



## Chapter 38 IH Legends

# Newsletter

*April May June 2013*

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### INSIDE THIS ISSUE:

- PRESIDENT'S MESSAGE
- NOMINATING COMMITTEE UPDATE
- FROM THE MEMBERSHIP SECRETARY
- EDITOR COMMENTS
- COMING EVENT - OLDS PLOUGHING MATCH UPDATE
- TRACTORS AND EQUIPMENT - Member Profiles, Articles, Tech Tips and Buy/Sell Classifieds
- TRUCKS - Member Profiles, Articles, Tech Tips and Buy/Sell Classifieds

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

## Welcome New Members!

Steven Boyko, Jim & Brenda Boyko, Edmonton, AB., Audrey Flatla, Tilley, AB.  
Sharon Haight, Erskine, AB., Gary Hall, Bonnie Poole, Darren & Mark Hall, Virden,  
MB., Don & Phyllis Hanchar, Maple Creek, SK., Robert Hogleund, St. Walburg, SK.  
Russell Langston, Plamondon, AB., Margorie Opp, Flasher, ND. USA, Barbara, Shaun &  
Darren Turner, Eckville, AB., Norman & Lorraine Congdon, Heisler, AB.



### **EXECUTIVE**

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

**VP:** Gary Algot, Derwent, AB (780) 741-2115

**2VP** Vacant

**SECRETARY/TREASURER:** Marty Nervick, Craven, SK (306) 775-0879

**MEMBERSHIP SECRETARY:** Barb Bender, White City, SK (306) 781-2000

### **DIRECTORS:**

Gerald Haight, Erskine, AB (403) 742-5228

Gerald Magnan, Sherwood Park, AB (780) 417-0369

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

Iain Richardson, Semans, SK (306) 524-2027

Claude Roeland, Winnipeg, MB (204) 222-5110

David Saville, Rosetown, SK (306) 882-3938

Ken Wood, Barrhead, AB (780) 674-5073

Bernie Yakimyshyn, Sherwood Park, AB (780) 464-1030

### **ADVISERS:**

Lyle Garratt, Milestone, SK (306) 436-2178)

Terry Grover, Penhold, AB (403) 886-4988

Harry Helgeson, Southey, SK (306) 726-4617

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

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

## PRESIDENT'S MESSAGE

Since our last report a life time of gathering farm equipment to be used in our business has been sold off and we are gradually picking up the pieces, cleaning up the residue from the sale and looking with anticipation to some of the projects we have waiting for restoration and a renewed life. Some of these projects will take some time and others will be completed fairly quickly, once we get at it. The story of the winter of 2013 will certainly be the snow, we have been fighting snow the past couple of months that was deposited in October and just stayed and stayed, but the reward now is to see the water flowing. How fast the situation has changed and there will certainly be some flood damage, if the speed of the melt in our area means anything.

The subject of insurance comes up quite often and I want to reinforce the importance of being insured when moving our collector trucks and tractors to shows and transporting down the highways and byways of Western Canada. A member of Ch 38 approached me last winter about his insurance and wanted to know how my farm policy covered my old tractors. This led to a thorough inspection of my insurance with our broker and a comparison of other such policies by the same company. First let me say that there is such an array of policies, even by the same insurance company, that nothing is to be taken for granted and the only way to know what your situation is, as far as coverage is concerned, is to review your policy with your broker. As an example, my coverage covers my tractors and machinery, loading and unloading, transporting and showing, complete with a parade, up to the value of my policy, and includes liability insurance along the same way, and is inclusive in Canada. The member who asked the original question has coverage only on his property, so once out of his gate, his tractors are no longer covered by his policy for either damage or liability. Some shows request that you be properly covered, especially for liability, when showing on their grounds. Trucks that are licensed and insured to drive the public roads, would have coverage up to the limit of the owners policy.

Some shows request a copy of our Ch 38 policy and we have to increase the limit of our liability to \$2 Million this year. Our Chapter 38 policy is for liability only, and for spectators only, club members, directors etc., cannot claim against the policy, but coverage is there to protect those same people from being sued if a spectator claims against Ch 38. As we show at larger shows, the risk of a claim increases and to cover against more than one claim, the face value of the policy must be increased and then the premium also increases. Insurance is a requirement of our National body, and each Chapter in Canada has its own policy, but in the U.S. all of the Chapters are included in one National policy.

I cannot stress enough the importance of each member studying their own insurance policy, and making sure, as a minimum, that you have adequate liability insurance when transporting and showing your classics. Coverage of damage to your own equipment is up to the individual and the risk you are prepared to accept, but liability coverage is not optional. Even when taking one piece of equipment to a neighbors for display, or a display in your town, each person should have liability coverage.

The Olds show is our big one for 2013 and as a reward to our representative on the committee, Terry Grover, let's show up in big numbers and participate in what this show has to offer. Terry is responsible for the people movers at the show and does require many, many drivers for the week.

To show our appreciation to Terry and his committee, please consider taking a couple of hour stint at driving one of the new tractors on a people mover. You will not be alone on this job, a safety person will be on the mover and in communication with you the driver, to avoid the possibility of an accident.

Once again Ch 38 will have a display set up in the vintage tent, where Barb Bender will have a membership table. If your dues have not been paid, please pay up. We will have some memorabilia, and Gerald Parker will have a space to display some of his unique IHC collection. Here's hoping yours truly will have a suitable plow and tractor for the vintage plow match, a once in a lifetime opportunity. Our banquet, annual meeting and quest speaker will occur on the Friday evening of the show, July 19. Banquet tickets will be for sale in the vintage tent. Arrange for rooms, if you need one, soon as this will be a very large crowd.

We wish everyone a safe and successful spring, planting will be a bit late in starting, but hopefully completed before the seeding window closes.

Darald Marin President IHCC Ch 38.

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## **NOMINATING COMMITTEE UPDATE**

Our Annual Meeting and election of officers will take place in Olds, Alberta on July 19th. IHCC Chapter 38 is very fortunate to be partnering with the Olds College during the 2013 World Plowing Competition. This will be a very good opportunity for our club to showcase IH tractors, trucks and collectibles. I really hope you all mark this event on your calendar and plan to attend!

We have 4 directors whose terms are up this year. They include:

**Gary Algot**

**Gerald Parker**

**Ken Wood**

**Iain Richardson**

Please consider this an invitation to put forth your own name or the name of fellow Chapter member and become part of the Board of Directors. We are constantly looking for new people with new ideas. I know there are lots of qualified people out there - we need to hear from you!

I would ask that any nominations include a brief biography of the nominee, so the general membership can get a chance to get to know you. We all have a strong connection to International Harvester and through the support of our membership, our club can continue to grow and promote the brand that we love.

Thanks from the nominating committee: Gerald Haight, Claude Roeland, and Marty Nervick

## FROM THE MEMBERSHIP SECRETARY

It has again been a real pleasure to receive the membership renewals in such a timely manner. Many members have also included generous donations to Chapter 38, and to each and every one I say on behalf of the Executive and Board of Chapter 38 "Thank you very much, it is really appreciated".

I know I have the best job in this club also because I am the first to get to know who the new members are, and to every new member I welcome you! I look forward to meeting, seeing, talking and/or emailing with all of you.

In the previous issue I had planned to enter an article "W-O-W; Who Owns What". I received only a very limited response, and with further thoughts I also hesitate to print this in the newsletter where it reaches the world wide website. If I have enough responses to start a "W-O-W" list, I will include it with the Members' Roster this summer, which will be mailed for confidentiality reasons.

This newsletter is beautiful to read online and can be printed in full color. If you wish to do this instead of receiving a copy in the mail, please let me know. I will then notify you when each issue is available online.

I am really looking forward to our "**Chapter 38 Annual Meet**" in Olds, Ab. in July. I will be at the Membership Table with an IH Guest Book for everyone hopefully to visit and sign. The **CH 38 Guest Book** will record who is at the meet and it will also provide names for a draw for "one year's Family Membership Dues to Chapter 38" that I will donate. I can and will help members meet members, so please remember to find me at the Membership Table.

Sincerely,  
Barb Bender  
Membership Secretary

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**In Memoriam:** Remembering respectfully members & families:

**Gordon Anderson, Caron, SK (March 4, 2013)** survived by his wife Sharon and son Derrick.

Submitted by Barb Bender,  
Membership Secretary

## EDITOR COMMENTS

Finally! It's starting to look like summer again! What an absolutely depressing 6 months of snow and miserable driving weather! The snow has melted and I can see my projects poking their heads out, waiting for some attention!

In this issue, you will note some changes in the personnel that get this newsletter to your doorstep. I am now the newsletter Editor, and am responsible for receiving the various Executive commentaries and other content. From Sherwood Park, AB, I send the draft copy to our Publisher Ken Wood, in Barrhead, AB. He reviews the newsletter content, requests any required changes before final approval, and gets the newsletter printed. He ships it off to Gary and Sharon Algot in Derwent, AB for distribution to you! And Guy Algot, our Internet Administrator, posts the online colour version to our website.

Our newsletter is also getting a bit of a format make-over in response to comments received from our membership. We will now have three general sections that will make information easier to read, and to find again after you've read it. In the first section, you will find Executive, Director and Publisher/Editor/Membership Secretary comments, along with general interest and upcoming annual show information. The second section will be dedicated to tractors and equipment - member profiles, articles, tech tips and buy/sell classifieds. The third section will feature trucks - member profiles, articles, tech tips, and buy/sell classifieds. I hope you will all let me know how this works....or doesn't..for you! Always happy to make changes to better serve our membership!



You will all remember my challenge in the last newsletter? Show us what you have made using "something IH"? Well....the only submission that we received was Randy Holman's IH Hubcap Clock! So...by acclamation, Randy Holman wins one free year's membership in Chapter 38. Thanks Randy!

Bernie Yakimyshyn  
Editor

## UPDATE ON OLDS PLOUGHING MATCH 2013

IHC Chapter 38 will be a big part of the World Plowing Championship Show at Olds, Alberta. Each of the invited clubs can put two of their "best" plowmen in the novice plowing competition. There are four plow times at 10 AM and 2 PM Friday, July 19 and Saturday, July 20. President Darald Marin has spoken for one spot on the Big Red Team. If more than one other member wants to compete, we will draw from a hat. Contact Darald to enroll. He has enlisted the help of a coach from Chapter 20!

There will also be old tractors doing demonstration plowing with gang plows. All this plus the 60 professional competitors from around the world!

Planning for the parade is well under way. It marshalls at 12:30 on Friday and again on Saturday. We will use the sequential numbering plan with two sets of numbers, one from the Lacombe Club and the IHC 38 set. The parade leads off with a colour party and the Royal Canadian Legion Pipe Band, followed by cars, trucks, tractors, and machines. International will run together at the end. Dave Hillman has offered to handle the parade announcing. His wife, Joyce, will turn pages in the parade book.

Shelly Miller and Sera Grover plan to open registrations on site Monday, July 15 at 10 AM sharp. Ervanna Griffiths and Roxanne Grumbach will help out on Thursday, Friday and Saturday. A special reminder that tractor pull registration is being handled separately by First Two Cylinder. Their representative has important instructions for the tractor pullers in this newsletter.

Our catered supper and AGM is scheduled for Friday, July 19 at 5:30. A cash bar will open at 5:00. We will convene at OHS Commons which is close to the vintage exhibit area. Guest speaker is Alex Milne. Tickets sell for 25 dollars and will be available at our IH 38 display in one of the two big vintage club tents.

Gerald Haight has acquired the use of the Stettler Prairie Steam Tours people mover for the show. Eight tractor pulled movers are being used to transport guests from the parking areas around the Olds campus. Volunteer drivers are needed on the three big days, July 18, 19 and 20. Shifts are about two hours a day. email [tgrover2@telus.net](mailto:tgrover2@telus.net) to volunteer.

Don't forget the old tractor and equipment auction Thursday, July 18 at Olds Auction Mart. Sale time is 10 to 2. You can still list at 1 877 556 3655.

Exhibitors and volunteers have free admission and free 'dry' RV parking. You get a ribbon when you register.

There is also a separate paid 'dry' RV parking area for paying guests.

Note the Registration Form following this page. Fill it out and bring it with you to the Registration Desk.

# Please come and enjoy the show!

Terry Grover, Chapter 38 Representative to 2013 Olds Plowing Match

VINTAGE EQUIPMENT REGISTRATION FORM  
Exhibition of Antique Tractors, Vehicles, Machinery  
Olds College- 60<sup>th</sup> World Plowing Championship  
July 18-20, 2013 (Thurs to Sat)

Entry # \_\_\_\_\_

Member of club or organization \_\_\_\_\_

Please circle: Truck    Car    Tractor    Other \_\_\_\_\_  
(specify)

Year: \_\_\_\_\_

Make: \_\_\_\_\_

Model: \_\_\_\_\_

Owned by: \_\_\_\_\_

Driven by: \_\_\_\_\_

History : \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please circle:    Parade (11 A.M. Fri. July 19 and Sat. July 20)

Exhibit only (Vintage equipment display area)

Antique Tractor pull (3 pm Thurs)

Tractor data: Serial # \_\_\_\_\_  
Weight in pounds \_\_\_\_\_

Liability insurance (circle) Club. Personal. Company. Farm. Other

Owners signature \_\_\_\_\_

Owners name: \_\_\_\_\_  
(please print)

Mailing address: \_\_\_\_\_  
\_\_\_\_\_

Telephone # \_\_\_\_\_

Olds College welcomes you to this special summer exhibition of vintage equipment.  
Thankyou for coming. Have fun and please remember our first priority is SAFETY!

# FIRST ALBERTA TWO CYLINDER CLUB TRACTOR PULL

**JULY 18, 19, 20, 2013**

The First Alberta Two Cylinder Club is pleased to be hosting the Antique Tractor Pull at the World Plowing Championship on July 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup>. We are inviting members from the participating antique tractor clubs to send in applications. Each participating club can send 2 tractors per class to participate.

We have a set time frame to pull at the plowing match. We will start on Thursday July 18<sup>th</sup> at 3 PM with Featherweight, Class 1 and Class 2. Friday we will start at 2:30 PM with Classes 3 to Class 6. Saturday will be the finals where the top 5 in each class will pull for first place. Winning tractors will be weighed after the finals. Depending on units involved the time frame for the classes may be changed before the pull date once all applications have been received. Each tractor will be pulled two times before the finals.

Because we are limited in the time frame allotted we are looking for approximately 100 units. The units are to be standard farm non -modified farm tractors manufactured before 1960 restored or non restored. The tractors must be in safe operating condition and each unit must be insured either by the owner or by the participating club. There are seven classes-Featherweight-under 4000 lbs, Class 1-4000 lbs to 4999 lbs, Class 2-5000 lbs to 5999 lbs, Class 3- 6000 lbs to 6999 lbs, Class 4 -7000-8499 lbs, Class 5 -8500-9999 lbs, Class 6 10000 and up. There is also room for one alternate unit per class. Entry fees are \$10 per unit to help cover operating costs.

To apply for the tractor pull we need the following information.

- 1 - Name, address, phone number of the owner plus e-mail if applicable.
- 2 - Tractor make- model and year.
- 3 - Tractor weight with operator and pulling class.
- 4 - One or two pictures of the unit.
- 5 - Club affiliation.

Applications are being taken immediately and will end on May 31<sup>st</sup>. Send applications to Gord Leask, 5625-58 Avenue, Olds, AB T4H 1K4 or to [leaskg@telus.net](mailto:leaskg@telus.net). Applications can also be sent to The First Alberta Two Cylinder Club R.R. 1, Site 12, Box 59, Didsbury AB T0M 0W0, They can also be e-mailed to [mscott@cervusequipment.com](mailto:mscott@cervusequipment.com) .

The First Alberta Two Cylinder Club would like one or two volunteers from each participating club to help on the days of the pull. The club will have a safety meeting before each day of pulling. The club also has a volunteer insurance plan to cover all volunteers.

The World Plowing Championship is donating prizes for first and second place in the pulls as well as extra prizes may also be available. This will be an exciting event for all participants with world wide exposure. We hope to meet many members from other clubs who share the love of antique tractor pulling and collecting.

# 1st Alberta 2-Cylinder Club Tractor Pull, Crawl & Scramble Regulations

(1) All units must be liability insured to compete in any event by the owners.

(2) Tractors shall be farm stock model units - 1960 or older. Fuel of the day shall be permitted where operators' manual specifies "Gasoline, Diesel, Bio-Diesel, Ethanol, Kerosene, and Water". No power booster fuels, or pressurized containers are allowed to be used, eg: alcohol, aviation fuel, etc. Engine RPM is to be factory spec. plus 100 RPM Max. No manual override on governor allowed, eg: string, rope, wire, etc. Tractors shall be equipped with single rear tires only. Steel wheels with rubber tread are permitted.

(3) **Registration:** The registration committee will consist of no less than 3 persons, all of whom are current members of the First Alberta 2-Cylinder Club and have been appointed by the Antique Tractor Days chairperson and with approval from the Club President. The registration committee shall consist of the following, a Registrar, a Weigh Master, and a Hitch Master.

(1) **The Registrar.** The Registrar accepts and approves all registration applications after being submitted by the weigh master and the hitch master. The Registrar accepts full payment from all applicants. ONCE THE REGISTRAR APPROVES THE APPLICATION AND PAYMENT IS RECEIVED THE APPLICANT IS CONSIDERED REGISTERED AND NO CHANGES CAN BE MADE TO THE APPLICANT'S UNIT.

(2) **Weigh Master:** The weigh master weighs the applicants unit in pounds or kilograms which ever is the unit of measurement of the day. The weigh master writes the weight on the applicant's application and also determines the class which the applicant will go in. The weigh master also makes a thorough review of the applicant's unit to make sure that it falls within the rules set out by the First Alberta 2-Cylinder Club.

(3) **Hitch Master:** The hitch master measures the height of the hitch from the ground and also determines the legality of the hitch as outlined in (5).

(4) **Classes:** All units must be weighed prior to competing in a Tractor Pull Event. **Only one weigh-in is allowed.** No weight can be added or removed after weigh-in ex: batteries, fuel, steel weights, etc. The winner of each class will be determined by the total feet/meters pulled during the event.

**Featherweight:** 1000 to 3999 lbs. - 450 to 1814 kg.

**Class 1** 4000 to 4999 lbs. - 1815 to 2268 kg.

**Class 2** 5000 to 5999 lbs. - 2269 to 2721 kg.

**Class 3** 6000 to 6999 lbs. - 2722 to 3175 kg.

**Class 4** 7000 to 8499 lbs. - 3176 to 3855 kg.

**Class 5** 8500 to 9999 lbs. - 3856 to 4536 kg.

**Class 6** 10000 lbs. and over-4537 kg. and over

(5) **Hitch height** will be checked when the tractor is registered. A "MAXIMUM" hitch height can not exceed 18" from the ground to the point on the draw bar where the hook from the weight transfer sled will sit. A draw bar shall be mounted stationary at the center point of the hitch at all times. Units who do not use a draw bar and pull from a casting mounted to the frame of the Unit can be considered legal. Original factory equipment draw bar hammer straps are considered legal. Any additional equipment mounted on the rear of the tractor (ex: loaders, farmhands, etc.) which would interfere with the hookup of the sled must be removed or altered to the discretion of the hitch master.

**(6)** Only the tractor driver and event officials will be permitted in the track area while a pull is in progress. The tractor driver is expected to follow the instructions of the flag person, from time of entry into the track area until leaving. Coaching from outside of the track area is permitted, providing it does not interfere with the pull in any way, or contradict the flag person.

**(7)** Contestants will be "STOPPED" by the flag person when forward motion ends, or

- (a) The 2 front wheels of the tractor rise from the track by 6 inches or more, or when one front wheel rises from the track 12 inches or more.
- (b) The driver is not seated in a normal position on the tractor seat, being unable to reach the hand or foot clutch levers, the steering wheel, and throttle control.
- (c) Any activity or mechanical malfunction that is observed by the flag person or pulling sled operator and is determined to be, or has the potential of being dangerous. A minimum of one hand must be on the steering wheel at all times.

**(8) TRACTOR HOOK UP TO PULLING SLED**

When backing the tractor into position in front of the pulling sled for hook up has been completed, the tractor driver must raise both hands to signal the hook up person that he has disengaged the transmission and clutch, allowing the hookup person to safely proceed with the hook up or disconnect of the tractor from the sled.

**(9)** De-clutching of the master clutch will not be allowed after the pull has started. Classic tractors equipped with "shift on the go" assist eg: torque amplifiers, or hydra shift can be used in the pull but cannot be shifted during the pull.

**(10) Classic Crawl, Antique Crawl, Crank/Flywheel Start Rules:**

- (a) All contestants competing in Classic Crawl & Antique Crawl must engage the clutch smoothly and in one motion upon being instructed to do so by the flag person.
- (b) Two false starts will result in disqualification of the contestant.
- (c) No operation of the clutch, brakes or choke are allowed after the start of the slow race.
- (d) All units must continue across the finish line in order to win their heat even if the other contestants stall their unit.

**(11)** Drivers under the age of 18 years of age must have written parental permission and or, be accompanied by a parent or appointed adult to operate tractors and compete in any event.

**(12)** All drivers must attend the safety meeting. All drivers attending the safety meeting will be presented, on completion of the safety meeting by the safety supervisor, a "participant ribbon" which must be worn at all times during the operation of their tractors.

**(13)** All rules will be interpreted and enforced by the tractor pull chairman, the safety supervisor and his/her staff.

**First Alberta Two Cylinder Club  
Antique Tractor Days Application Form  
July 18, 19 and 20<sup>th</sup>, 2013**

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Owner \_\_\_\_\_

Address \_\_\_\_\_

Operator \_\_\_\_\_

Address \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

Tractor Pull \_\_\_\_\_

Event Fee-\$10 per unit

Weight: \_\_\_\_\_ Lbs./Kg. (Circle)

Draw Bar Height(18") \_\_\_\_\_

Class:	Fwt.	1	2	3	4	5	6
	0-4000 lbs	4000-4999 lbs	5000-5999 lbs	6000-6999 lbs	7000-8499 lbs	8500-9999 lbs	10000-

Applications are being taken immediately and will end on May 31<sup>st</sup>. Send applications to Gord Leask, 5625-58 Avenue, Olds, AB T4H 1K4 or to [leaskg@telus.net](mailto:leaskg@telus.net). Applications can also be sent to The First Alberta Two Cylinder Club R.R. 1, Site 12, Box 59, Didsbury AB T0M 0W0. They can also be e-mailed to [mscott@cervusequipment.com](mailto:mscott@cervusequipment.com)

In Consideration of the acceptance of the right to participate, entrants and participants, by their execution of this entry form, release and discharge The First Alberta Two Cylinder Club, any or all persons involved with the management and/or presentation of any activities involving the First Alberta Two Cylinder Club from any and all known or unknown damages, injuries, losses, judgments and or claims from any cause whatsoever that may be suffered by any entrant or participant to his/her person or property.

I have read and agree to the rules and conditions of the events as set forth by the First Alberta Two Cylinder Club and agree to observe all rules and decisions.

Signed \_\_\_\_\_

\_\_\_\_\_

## DEALERSHIPS OF THE PAST

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Many thanks to the Miesners of *Red Power Magazine* for sharing this article with Chapter 38!

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Keeping it all in the family  
Proctor's Farm Implements and Fisher's Farm Equipment

By Oscar H. (Hank) Will III  
Gettysburg, PA/East Andover, NH  
[willo@gettysburg.edu](mailto:willo@gettysburg.edu)

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Dana Fisher of Olds, Alberta, Canada has fond memories of growing up in an International Harvester dealership family located in Marsden Saskatchewan. Dana remembers everything from picking up parts from steam-powered trains to selling and servicing 86-Series tractors. He remembers with glee the day in 1961 when he was allowed to drive a Cub Cadet all around the Saskatoon Branch's warehouse for hours, while his dad did business there. He also recalls really liking the look of the Farmall 460 and 560 when his father returned from a trip to Hinsdale along with some home movies of their rollout. "We sold the International versions of those tractors," Dana writes, "but I like the looks of the Farmall much better".



*You can take the boy away from the dealership, but you can't take the dealership out of the boy. Since 1978, Dana worked for a year at his uncle's GM dealership and then became an Instructor in Agriculture and Heavy-Duty Mechanics at Olds College where among many other things he does training for CNH. Dana says that he has many fond memories of the dealership and especially of so many of the customers that supported them over the years. - Photo courtesy Hannah Fisher.*

When he got a little older, Dana joined his dad in the business and was a partner by the time they elected to terminate their contract with International Harvester and close up shop. Today, Dana is an Agriculture and Heavy Equipment Instructor at Olds College and ironically does training for CNH.



*Fisher's Farm Equipment in Marsden, Saskatchewan as it looked in 1972. Doesn't the sight of those new tractors just get your heart pumping? - Photo courtesy Dana Fisher.*

The dealership at Marsden started out in 1923 as Proctor's Farm Implements, which was founded by a Mr. J. R. Proctor who would eventually become Dana's grandfather. Proctor sold International Harvester trucks, farm implements, cream separators, pump engines and Ford automobiles at that location. After suffering through a fire in 1926, Proctor rebuilt and took on an Imperial Oil bulk lubricant and fuel business in addition to his other enterprises. In the years after the fire, Proctor expanded his shop space some to accommodate an ever-increasing service business.

Dana's mother Verla Fisher (maiden-name Proctor) writes in a lovely history that her father's shop was "a maze of bins, shelves, and cubbyholes" but that Jack Proctor could always find the part that someone needed. Part of the shop where they stored the binder twine had a dirt floor and Mr. Proctor would let hunters hang and clean their geese and ducks in that portion of the building every fall. He even kept turpentine to treat small wounds and a bottle of spirits for some cold-weather cheer. When emergency repairs were needed from distant locations, Proctor would have the offending pieces loaded on a train and then would travel the Battle River hills on muddy roads and hills to meet it.



*This famous TD-24 poster is still on the wall at Fisher's Farm Equipment. - Photo courtesy Dana Fisher.*



*Hannah Fisher's Cub Cadet looks especially nice with its hood on and parked inside the showroom that was once part of Fisher's Farm Equipment. Note the period International Harvester pieces organized in that space. Note also the fenders on the Cub Cadet. Dana fabricated those himself because they are quite difficult to find in Western Canada and*

*shipping them in from the States is expensive - especially when added to the price of used fenders. - Photo courtesy Dana Fisher.*

With a keen eye for business, Proctor expanded his operation to include fertilizer and built another addition to his building. By 1944, there were separate spaces for service, parts, and the company office. In 1947, Jack was ready to retire and he sold the company to his son John and son-in-law Stan Fisher. John and Stan ran the business in partnership until 1955 and Stan Fisher bought the business outright - renaming it Fisher's Farm Equipment on January 1 of 1957. What an exciting time that had to be for young Dana.

Stan operated the business much as it had been but also added the Beatty product line of water handling and conditioning equipment. Fisher's also carried several lines of household appliances including televisions. Dana came on board in 1970 and he and his dad ran the business with plenty of help from Jay (Dana's younger brother) until February of 1978 - shortly after terminating their contract with International Harvester in 1977.

Dana notes that he always felt sad to have seen the dealership close, but says that small-town implement dealers like theirs closed in many of the small towns all over Canada in those years. The family still owns the buildings in Marsden where they stand, testament to a 54-year long commitment to the brand we all so enjoy.

Dana and his brother currently use the location to display and store much of their ever-growing collection of company memorabilia - and as a place to work on everything from their tractors to Travelalls.



*Another even more inviting view of the Fishers' dealership as it looked on the day they closed up - with some additional artifacts no doubt. Something about those easy chairs makes me think that the space is a great place for Dana and other family members to sit, relax, and even reminisce about the good old days before farming became such a low-margin proposition. It's easy to understand why anyone would want to step back in time. - Photo courtesy Dana Fisher.*

For more information on the Proctor-Fisher dealership, or to connect Dana with his dream tractor (Farmall 460 or 560) feel free to send him an email: [dfisher@oldscollege.ca](mailto:dfisher@oldscollege.ca) or look for his beautifully restored Cub Cadets at a show next summer.



*Although the Cub Cadet Original isn't quite finished, Hannah Fisher doesn't seem to mind at all as she worked beside her dad to being the tractor back to its former glory. The Cub Cadet looks positively awesome next to that two-wheel-drive Travelall. They just don't make SUV's like they used to. - Photo courtesy Dana Fisher. Captions*





INTERNATIONAL  
TRACTORS &  
EQUIPMENT



## MEMBER PROFILE - The Ziegler Tractors

### 1954 McCormick Super WD9 Serial no. 3344

It was purchased May 5, 1955 by The Albrecht Brothers of Stony Plain for \$5037.00. It was later purchased by our father Christian Ziegler and is currently owned by Larry Ziegler.

For 10 years the Albrecht's used the tractor to farm some 800 acres of mostly hilly fields on several different farms around The Stony Plain area. Most of their work at that time was done with the Super WD9, 600 International and the older WD9 tractor.

Our Dad, Christian Ziegler, bought the Super WD9 tractor in 1965. My Dad along with my brothers Ken and Erwin and I used this tractor to farm 160 acres plus additional rental land up to 80 acres. We used it to plow, cultivate, disc, and harrow our farm. We also used it on our hammer mill to make chop for the pigs. When threshing time arrived it was used to cut grain and run the belt on our 28 inch McCoRmick threshing machine.

In 1971 our dad retired from farming. Neither Ken, Erwin nor I were interested at that time in taking on the farm operation as we all had our own careers. Ken was particularly busy with the D7 caterpillar that he owned. Erwin stayed with construction and later drove a truck hauling equipment, and I had started a career as a heavy duty mechanic. He sold the farm and had an auction sale to disperse of his equipment. The Super WD9 was sold at that sale.

32 years later we found that tractor in Mayerthorpe. Phil Berbeck, a man who I had worked with was our lead. His uncle, my brother remembered, had purchased the tractor at our farm sale. Through that connection we were delighted to find the tired rusty tractor



that had belonged to our Dad and purchased it for \$1000.00. We brought it home to a friend's farm north of Stony Plain in the fall of 2003. Though the tractor ran it was missing, blowing white smoke, had numerous oil leaks, with a pushed in grill and leaning muffler.

This is the Super WD9 when it came home 32 years later

In January 2004 Ken, Erwin and I set to work to restore our family tractor. We did a complete restoration. The engine was taken out and totally overhauled. We got a head with no cracks. We put new valve guides and starting valves. The diesel valves cleaned up and looked really good. New crank bearings .010 under Ts Ms. New cam bearings and wristpin bushings fitted. Cam shaft cleaned up. Cleaned up sleeves. We got 4 used pistons in good shape and added new rings.

- The radiator was removed and reconditioned with new radiator hoses and fan belts.
- New clutch.
- All parts of the tractor were sandblasted and painted.
- New tires and tubes.
- Transmission and rear end were not taken apart but all oils were changed.
- We took the brakes apart and cleaned them and put in new discs.

By the spring of 2004 our tractor was all restored looking like new and running well. For 3 springs we plowed 35 acres on our friends farm pulling a 4 bottom 16s John Deere plow with hydraulic lift. It works well in third gear. The field has some rolling hills.



McCormick Super WD9 after restoration

In midsummer the Super WD 9 would go to the Leduc West Antique Show. We would take it in the tractor pulls. One year I won FIRST place making a full pull and beating 2 John Deere's, 830 & 720, and a case 500 which were in the same weight class. Also the Super WD9 was put on the prony brake and pulled 63HP on the belt and P.T.O.

The last several years the Super WD9 spent its time at The Stony Plain and Parkland Pioneer Museum. There approximately 8 acres that we plow, disc, and seed. We also thresh using a 28 inch McCormick threshing Machine. We cut the grain with a McComick 8 foot power binder pulled by a Super W4.

Many volunteers including The Ziegler Brothers put on many demonstrations at The Stony Plain and Parkland Pioneer Museum. The Super WD9 and threshing machine that we use were used by The Albrecht Brothers in the mid to late fifties. They also did some custom work with it though most of their harvesting was done with combines. It takes a crew to stook. During harvest we all work to load and haul bundles to the threshing machine before spike pitching them into the feeder. Ken Ziegler has an 1955 IHC R150 truck that we use to haul the grain. Last year we filled it to the top. The harvest demonstration attracts at least 200 spectators of all ages. We also have a program called "City Slickers" where 1100 grade 4,5, & 6 students come to the museum for a day of demonstrations including harvest.

We are also proud of 2 TD9 track tractors that we have repaired for the museum. One is a 1956 with a Drott Loader and Clam Bucket, the other is a 1953 with a Bucyrus Dozer which we use to do some leveling and snow removal in the winter. We are able to clean the parking lot and some of the grounds. The museum also has a KB7 gravel truck that runs well and a W4 with a little dozer.



Erwin on the TD9  
brushing and piling willows

We would love to have you visit the museum anytime. This year we will Celebrate Farmers Day and Rodeo May 31 - June 2, 2013 and our Harvest Demonstration will be September 28, 2013.



Cutting Barley Erwin on the Farmall M and Reuben on the Binder.



Ken on the Super W4.



Erwin on the McCormick 4E Power binder cutting wheat.



Here's the McCormick Super WD 9 on the belt. A 28 inch McCormick thresher, R150 International grain truck, in behind is the KB7 International and Super W4 hauling bundles in from the field.



Threshing with a 210 International V liner used for a grain truck.

In fall of 2012 Larry Plowing with the Super WD9 and 4 bottom 16S plow. It pulls it easily in 3<sup>rd</sup> gear.



Our brother Erwin has a collection of tractors as well. They are rebuilt, painted and in good running condition:

- 1956 600 International Tractor Used, to run the Sawmill on Farmers Day.
- 1954 Super WD9 McCormick Tractor
- 1953 Super WD9 McCormick Tractor
- 1944 McCormick Deering WD9
- 1954 Super WD6TA McCormick Tractor
- 1953 Super WD6 McCormick Tractor
- 1945 Farmall M Tractor
- 1945 Farmall A Tractor
- 1953 Farmall Super C Tractor
- 1953 Mc Cormick Super W4 - Ken's tractor



*Article Submitted by Larry Ziegler*

## FARMALL TECH TIP

From The Restoration Shop - By Ken Wood

So in our last edition we went over body work and some of the ways to make this old iron nice and straight again. This episode I'll talk about painting.

The first and most important thing to remember with paint is that the surface you are painting has to be properly prepped. If it feels like sand paper, it will look like painted sandpaper when you are done. If it is mirror smooth, your paint will look mirror smooth. I like to do my last sanding pass with 600 wet paper. No dust, and very nice to work with. When you think it is smooth enough to paint, go away for a while and come back and have another look. Take the extra time. I like to seal the primer with epoxy sealer before painting. It isn't real vital to do this, but I do anyways.

Since air dry enamel is likely the most popular (and economical) paint to use, I will deal with it as our paint of choice. Case IH sells it as IH 2150 which is the color most people use, although it wasn't introduced as the correct color for IH tractors until the late 1950's. I don't use air dry enamel on my restorations. I use single stage urethane paint. Case IH synthetic enamel (2150) should be thinned and it should have hardener put in it for durability and shine. Case IH does sell thinner and hardener, but if your dealer doesn't stock it, you can use any quality acrylic enamel reducer and synthetic hardener. I mix it 8-1-1 and that seems to work pretty well.

When painting the chassis of the tractor the more stuff you remove, the better. I find there are too many crooks and crannies to try and paint in and around.





I like to keep the floor wet to keep the dust down. I like to have lots of light as well. Don't be scared to make mistakes. That's how you learn. Take your time and be prepared to put three even coats on. If the paint looks wet when it goes on, that's how it will look when it dries. If the paint looks like it has sand in it and is real dry, that's how it will dry. Don't

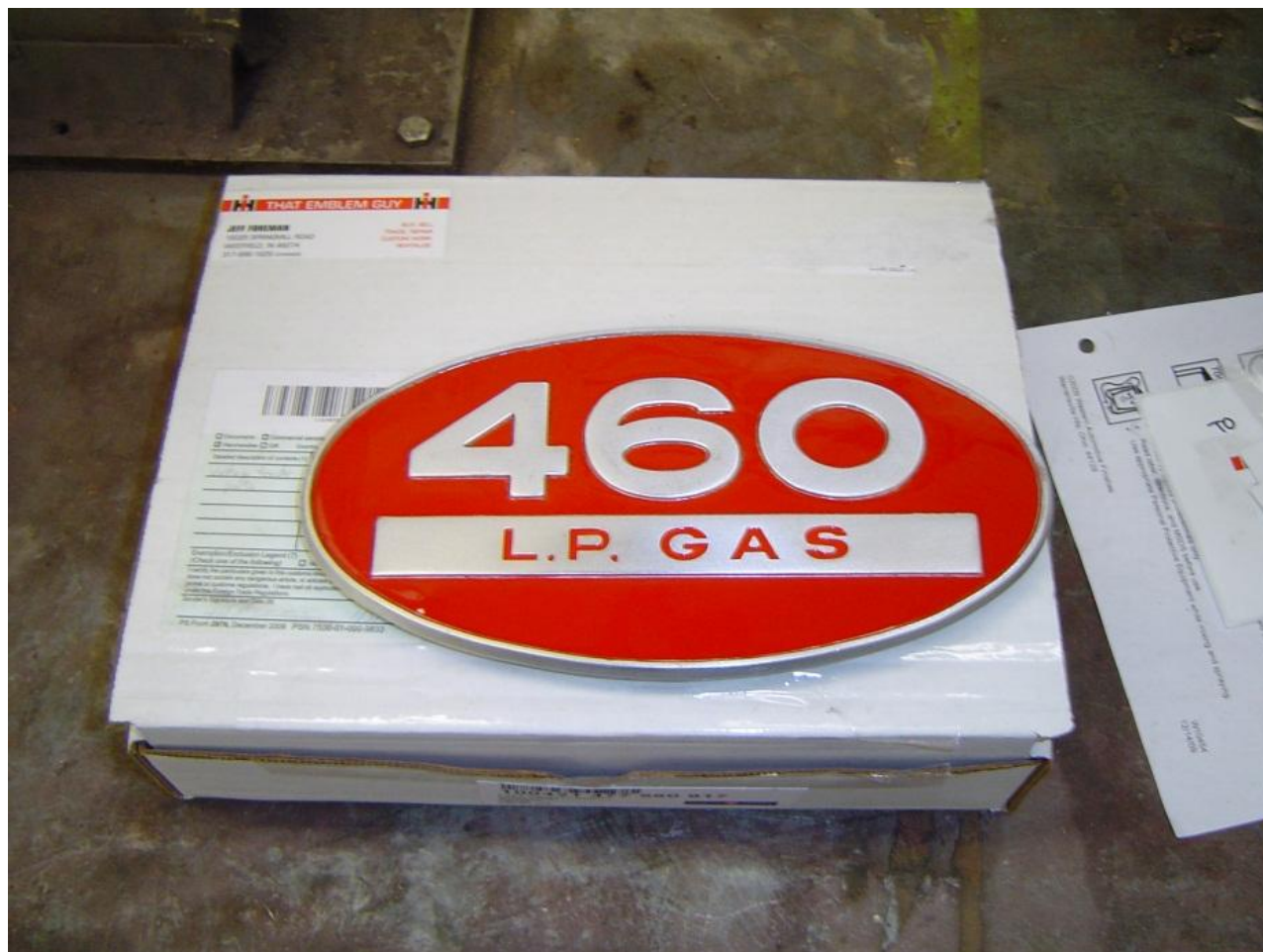
worry if you miss the odd spot; that can be covered on the next pass. I like to hang the pedals and levers up high. I get my Dad to hold them while I paint them.

Then we re-hang everything.



Painting the sheet metal is the biggest challenge. If you make a mistake, the whole world will see it. Make sure the sheet metal is clean and dust free. Start laying the paint down in nice light even coats. Let the paint "tack up" then hit it again. Don't try and plaster the paint on or it will run. The more you paint, the better you get. For me every tractor I paint is a new lesson. As I'm a hands on type of person, it's hard for me to really explain each little detail of the how to's here.

Next edition I would like to cover the detail part of the restoration. In that edition I will cover decals, placing them and a few other things that will complete the restoration. Remember this.....If you do the work yourself, be proud of the job you have done. Remember this, most people never ever complete a tractor restoration. So the more of them you do, the better you get!!!!



## Darn Engineer

By Ralph Jorgensen

### More about spreaders

*The day comes when the young engineer goes to the field to see if the concoction dreamed up on his drafting table proves itself in real-life conditions.  
Off on a manure spreader test!*

Manure spreading is a science or art, depending on your vantage point. The object is to design a chopping mechanism that spreads product evenly over a prescribed width. That's the art part. Science has to do with speed of rotation as well as the shape and angles on the paddle wheels.

Some things one has no control over are terrain, driving conditions, and the farmers desire to get home and do almost anything else. The angle and placement of paddles brings art and design to the forefront. (After all, we must stand behind our product!)

The test was established by the field engineer, me: Lay down a canvas sheet about 20 feet wide. On the canvas paint stripes four feet apart. Next, attach the experimental paddles to the spreader. Finally, empty the manure spreader while driving over the canvas. When finished, don boots, take shovels, and gather up whatever is within each four foot strip and weigh the deposits. Not a nice job, not high tech, nevertheless an accurate method of verifying if the paddles spread evenly. (We had a number of experimental paddles to try.)

I was assigned to the field one day only, to establish the methodology. Subsequent tests were left up to the field mechanics.

Curiously, after a few days of testing all the results seemed very consistent. One paddle was much like the other. Questioning the field mechanics, they assured me the results were "as shovelled." Consequently senior management made the decision to produce the cheapest one.

Did the field guys get lazy and merely use their creativity to fudge in good numbers? Heavens no, field guys aren't like that!

Years later, possibly late at night, in the far reaches of my mind, I could hear voices all over the nation saying "darn engineers, can't they even make a manure spreader that spreads evenly?"

## BUY/SELL:

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**For Sale:** IHC 1978 1086 with 4600 hours, original ,well maintained, with 10 ft. LEON dozer blade. good rubber, has the dual wheel set up, but no tires for the duals...runs great.....\$11500.00 Steve Fedechko, Derwent...780-741-2314...200KM. east of Edmonton.



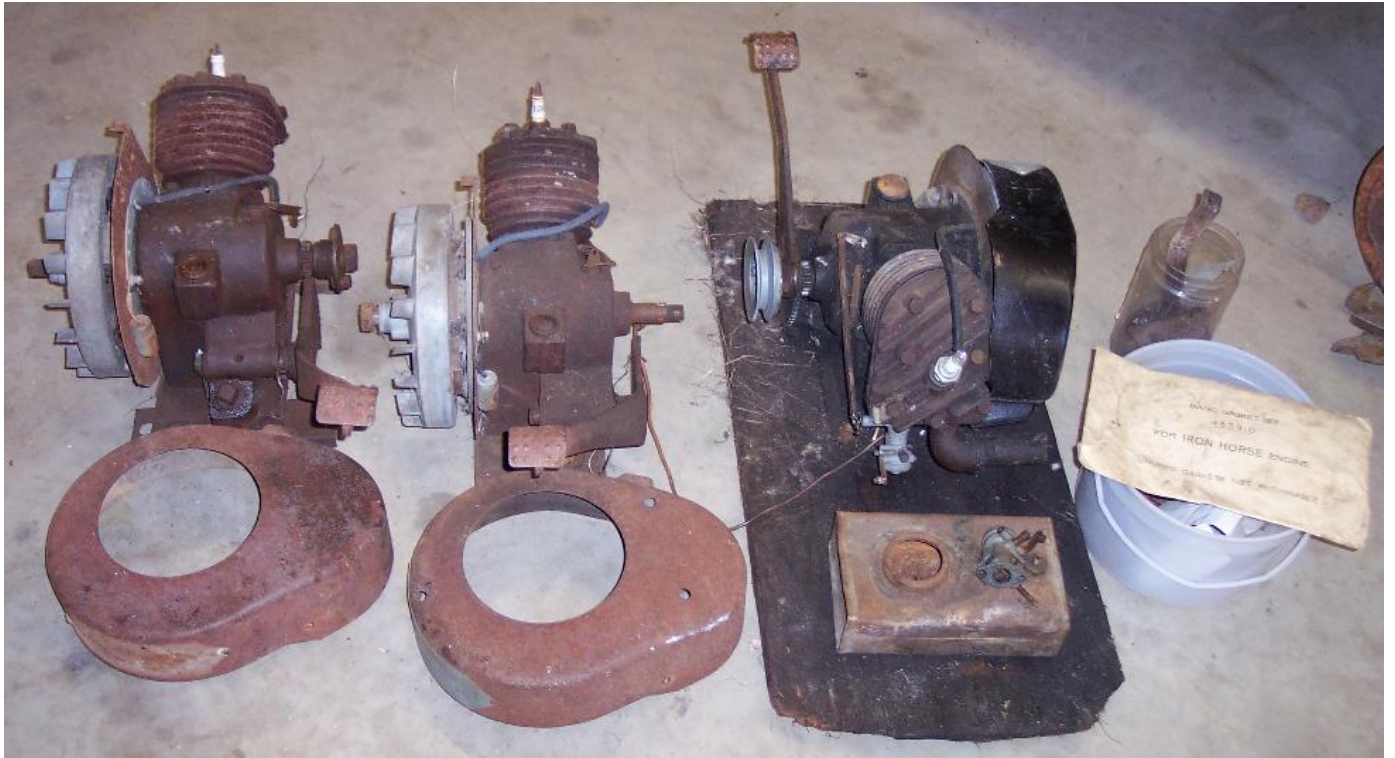
**For Sale:** 1956 Farmall 300. Fast hitch. Single front wheel. 13.6 38 rear tires. New hydraulic pump. New rad. Very Straight tractor. Also have a 3 bottom IH fast hitch plow I would consider selling. Make me a resonable offer. Contact: Ken Wood at email: [kwood@rockymtn.com](mailto:kwood@rockymtn.com)



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**Wanted:** Touch Control for an early Farmall Cub. I need the whole hydraulic set up, pump, lines, block and whatever else is needed. Contact: Gerry Magnan at phone #780-667-2451 or e-mail [glmagnan@telus.net](mailto:glmagnan@telus.net).

**For Sale:** 3 Iron Horse engines for sale 1 runs, 1 is loose but doesn't run and 1 is seized. They come with a gasket set. I am asking \$50 for the lot. If there is a young person has an interest in them we can work out a deal. If you are interested contact Gerry Magnan at phone #780-667-2451 or e-mail [glmagnan@telus.net](mailto:glmagnan@telus.net) .





# INTERNATIONAL TRUCKS



Special thanks for this article "Two Sides of the Same Coin" to authors Mark and Maria Valko, and to Vintage Truck Magazine for the authority to reprint the article.

# TWO SIDES OF THE SAME COIN

## HIS AND HER VIEWS OF A 1963 INTERNATIONAL



One year, the Valkos used a photo of the 1963 International for their Christmas card.

**I** discovered Vintage Truck in a small airport shop on a trip to Mexico with my wife. It struck me that your magazine might be the perfect place to share a personal essay my wife wrote for a class assignment. I can't tell you how much it touched me that she actually understood I have a "sickness." Nearly everywhere I go, I peek in backyards or scan fields for some undiscovered treasure. I can't explain what exactly it is that consumes me, but after 22 years, my wife finally came to grips with the fact that her husband was "sick."

### His View—My Treasure

**M**y treasure is a 1963 International 1200-series 3/4-ton four-door pickup with four-wheel drive, a 345 V-8, a four-speed transmission, a 6-foot bed, and tons of character. It has no power anything, and a heater under the passenger side of the dash is so large, it looks as if it could heat a small apartment.

I discovered this truck about ten years ago. The owner had passed away, and the grandson was not willing to part with it, but I kept in touch and six years later, he agreed to sell it to me. I honestly can't remember if I towed it or drove the short distance to my buddy's barn. What I do remember is that the last tags on the license plates were 17 years old. It didn't take much to get the truck back on the road, and I was surprised at how well it drove. The odometer registered 97,000, which was probably accurate.

One year, my wife thought it would be neat to use a black and white photo of our boys, the old truck, and me for a Christmas card. I love the gal!

Eventually, the truck wasn't getting much use, and I sold it to a neighbor who was a friend of the original owner's family. I regretted that decision, so when the opportunity to get the truck back presented itself, I did not hesitate nor gain permission (if you know what I mean). Once again, I am the proud owner of this great piece of American nostalgia. I love the fact that my kids love riding in the treasure and are actually brave enough to take it on their own forays to town or into the woods. I get compliments all the time, even though the truck has seen better days.

*Mark M. Valko*



He calls the classic International a "treasure."  
She calls the huge ugly truck a "clunker."

## Her View—Our Ugly Truck

I have to wonder about the strange fascination my husband has with old cars and trucks. I don't share in that fascination. We don't have a lot of money, or even a little, to justify even one extra vehicle in our garage or driveway. And yet, he can't seem to help himself, he just wants to own them. Several years ago, he bought a 1963 International four-door pickup. To me, it looked worthless, but he had to have it.

It is huge and ugly. Green, sort of, mostly faded and splotchy, with silver patches where paint used to be. The rack on the back is falling apart, and yet he ties lumber, garbage, or whatever to it, and it seems to stay. It reminds me of the "Beverly Hillbillies."

I believe he paid \$200 for it. He has hardly put any money into it, and it always starts up and rides fairly smoothly, even on cold winter days. I wish our newer cars always worked so well.

A short, round, older couple moved into the house behind us several years ago. They saw the truck and had to have it. Could they possibly be truck hounds too, I wondered? Turns out, one of their child-

hood friends had owned that very truck, and they wanted it for sentimental reasons. So after much cajoling on my part, and since we didn't need the truck and did need the money, he sold it for \$800. They thought they got a great deal. I thought we got an incredible deal. They drove it for a while but found it difficult to get in and out of. I must admit it was pretty cute to watch them both climb in the cab of the huge monster. Eventually, they sold it to another family, who enjoyed it for a while.

Sometime later, the most recent owner met up with my husband and learned he was a previous owner (and huge admirer) of the truck and decided he should have it back. I'm guessing they were tired of it, too. But not my husband—he thought of that truck often. So without telling me, he bought the old clunker back for \$500. Again, it sits on our property in all its glory. Still, it does work everyday, although it definitely takes some effort to drive. No power steering and manual shift. I've never even tried to drive it; it looks like it takes a lot of muscle from my husband, but he is smiling all the while.

Oddly enough, I started thinking about this ugly old clunker that my husband adores so much, and I have to make a few comparisons. It was made in 1963—I was born in 1963. It is not looking so hot—needs a lot of work—but he has no desire to make it look perfect. He actually likes its eccentricities. Maybe a man who has that kind of appreciation for something old and classic is worth keeping around. After 22 years, he is still in love with me, with all my eccentricities and parts that are not looking so hot anymore.

Maybe there are a few good men out there who want to keep the faded comfortable armchair, the old dependable truck, and even the same old everyday wife they've had since they were barely out of their teens. Maybe trading in and up isn't for everyone. There is something to be said for keeping what you've got and appreciating it. Oddly enough, everywhere he drives the old truck, he gets attention and compliments from men and women, old and young. It is a rare breed, and so is he.

*Maria Valkeo*

## MEMBER PROFILE - Dave McCourt, Stettler, Alberta

My addiction to International trucks started In 1989 with a trip to the farm where I grew up, at Kitscoty, Alberta. There in the trees was our old 1940 International D-15-H with trees growing through the engine compartment and the wheels. When the owner of the farm was asked if it was for sale, he said "that piece of junk - take it." I made a small start on restoration, but a job, 2 old Mustangs and a 1940 International D-3 took over and it sat for the next 15 years.



The D-3 purchased in Edmonton was in much better condition than the D-15 and resulted in the "Green Machine". D-3's are uncommon as only about 550 were built in Canada. They were only built in 1940.



After practicing on the D-3, the "Farm Truck" was next. It was in rough shape, and needed a replacement engine. One of the rear fenders has 7 feet of welding holding it together.

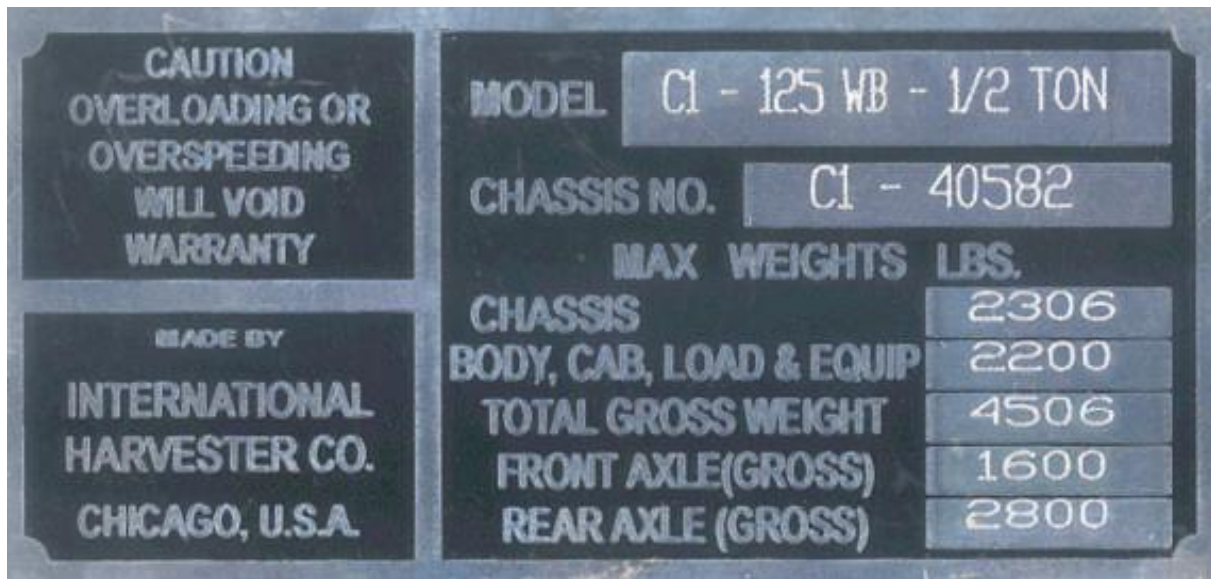


In 2008 we made a trip to Kentucky to pick up the "Kentucky Kornbinder", a 1935 C-1. It has only 45,000 miles on the odometer. Lots of rust but fairly complete.

In 2010, a trip to Manitoba resulted in a 1936 C-15 following us home. The C-15 is a one ton, only built in late 1936 and early 1937. Only 285 were built in Canada and there are few survivors. I am changing this truck from a grain truck to a pickup. I hope to have it ready for the Olds show this summer.



Parts are a challenge for old International trucks. I have found Southland International to be a good source, but ebay and innovation become the source for most of the parts.



I have a woodworking business and I do laser engraving. So I use my laser to make gaskets, felt washers and numerous other parts including replacement data plates for my trucks. The model C trucks have wood cab frames and floors so the woodworking shop makes replacements of these parts possible.



My C-15 was missing the stainless steel "crank hole" in the grill so I made a mold and cast a new one with aluminum. The C-1 has hub caps turned from aluminum to the original shape and the triple diamond logo engraved in them.

Model C's also had a crankhole cover, another hard to find part. I made one for the C-1 from aluminum.



I built new boxes for my D-3 and C-15 with steel supplied by Metalex Metal Buildings in Stettler. They have 22 foot CNC brake and do an excellent job of making new steel floors which are usually needed in an old truck. I do most of the work on the trucks myself. I get some help with the mechanical work but I do my own body work and painting.



Living in a small town is ideal for an old truck owner as it is possible to drive them. I enjoy driving old vehicles almost every dry summer day!

## IT'S A LOADSTAR - married to a FORD and a GMC!!

This truck caught my eye the other day. Immediately recognized the Loadstar cab, having driven so many when I was a younger man. A Loadstar cab with a box! This truck belongs to Chris Martin, a welder from Leduc, AB.

He bought a 1997 Ford E-Superduty cubevan with a powerstroke diesel engine and an automatic transmission; stripped it to the frame, rolled the rear axle ahead 30" and chopped the frame. The rear frame had to be notched for the axle, and the fuel tank had to be shortened approximately 3.5 inches. He mounted a 1972 Loadstar 1600 cab and nose onto the chassis by making a new rad support and all cab mounting brackets. Inside the cab he notched out for the engine and a custom doghouse, that is removable and handmade. The box is a new take off from a 2012 GMC 1 ton as is the rear bumper. The front bumper was formed and built by Chris. The cab has had all the rust areas replaced which wasn't a lot other than below the signal lights, the step supports and a bit of the cab floor. It was actually pretty solid when he got it. The paint is nothing special at this point - he hasn't even removed the dents yet! Inside the cab is all original other than a cd player and the gauge cluster. Chris left the original bench seat because of the great condition it was in. The side exhaust is just a pair of side pipes from a hot rod turned on their side. Chris says his truck is fun to drive around in and great for advertising!



## TECH TIP

For those of you who have the 1968 C series pickups, you'll no doubt know how hard it is to find a new replacement amber lens for the front fender side clearance lights. I found an LED clearance light, available at Canadian Tire, Princess Auto and some other hardware stores that will fit. They usually come with a plastic mounting plate - remove it.

Now you have two choices. First, you can use the sealed unit by carefully cutting a very small amount of the mounting surface to fit the hole. Using the original wiring harness, cut off the original plastic bulb mount and attach the wires directly to the sealed unit. Glue/silicone it in and it's done!

Or...you can use a dremel to cut the amber lens off of the sealed unit, which you would then glue into the mount, thereby still being able to use the original bulb.

Bernie Yakimyshyn



## SHOP TIP

I keep some cheap  $\frac{3}{4}$  inch magnets around the shop. You can use them with some old towels to cover any parts you don't want to scratch; fenders, hoods etc. I have put them on screwdrivers to magnetize them to hold screws that are hard to get into small places. I use them to hold my shop lists on my tool box. I have used them to post notes on my shop door so visitors know if I have gone into the field or for lunch. I am finding more uses for them each day. Gerry Magnan

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## BUY & SELL

**Wanted:** Aluminum custom wheel cover for MID 60'S Scouts and Pickups.

Contact: Bernie Yakimyshyn at email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca) or phone 780-464-1030



**For Sale:** 1968 Travelette cab. Needs some floor patches, has a few dents, virtually no exterior rust, overall very good condition for such a rare piece. \$1000  
Contact: Bernie at 780-464-1030 or email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)



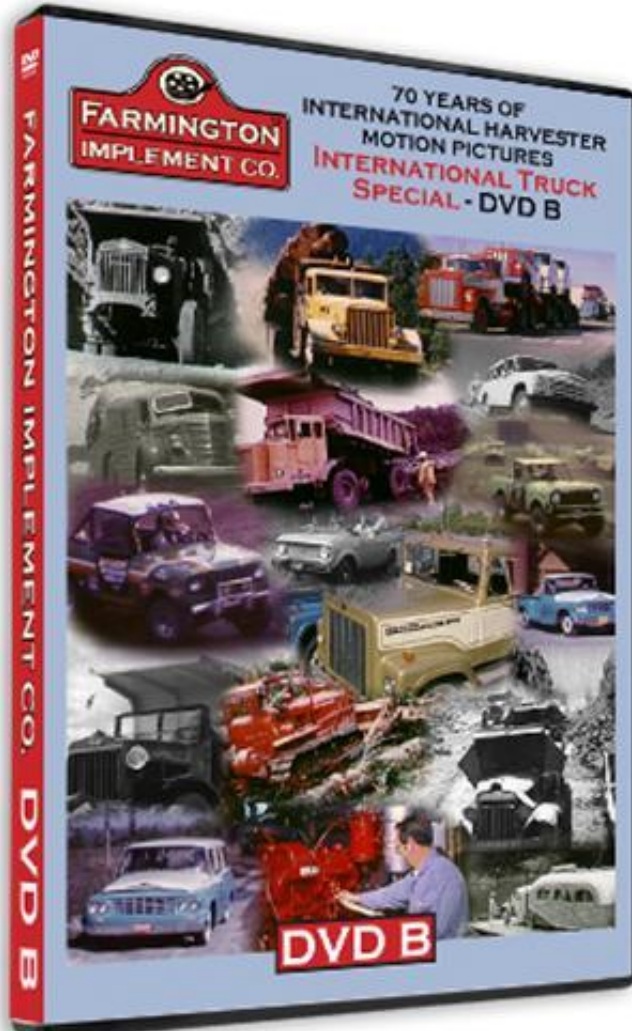
**For Sale: 1950 L110.** Originally grandpa's truck from Saskatchewan. Needs emergency brake cable repair to pass Alberta provincial inspection. Asking \$7500 but open to serious offers. Other than that she's a nice truck. Contact Chris Davies - phone (780) 757-7172 or email: [twillo66@hotmail.com](mailto:twillo66@hotmail.com) .



**For Sale: Set of 5 clearance lights.** \$20. Contact: Bernie at 780-464-1030 or email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)



## 70 Years of International Harvester Motion Pictures



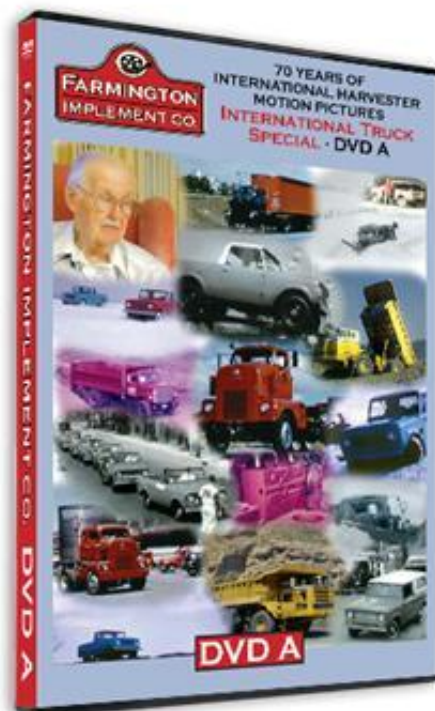
### DVD B

Includes the Boulder Dam Story with George Kirkham explaining the International HS-104-C that was instrumental in building the Boulder Dam.

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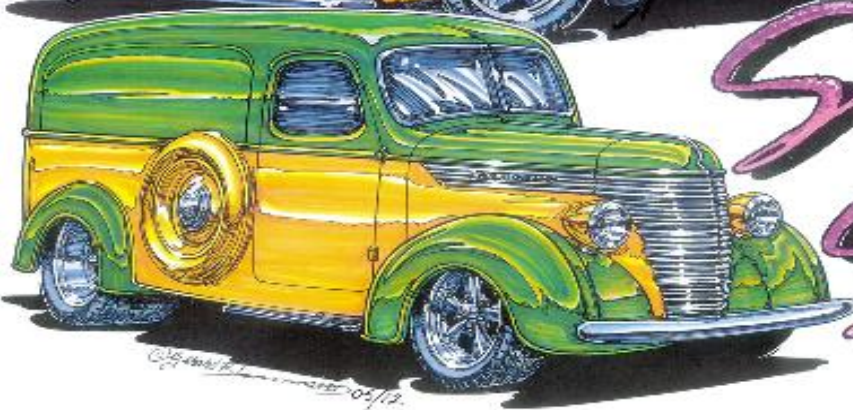
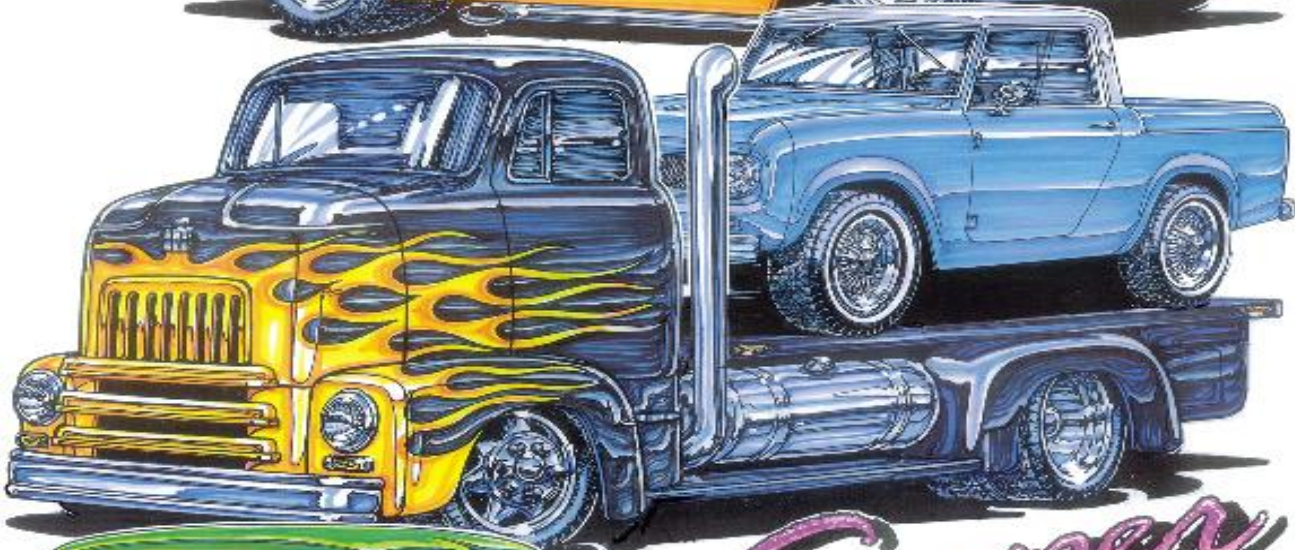
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