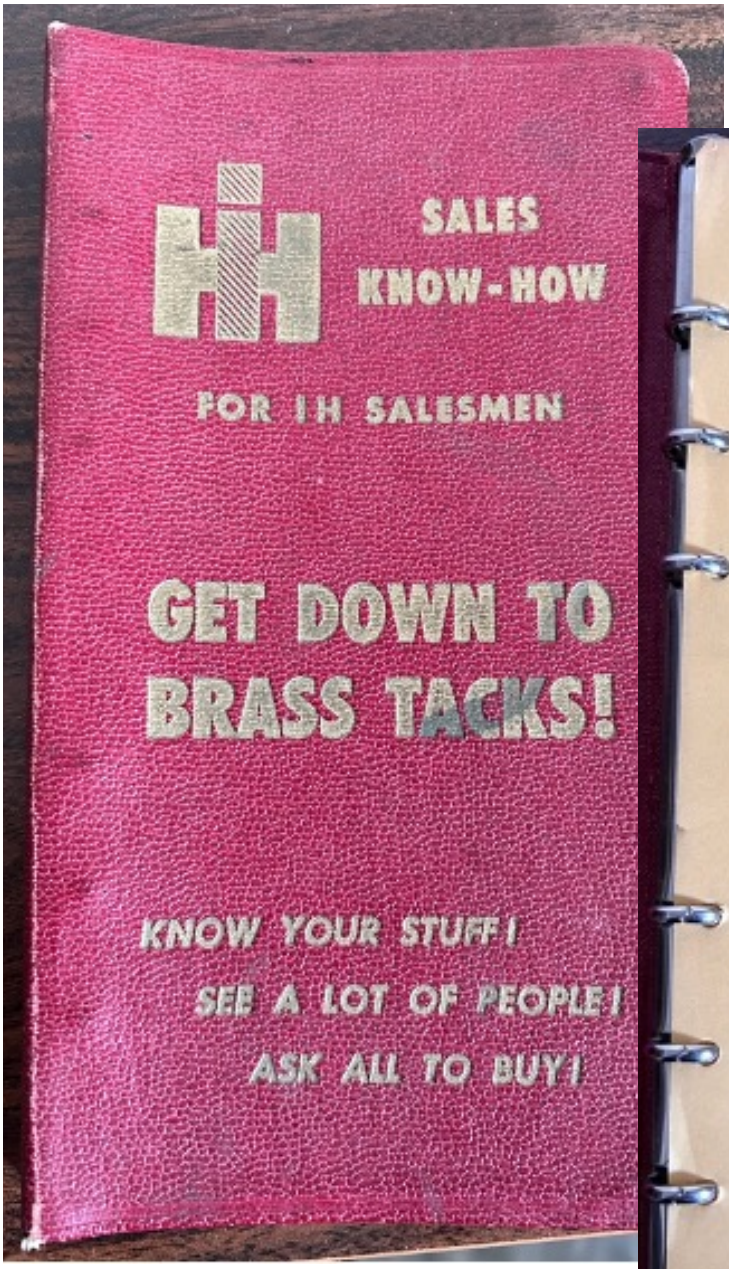
I hope everyone had a great Christmas and New Years.

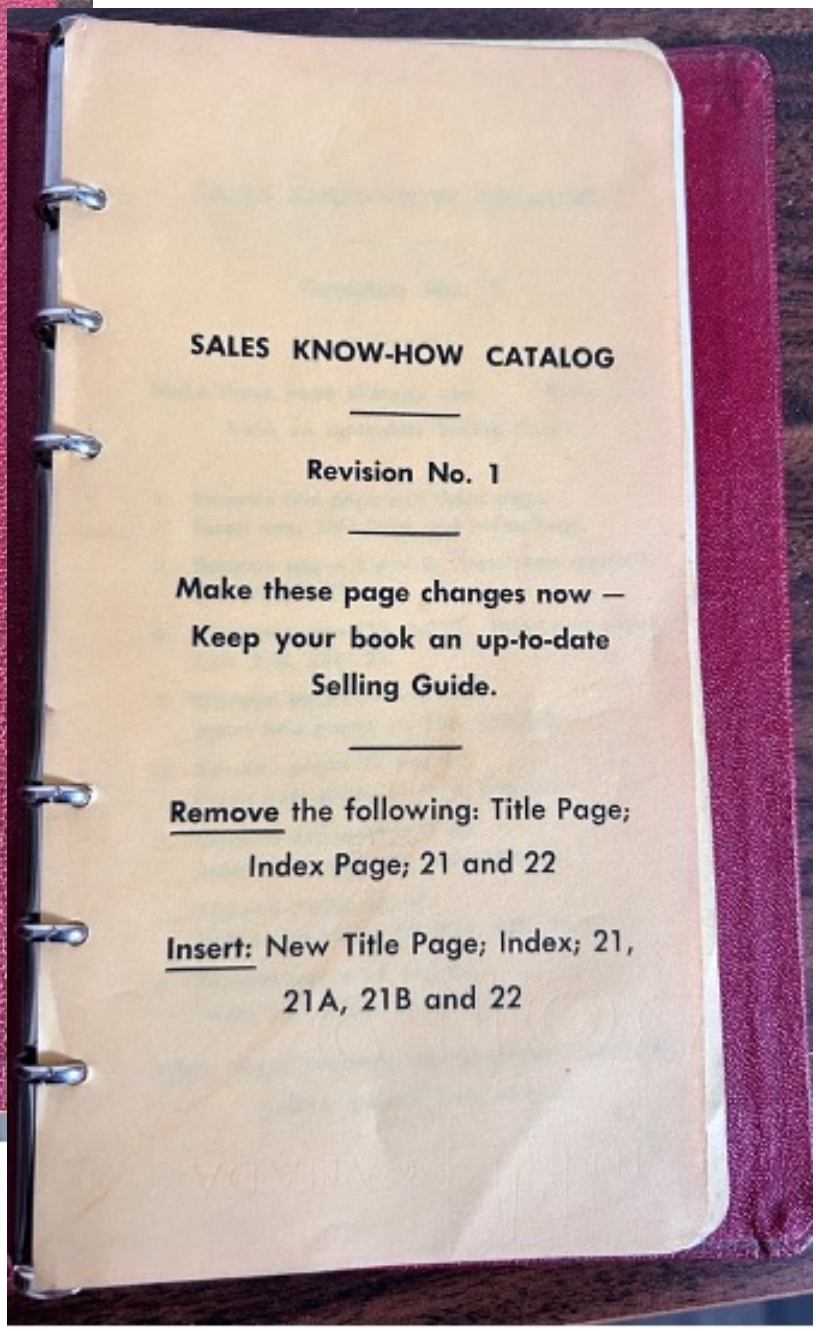
We have been busy hauling grain and doing brakes, pots and air bags on our semi.

We have also been busy doing a full renovation of Jason's dad's house in our yard for Jason and me to move into in the late spring/summer.

While packing up the house before renovations started, I found this interesting **IH Sales Know-How Catalogue.** It came from JJ O'Hara and Sons Dealership out of Conquest, SK. It was picked up at the closing-out sale in the mid 1980's.

I am looking forward to our 2025 show in Neilburg. Getting together to visit and chill!





SALES KNOW-HOW CATALOG

Revision No. 2

Make these page changes now . . . Keep your book an up-to-date Selling Guide.

1. **Remove title page and index page. Insert new Title Page and Index Page.**
2. **Remove pages 3 and 4. Insert new pages 3, 3A, 3B, 3C, 3D, 4.**
3. **Remove pages 21B and 22. Insert new pages 21B, 21C, 21D, 22.**
4. **Remove pages 29 and 30. Insert new pages 29, 29A, 29B, 30.**
5. **Remove pages 31 and 32. Insert new pages 31, 31A, 31B, 32.**
6. **Remove pages 39 and 40. Insert new pages 39, 39A, 39B, 40.**
7. **Remove pages 43, 44. Insert new pages 43, 43A, 43B, 44.**
8. **Remove pages 61 and 62. Insert new pages 61 and 62.**

When these revisions are completed insert this yellow sheet in front of book.

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CCH-185. Revision No. 2. Effective Jan. 2, 1959. Printed in Canada—IH Press.

SALES KNOW - HOW

For I.H. Salesmen

GET DOWN TO BRASS TACKS!

KNOW YOUR STUFF!

SEE A LOT OF PEOPLE . . .

ASK ALL TO BUY . . .

FOREWORD

There are just a few real reasons why farmers or anyone else buy goods.

If you can discover the right "buy" reason for each prospect early—you usually get the order.

On the following pages are several real sales features for many key IH machines.

Before you call on a prospect study the machine you will be discussing and . . .

Know the sales features

Work them in smoothly as you talk to the prospect

Ask questions—watch him—get his reactions, and

Don't be backward about asking for the order.

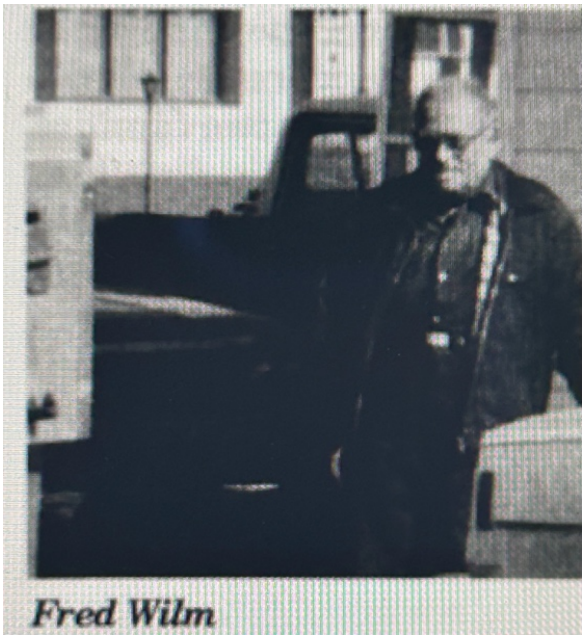
Every IH machine has these features every customer will acknowledge:

1. Best reputation for real inbuilt quality.
2. Best parts service in the world.

Use these two features often.

DEALERSHIPS OF THE PAST Submitted by VP Ann Ward

F. A. Wilm Garage, 1956-1964, Central Butte, Saskatchewan


Fred Wilm

Frederick Adolph Wilm was born August 1917 in Central Butte, Saskatchewan to Frank Jr and Pauline Wilm.

Fred was the first child of 7; Emma, Walter, Marie, Martha, Ella, and Florentine, where they all attended Menzie School.

All the kids remember their father, Frank Jr, being fond of singing, where they would gather on winter evenings around him, either on his lap, standing on the back runners of his rocking chair or on the arms of the chair, and they would spend hours rocking, singing and having a wonderful time.

Fred loved his music. He played the piano, guitar, steel guitar, saxophone and the bass fiddle. He played in the Carl LaSalle Band for many years.

They all remember their uncle and cousins joining them as well. Their summer evenings were spent playing ball where their mother, Pauline, would join in.



In later years, the girls went off to finish their education, while Fred and brother Walter remained at home to farm alongside of their father.

Fred was the family mechanic, where he repaired all the farm machinery and vehicles. He left the farm and served a short training time in the army at Prince George, British Columbia.



Uncle Fred working at his garage in Cental Butte
1969

In 1950, Fred went to work for C. J. Stick's garage. In 1951, he bought a garage from C. W. Wilson at 62 2nd Avenue East, in Central Butte, Saskatchewan, which was the first International farm equipment and truck dealership in Central Butte.



This garage then became F. A. Wilm Garage, where from 1954 to 1964, he was the International Harvester Dealer.



Original dealership wall clock.

He had the first and only Dynamometer in the area. A dynamometer, also known as a "Dyno" is a device that measures force, torque, or power. For chassis or engine applications, a dynamometer is designed to create a load to duplicate various speed (RPM) and torque (Nm or lb-ft) requirements. From this data, power (HP or kW) can be calculated. This in turn provides a snapshot of the chassis or engine performance for comparison to the manufacturer's specifications.

A dynamometer gives the operator the ability to vary the load applied to the unit under test to mimic specific requirements.
Horsepower = Torque X RPM/5,252

In about 1965, after the IH company closed a lot of its smaller outlets, he bought the Esso Service station on highway 19, where he worked until he passed away on June 25, 1987. At this Esso service station, he was the International Machine/ repair man as well.

Fred was also an agent for Imperial Oil and the Cockshutt dealer from 1968-1987.



Fred served on the volunteer fire department and was Fire Chief for many years with the Central Butte Fire Department. He also served on the Recreation Board, with the Senior Hockey team and was a tireless volunteer for the whole community.

He loved to help young people, even his nephew Lorne Wilm, learn about all aspects of mechanics by getting them into the business. Lorne apprenticed under Fred for a few years.



Fred driving the fire truck in the Central Butte parade.



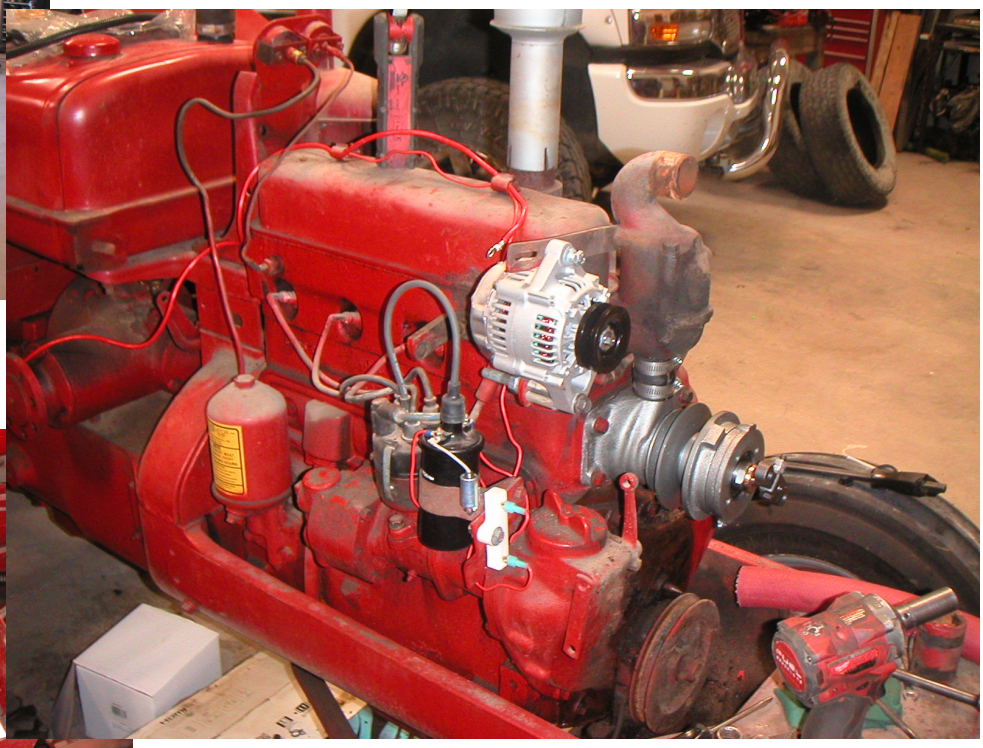
This is an overhead view of where Fred's shop/dealership was in the town of Central Butte.

W4 LIVES TO WORK AGAIN!

Submitted by member Garth Patzwald

This 1951 W4 that was given to me by a friend. He did a paint job on it 20 plus years ago and then parked it in his shed when the water pump failed. Health issues kept him from fixing it so he gave it to me. I put in a new water pump, alternator, new wiring and switched to twelve volt.









MISTAKES BECOME….EXPERIENCE! Submitted by member David Saville

There are a lot of stories out there of how to fix something, this is a how “not to” story…..



A few years ago my 3488 had some governor issues, something about not going to high idle in response to the control in the cab. Two fellows were working on it. They had removed the linkage and a cover plate. The plan was to have one start it and the other control the engine speed with his finger through the hole. They did not realize how strong the governor spring is.

When started it immediately went to full throttle, full throttle with no load and no governor. Across the shop I heard it start to scream and saw the mechanic pacing with a worried look on his face. The fellow in the cab jumped out, found a rag somewhere and tried to choke it to death at the intake. That is hard to do in an 88 series reverse flow air box. He has often wished that he took time to read the tach on his way out.

I went over and picked up a wrench to crack the fuel lines. It was one size too large but I could not see the correct one at hand. I was lucky, I managed to crack them all by gritting my teeth and praying. I cracked all 6 and it didn’t even slow down. Diesel fuel was spraying everywhere. About this time I thought it was a poor place to be if one of those rods let go. I started over opening them further, it took a couple before it started to slow down, I think it was all 6 to kill it.

While it was running black smoke was pouring out of it. Way more than those punk kids in their chipped diesels rolling coal. A solid stream straight up. Once the engine was stopped we could not see the ceiling in a 60 by 140 foot shop. I tried to dissipate the smoke by starting the ceiling fans. Bad idea number two. In a few seconds they pushed all that smoke down to our level and work night was over. There was still a haze in the morning when I went back.

Once everything was covered up and hooked up I started it and all was well. I used that tractor as a yard tractor for a few more years until I sold the collection.

My advice is “do not start a 400 series IH engine with an inline diesel pump with the linkage unhooked”.

THE SNOWMOBILE THAT NEVER WAS. Submitted by members Larry & Colleen Urick

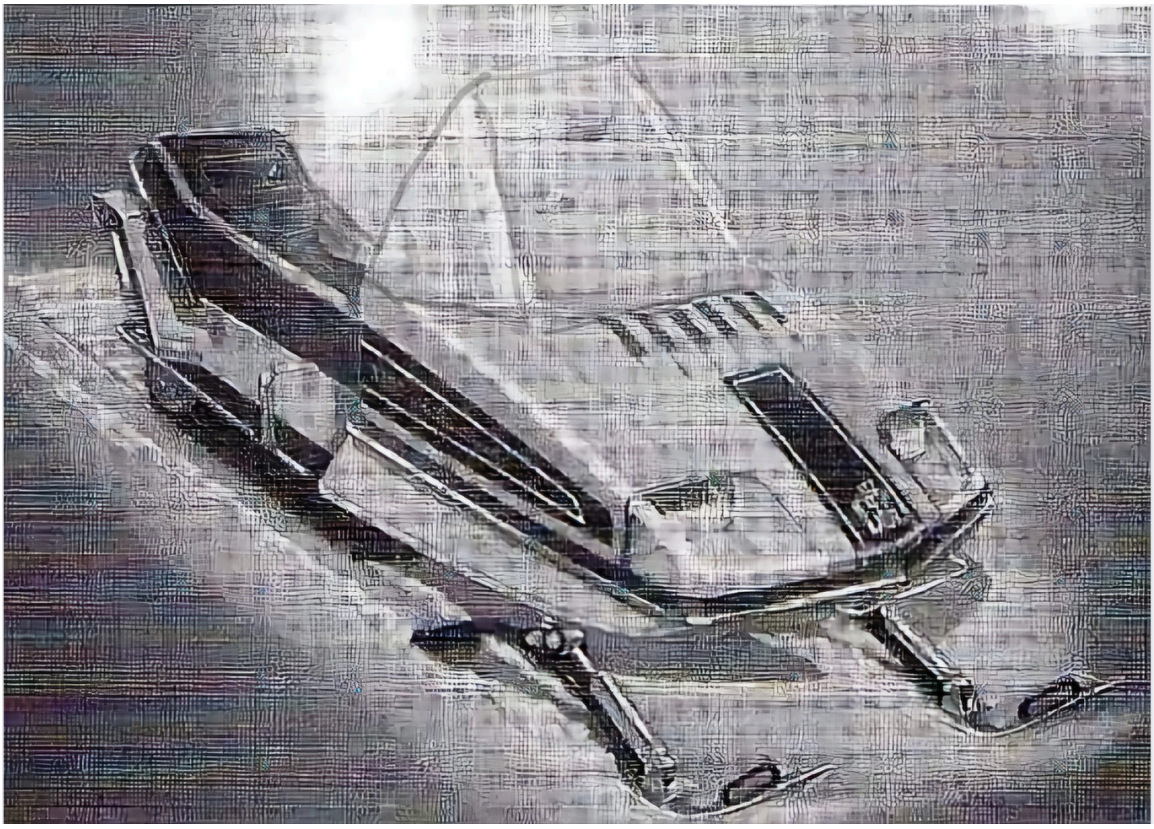
TODAYS FEATURE:
THE SKIROULE INTERNATIONAL HARVESTER PROTOTYPE!!!!

International harvester was in talks with Skiroule to have Skiroule produce a model of snowmobile for them. Here is the prototype drawing below.. This snowmobile looks like a Skiroule RTX and a Mercury hurricane had a baby !

According to inside information, I.H. was really trying to get into the snowmobile market. They sent some people in their company jet in 1973 to meet with the big wigs at Roll-O-Flex about a possible buy out of Roll-O-Flex. International at the same time also contacted Skiroule, (especially after seeing Skiroule help produce sleds for Ariens)

I.H. had Skiroule make up some concept drawings, (one of those is pictured below). But, I.H. had second thoughts when sales numbers dropped across the snowmobile industry in the mid 70s, and I.H decided to back out of the snowmobile industry and pulled the plug on the snowmobile idea. Unfortunately no actually prototypes or parts were ever built. Never made it past the R&D Department. The only thing that exists is this drawing!

This Snowmobile would have had many parts similar to a 73 Skiroule RTX including a 440cc Powerplant, rear shocks, probably available in 15" and 17" tracks and classic Skiroule skis. Unlike its Skiroule brothers, this sled would have featured two headlights covered by a clear lens. One can assume the snowmobile would have been Red, White, Black and Silver. Unfortunately no other information is available. But I do wonder what International would have called the model? Perhaps The IH Snow-binder?
For fun! What do you think IH should have called this model?? Give it a name!!!
(Thanks to Richard G. for providing some information)



Submitted by member Darald Marin. 40 years Nov 26 since IH gave up, so this is an announcement by Dow Jones of that sale.

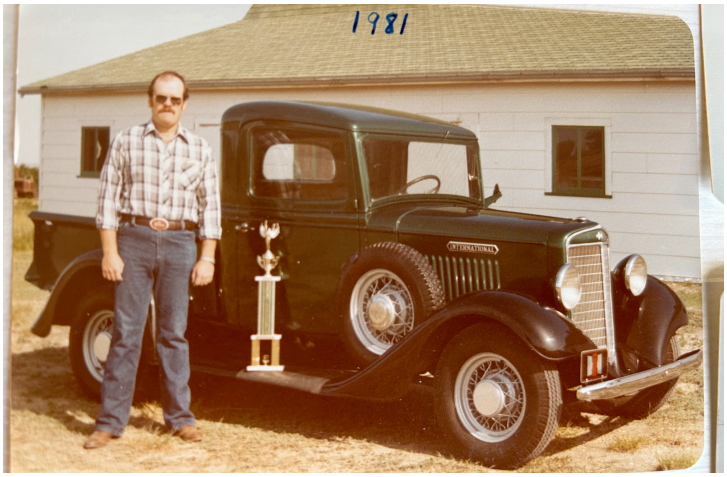


ORIGINAL OWNER FAMILY TRUCK!

Submitted by member Blair Leonard

This is my 1934 IHC C1 this was purchased from Truscott Farm Equipment at Tessier Sask by my grandfather George Leonard in 1935.

My father Nat Leonard and I restored it in 1976 I have had it to many shows over the years. One of the unique things about it is the wood frame doors and cab frame.





MASTER CLASS IN 345 ENGINE MODIFICATION

Submitted by The Anonymous IH Mechanic!

I recently converted my 345 V8 engine from hydraulic lifters to solid lifters. Initially I was only just going to replace another annoying sporadically collapsing lifter. Instead I decided to go all out with a camshaft swap and a home brew solid lifter and rocker arm conversation for entertainment & educational purposes.

Over the years I have had to change a few lifters as they wore out internally causing the undesirable valve train noise due to excessive internal clearance on the lifter's piston bore. This conversion will require adjustable rocker arms, longer pushrods and solid lifters to complete.

The engine is in a 1975 pickup that I use as a work truck and for touring about. It gets attention wherever I go as you don't see them on the road often. I put on 1500 to 2500 miles a year. I am somewhat familiar with IHC products as I was a mechanic on IHC products until the CASE takeover.

I started by obtaining 16 solid lifters and pushrods from two salvaged Black Diamond six cylinder engines. These lifters have the same outer diameter as the 345's hydraulic units (0.997 -0.999 inch). I reconditioned these used lifters with a slight resurface and polish to ensure the lifter bases were about 1/2 degree convex. The convex base along with the cam lobe offset helps to ensure the lifter rotates as the camshaft lobe comes in contact with it, thus reducing wear.



IHC solid lifter on right / Hydraulic lifter on left

New solid lifters can be obtained from various after market Ag part suppliers such as AI products (IHC A -911776R3). They cost between $15 and $20 each. These lifters were used on everything from the IHC pre AMC six cylinder gasoline engines, the 282 diesels and even the early 400 series diesel engines (414 /436 / 466). IH America Parts sells a pretty decent hydraulic lifter for $20 US. Original NOS OEM hydraulic lifters, if you can find them, sell for $50 plus US.



adjustable measuring pushrod

My 345 engine uses ball and cup pushrods which are too short for this conversion due to the depth of the solid lifter. The lower ball end goes into the lifter. The socket end is used to push on the rocker arm ball. Thus the longer black diamond pushrods were modified and utilized.

First the cup end was removed by cutting the pushrod tube and spot weld off in the lathe. The pushrod tube was shortened to provide, in my application, a total push rod length of 10.830 inches with the cup end pressed back in.



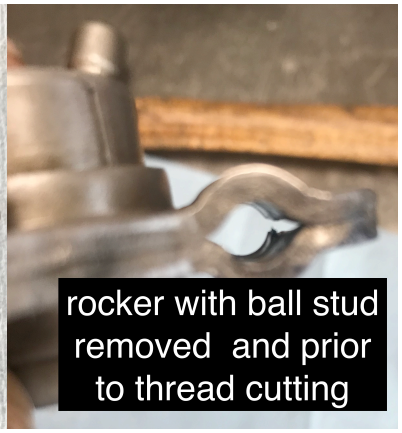
rocker arm adjustment stud before ball insert

A small amount of loctite bearing retainer was used to ensure the cup stays in place vs spot welding them, such as the factory had done.

To find the solid lifter pushrod length a spare Black Diamond pushrod was cut in half and two inches removed. This push rod was then tapped inside the pushrod tube and a threaded rod screwed in to make it adjustable. This adjustable pushrod was installed with the modified rocker ams and used to determine the final length of the new pushrods.

The rocker arms utilized were the original V8 2 piece welded and bushed style (vs the one piece stamped bucket type). The welded two piece factory rocker arms need modification in order to be adjustable. This required the rocker arm ball stud to be pushed out. Then a 1 1/2 inch piece of 3/8 x 24 National Fine grade 8 threaded rod was drilled and the previously removed ball stud pressed into the threaded rod with a dab of loctite. The six cylinder Black diamond cylinder adjustable ball stud could not be used as they are about a 1/4 inch too short.


unmodifed rocker arm

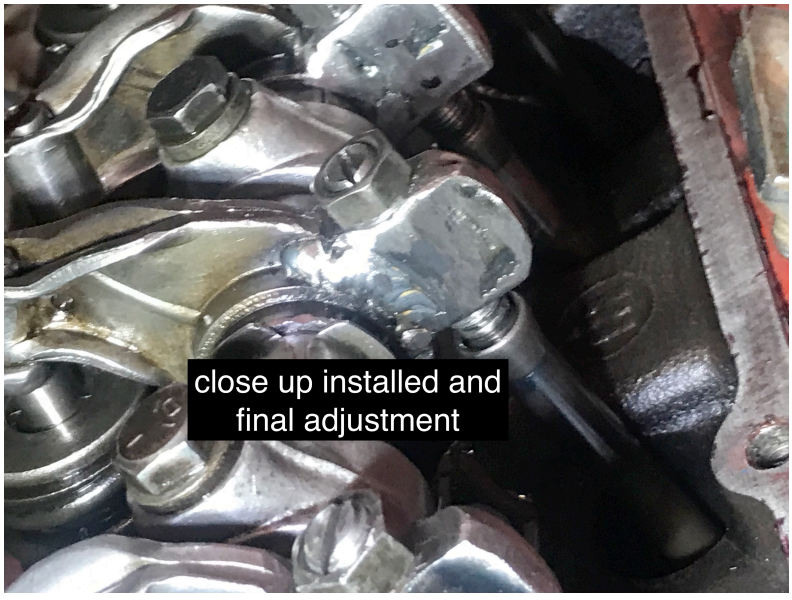

rocker with ball stud removed and prior to thread cutting


area where reinforcement is to be added

The rocker arm was fitted with a piece of 0.028 metal that was then MIG welded to each side of the rocker between the ball stud end and the rocker shaft bushing area. This was done in order to strengthen the ball end. The ball end was drilled out and tapped to 3/8 x 24 National Fine thread so the newly made adjustable ball stud could be used.

I chose to use the MIG vs TIG welder as I found the parent metal of the rocker arms too contaminated for my TIG welding abilities. I guess 49 years of oil and crankcase fumes will do that to metal. I thought of baking the absorbed oil off at 450 - 500 degree F for a few hours in an oven and then try TIG welding the reinforcing material on but my wife said no way to using her kitchen oven for this purpose.

Valve cover to rocker arm adjustment stud clearance was an issue. This required a final trim on the rocker arm ball stud and a screwdriver slot cut into the top of each stud to aid in adjustment. The 3/8 -24 NF rocker arms stud locknuts from the Black diamond engine were used.


close up installed and final adjustment

Adjustable rocker arms are available. These are cast aluminum roller rockers from MMS (Murphy's Motor Services, Hallsville, MO). They are very well made. The last time I checked they were priced at about $660 US for a set, which per rocker is about $10 cheaper than rebuilt or NOS factory welded ones. The MMS rockers

utilize the factory rocker shaft and supports. Using these would have greatly simplified and sped up this switch over. These can also be used to fine tune the setting of factory hydraulic lifters if one was so inclined.

A new COMP Cam 83-201-4 was used. This is pretty much a stock cam with the same lift on the intake and .040 more lift on the exhaust along with 2 more degrees of duration on both the intake and exhaust. I set the initial valve clearance at .014 intake and .018 exhaust. These numbers were selected from my experience working on other solid lifter and overhead camshaft engines. Please note that this clearance reduces the amount of valve lift by the set clearances over a hydraulic lifter, which has zero valve lash. There is also a very minor reduction in duration as a result. Both acceptable to my needs.

I drilled twelve 1/8 inch holes in the 345's engine block's cam valley above each cam lobe to assist in allowing some of the cam lifter lube and cylinder head oil to drain down onto the cam lobes on its way back to the oil pan.



The factory uses a single large drain hole near the rear of the lifter valley for this purpose. The rear four cam lobes have an open casting area above them along with the drain hole, thus 12 holes versus 16.



I cut a piece of 2 inch ABS pipe lengthwise to form a trough. This is slid into the engine block where the camshaft would sit. I placed a very strong magnet on the ABS trough under the area to be drilled and a vacuum up top as I drilled each hole. This process captured the metal filings produced from the drilling.

The cam was broken in with the appropriate break-in oil and process as per the Comp Cams instructions. The valve lash was rechecked and adjusted as needed after cam shaft break in. There was very little or no change in the valve lash thus indicating a good break in. No change in oil pressure observed and the carb / ignition timing did not require any adjustment.

The engine does have a nice solid lifter sound and runs extremely smooth. I no longer have that annoying lifter pump up clatter when I start the engine. As previously noted I did this for entertainment purposes and I enjoy the soft industrial clatter of the solid lifters. It is not noticeable inside the cab. I only really notice it with the hood open, but my wife does say I am hard of hearing. I know that checking / adjusting the valves is a bit of a pain and hope it won't have to be done too often. Possibly every 10-15,000 miles.

It has been my experience that one can use solid lifters on a hydraulic lifter ground flat tappet camshaft. In the automotive industry solid lifters are often only used on high valve lift/long duration performance ground camshafts to eliminate hydraulic lifter problems inherent with high revving engines. When operating properly, a hydraulic lifter is always in full contact with the cam lobe, which could restrict full lubrication of the lifter base.

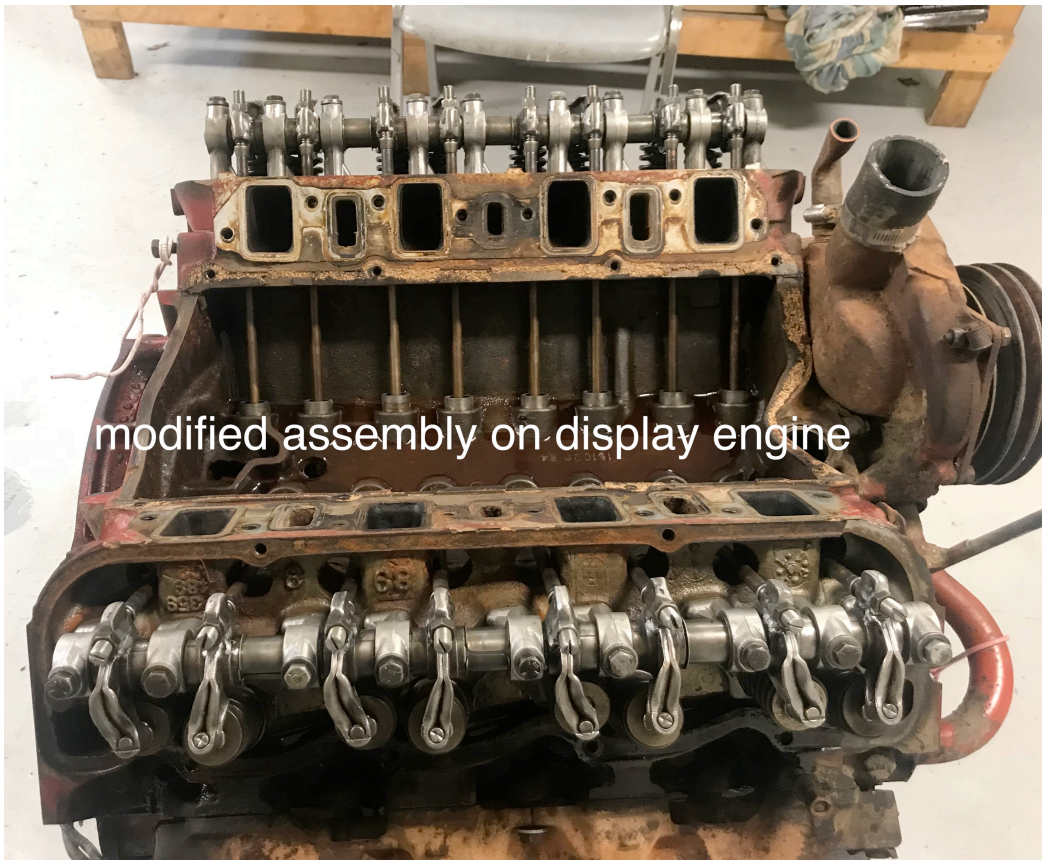
With lower levels of Zinc (ZDDP) in modern oils excess cam and lifter wear has now become more prevalent. The clearance setting of a solid lifter potentially allows for better lubrication of the lifter base and cam lobe.

I could have ordered custom pushrods from various performance engine suppliers/machine shops, solid lifters from Case IH, Navistar or other various suppliers along with the adjustable rocker arms from MMS. It would have made it a lot quicker to complete, but where would the fun in that have been? I estimate that each rocker arm, pushrod and ball stud assembly took about 2.5 hours to complete. The lifter refurbish / polish took about 1 hour each.

The only concern I have is the rocker arm area where I drilled out and cut the threads as it did reduce the thickness of the parent metal. Thus the welded .028 reinforcement I added to each side. The modified rocker arms with threads cut in is the same thickness as the threaded Black Diamond engine rockers but has about .250 more thread length. As for longevity, well time will tell how well it works out.

As always there are lessons learned that I might apply if I was to do it again, or modify what I have already done, but that is a discussion for another day if I feel up to it.

In closing I would like to make special mention of IHC Chapter 38 members Gary Algot and Bernie Yakimyshyn for their assistance, knowledge and encouragement.



1953 INTERNATIONAL SUPER W6 RETURNS HOME

Submitted by members Lloyd & Cecille Wolfe

This tractor was in storage in a garage in White City, Saskatchewan!

My cousin Linda Neuls contacted me and asked for our help in selling this tractor that was owned by her brother Walter Neuls who passed away a few years ago. She wanted the tractor out of the garage so she could proceed in selling the home so the Estate could be settled.





Walter's hobby was cutting wood which he burned in his shop stove and home fireplace. He used it along with the mounted saw on his farm North of Grenfell, and when he sold the farm to the HOFFMAN FAMILY, he moved to his new home in White City. He brought the tractor with him and continued using it.





We winched it onto our flat bed trailer and hauled it to our shop on our acreage where, after some fine tuning and work, we got it purring like a kitten!

We advertised it on Facebook Marketplace and it SOLD quickly! The IRONY of this story is that the tractor sold to the HOFFMAN FAMILY who purchased Walters farm many years ago, so the tractor found its way BACK HOME!

RESURRECTED SUPER W6-TA

Submitted by member Jason Ward

I purchased this tractor the winter of 2021 from a Schmalz Auction in Prince Albert, Saskatchewan. All the tires were flat, and it was basically laying on its oil pan. It was in very poor condition and should most likely have been left there. We got tires put on it and rolled it into the shop in the winter of 2021.

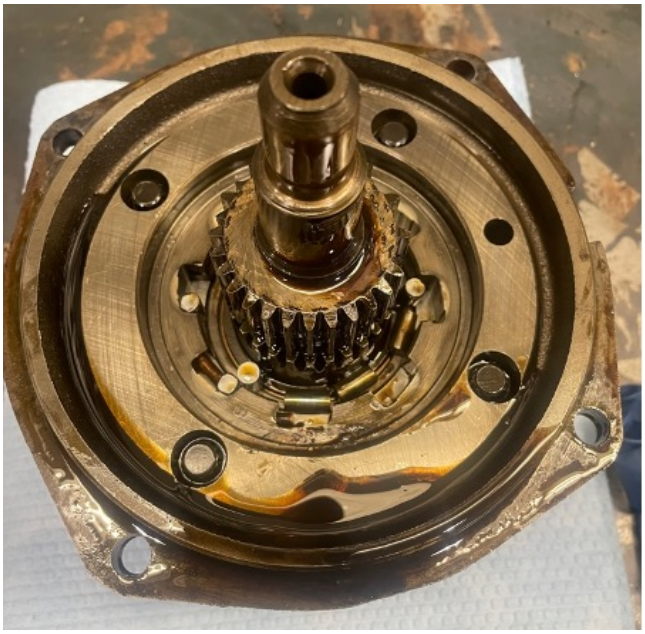


We didn't have much crop to deal with that particular year, so I had all winter to work on tractors. Upon inspection, the engine was completely seized, the clutch was completely seized and water was in the transmission. Luckily, I had a few other parts tractors as donors, so I started to swap engine parts.



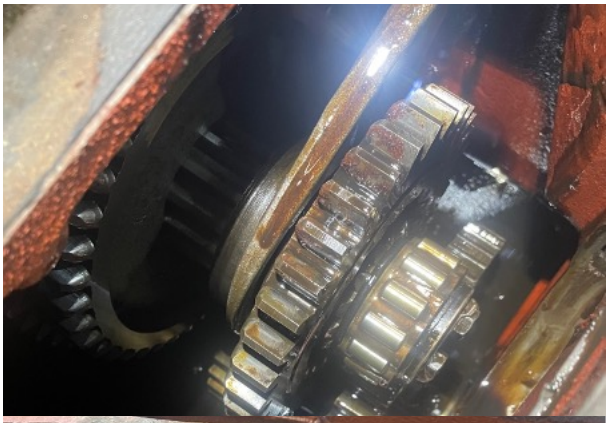
Starting with the engine we pulled out of another TA tractor, stripped the engine down doing rings, valves and head. After that was completed, we did a further inspection of the transmission, and it was in complete disarray.





All the rollers were gone in the mechanical TA. Mice had gotten in the clutch and seized everything up. All the gears on the quill were broken as well. Brand new clutch and torque amplifier were ordered from High Capacity and installed, along with a used constant mesh gear in the very bottom of the transmission.

Everything was put together and running. It took a couple days to get the torque amplifier adjusted to





book settings. A bunch of linkage pieces had to be replaced to make it shift properly because they were worn out and not to within spec.



After everything was running and shifting properly, we took the tractor out for a test drive, it was discovered that third gear bearings had excessive wear, and the gear was in terrible shape as it made terrible noises going down the yard.

So back to the shop, took the top off the transmission and the platform, pulled out the third gear and all the shift gears, and went to a parts tractor and found suitable donors to put in. Put everything back together and it ran fine.

We then started to do the body work and electrical. That following summer, it was painted and was ready for the show in Moose Jaw in 2023. The fenders and all the tin work were put on the night before we trucked it to the show.



The day before the show we put the decals on the tractor at the show the night before it started.



There were only 3005 made, and were only made 1 year in 1954.

Ours is a gas tractor. Only 100 diesel tractors were made of the Super W6 TA.

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BUY & SELL CLASSIFIEDS

For Sale: Two new 8.25 - 20 tires. Range E, 10 ply Asking $475.00 for the pair. Contact Dave @ 403-617-3370.







For Sale: IH Dealer Sign

Supposed to have come from Glendon AB.
Plastic 44 x 50 inches. $1200.
Contact: George Greenhough
1919farm@gmail.com or 780-848-2645



For Sale: 1956 International S180 with hoist. Partly restored with new seats and all the cab rubbers, headliner etc. Engine is running. Comes with BD282 parts engine. $3500
Contact Garry Meyer, Carrot River SK (306) 768-3583.







NEXT NEWSLETTER DEADLINE IS April 30, 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



IMPORTANT 2025 NEILBURG, SK SHOW INFORMATION
AUGUST 16 – 17

Submitted by Vice President Ann Ward

We are asking that everyone bring an item for the silent auction that we have at our annual supper during our show. This item can be anything of your choosing from kitchen things to shop tools to toys, etc. Some examples from past shows have been a coaster set with the iH symbol in it, a little metal pail with the IH symbol on it with WD40 and shop tools in it, a puzzle, kitchen dish towel/potholder set, toy tractor, hats, BBQ tool set, gloves, garden tool package, miscellaneous arts and crafts, tractor parts, pictures for walls, blanket, clocks, vintage memorabilia, etc. Please contact Ann or Colleen to get us these items before our supper or bring them to the supper when you come.

INTERNATIONAL TRUCK OWNERS - BOOK JULY 12, 2025 NOW!

for



Hosted by

REYNOLDS MUSEUM

Free Registration! Free Admission for Two to the Museum!

We are planning to get a convoy of IH trucks to the next Reynolds Museum car show.
I was there last year...good show. Five of us so far are registered under Chapter 38 International Harvester Collector Club.

If you're interested: https://reynoldsmuseum.ca/events/ultimate-car-show

Bernie Yakimyshyn, Newsletter Editor

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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.

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Yes! We take Visa and Master card as well as Paypal.

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