



*Chapter 38 IH Legends*

# **NEWSLETTER**

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

**FALL 2014**

Publisher: Ken Wood  
Address: RR#1 Barrhead Alberta  
Phone: (780) 674-5073  
E-mail: [kwood@rockymtn.com](mailto:kwood@rockymtn.com)

Editor: Bernie Yakimyshyn  
Address: Sherwood Park, AB  
Phone: (780) 464-1030  
E-mail: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)

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# **Welcome New Members!**

**Patti Algot  
Bonnyville, 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

**DISTRIBUTION:** Sharon Algot, Derwent, AB (780) 741-2115

### DIRECTORS

Blair Leonard, Tessier, SK (306-656-4416)

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

John Richardson, Semans, SK (306) 209-2425

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

Boy how time flies when your having fun; already time for pre-Christmas parties and it seems as though we just had our summer show. The past now includes all summer activities for Ch 38, including our open house and threshing/baling day. We did see many Ch 38 members at the Sukanen Ship museum weekend in September, along with the dedication of the History of Agriculture mural by member Bill Young. This mural is a must see while visiting Sukanen. Bill's attention to detail has provided viewers with an educational view of the history of agriculture in the prairie provinces, that will especially be appreciated by school tours.

Our threshing day was due to the generosity of member Alan Fletcher by providing two loads of bundles, as the threshing day in Arcola was rained out and he did not want to overwinter these sheaves again. It was a very windy afternoon and did present some problems for those hardy soles pitching into the machine. Our old machine did protest a bit at the start by breaking the feeder belt and slipping the clean grain elevator belt, but after these repairs were made it ran steady until all sheaves were threshed. I think Alan Fletcher saw to it that these belts kept turning. If anyone has the exact measurements of the belts on this machine I would appreciate receiving them, and then we will have some new belts made. I was fortunate enough to pick up a donor threshing machine from member Ron Gerlinski, it had the wheels with rubber tires, which we had been looking for for some time, and now installed on our machine. It really appreciates the soft ride.

Threshing Machine overhauled and ready to go. Part of the Bill Young mural at Sukanen Ship Museum in Moose Jaw, SK. VP Algot running the belt. Marty Nervick (barely visible) behind Roger Forest on the bundle rack. Darald on top of the threshing machine.



Our machine had another serious issue. It seems since we last operated it about 10 years ago that some racoons decided to take up residence inside and eat most of one straw walker, parts of the other three, and one support for the pan under the straw walkers. It is quite a job to remove the walkers, by working through those small inspection holes in the side of the machine and removing the walkers through the rear of the machine. We were able to repair three walkers and the support for the walker pan but we did have to use one walker from the Gerlinski machine to make ours operational. Member David Saville did come to our rescue with a package of belting that relieved that pressure, but we should get some new belting of the proper size.

We now have put the threshing machine away in a quonset some miles from home, instead of the open front shed where it has lived for about 25 years, rubber tires made this possible.

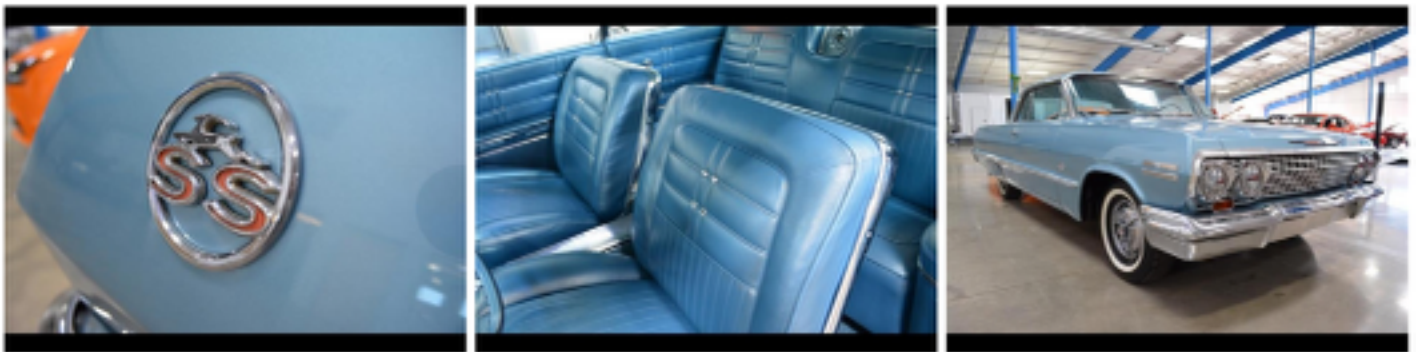
When the threshing machine shut down, Alan Fletcher set up his hay press (baler) using the threshing machine for a bit of wind protection, and proceeded to bale up the straw pile. Everything was going along nicely when the baler decided to eat up the blocks that are installed to separate the bales. After a couple of tries baling had to be abandoned unless we wanted one very long bale. Now Alan has some repairs to make to the baler.

Our projects for next summer probably include more than we can get done, but the Farmall 200, TD 6 and B 100 should all receive some attention. We do have a motor for the B 100, that was rebuilt years ago then installed in a L 160, then sat in a shed for many years. We hope to get this properly set up and installed next year.

Your board continues to hold meetings by teleconference, once per quarter with the annual meeting being the only face to face meeting held during the year unless an opportunity to do better presents itself. The board meeting consists of the board members, advisors and membership secretary. With our membership covering such a large geographic area I feel it is important to get input from as many areas as possible. For the same reason, I feel that we need more than just the board members who know what is happening within the board and to be knowledgeable about the activities concerning your Chapter. These meetings usually last for approximately an hour, with active input by all in attendance, and attendance is always very good.

Remember the winter convention this year will again be in Michigan City, Indiana and Red Power Roundup will be in Sedalia, Missouri. It would be nice to attend one or both of these shows, but time will tell, and if there are not conflicting dates. Sedalia is just over 1000 miles from Radville so that is just a two day leisurely drive.....

Hopefully we will soon be in our winter home, and be able to enjoy the 63 Chev Super Sport we



purchased last May and had delivered to our Arizona garage.

In the mean time we wish all a Merry Christmas and a Happy and Prosperous New Year, stop in Lake Havasu City on your way by. See ya' all in Leduc!

Darald Marin Pres IHCC Ch 38

## **VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER**

*Reprinted from the 1967 International Harvester Farm Equipment Parts and Accessories catalogue.*

### **Looking Back with International Harvester**

In 1831, Cyrus Hall McCormick demonstrated his invention of the world's first successful reaper, and in doing so ushered in the mechanization of agriculture, a truly significant event.

In 1867, the McCormick Harvesting Machine Company manufactured in its Chicago plant, (destroyed in the Great Chicago Fire of October, 1871), many thousands of reapers, some of which were sold in Canada. In that year a confederation of Upper and Lower Canada with New Brunswick and Nova Scotia, brought into being the Dominion of Canada.

In 1902, the Deering Company located a manufacturing plant on a choice bay-front site at Hamilton, Ontario. Later that year when the merger of the McCormick, Deering, Plano, Milwaukee and Warder, Bushnell and Glessner companies formed the International Harvester Company, manufacturing began at the Hamilton Works.

In 1910, the Hamilton Works of the International Harvester Company of Canada, Limited, was widely advertised as "the largest farm implement plant in the British Empire." Trainloads of Hamilton-made farm machinery were shipped to western Canada and to countries throughout the world.

In 1967, the Hamilton operations of International Harvester Company of Canada, Limited, situated on a 157 acre site in the heart of Hamilton's industrial community, is the largest and most modern farm equipment manufacturing complex in Canada. In Canada's Centennial year, International Harvester Company of Canada, Limited is serving Canadian and world agriculture with the development and production of the world's finest line of farm machinery and equipment.

Gary Algot, Vice President

## FROM THE MEMBERSHIP SECRETARY

Dear Members:

For this newsletter I have such a short report, so I am also sending a photo that I received. It is such a pleasure to get mail, especially when a photo comes of something very special.

This truck belongs to Wes Jendruck, Athabasca, AB. It is a 1950 IHC L110.



Total registered members = **351 today**; (from the beginning of Chapter 38 in 2006 to present day the last number used is membership #653 which tells the story that 653 different members have been or are presently registered up to date members.)

Forty three (43) members have requested electronic newsletter, and thereby get their issue in beautiful colour and immediately on line as soon as it is printed.

I encourage all members to please let me know on their next renewal form if they would also like the newsletter on line, electronically.

Please just write "Email" on the renewal form and I will help you from there.

Renewals are due before the end of February, 2015, and I am ready and looking forward to receiving the membership renewals again.

I wish everyone a very Merry Christmas and a most Happy New Year.

Sincerely,  
Barb Bender, Membership Secretary

## 2015 Annual Show Update!

Hello fellow members! It was sure good to see many of you at our 2014 show in North Battleford this last August. We were very happy to meet some new faces and see their trucks and tractors in the line up. Planning has already begun for 2015! Fellow member and director Gerald Magnan and I will be sharing the responsibilities as co-chairmen for this show.

The venue and dates have been confirmed: July 25 and 26 at the Leduc West Antique Society grounds. Directions from Leduc: travel 5 km west on Highway 39, then one km north on Cohn Dale Road (Range Road #260).



Some initial information is available at this site:

<http://www.leducwestantique.com/?content/july-annual-exposition.html>

Much more information regarding local hotels, campgrounds and related facilities will appear in the next few newsletters.

**PLAN ON COMING IN ONE DAY EARLY JULY 24 FOR A SURPRISE EVENT!**

**Bernie Yakimyshyn & Gerald Magnan, Co-Chairs**

# DARN ENGINEER!!

by Ralph Jorgensen

The past two and half years have been devoted to taking peeks through the window of the Research and Development department at International Harvester, peeks that could go on for another two and a half. However, the creation of machinery is wider than just R & D.

In subsequent issues I propose to discuss other facets of the development process. When will this series end? When we run out of topics, memories, or blarney. (Or when the reader says STOP!) If anyone has a topic that needs to be discussed, try me!

Some future topics could be

- a) Research and Development, a final inside look.
- b) Tooling. What is it and why is it necessary?
- c) Paper. Operating, Assembly, and Parts Books.
- d) Others.

Development of equipment prior to the end user leaning on it, swearing at, and ultimately using it is nothing short of a miracle. Look for the heading "A Path to New Products" (Or something like that.)

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Editor's note: maybe we could have an engineer look at this particular problem, and explain what possible application this incredibly well-balanced IH truck would be suited for....!



Editor's Note: and continuing along the lines of early engineering, here's a submission from our President Darald Marin. Thanks to our friends at Chapter 20 IHCC for allowing this reprint.



The picture is of a header. The platform is clearly visible below the seat that the operator sat on, and the wooden steering pole that this same operator did the steering of the header, with his knees.

This machine was pushed by six horses; there were many of them in our country during the dirty 30's, but most if not all were contributed to the war effort as the people who used them just hated what they stood for; drought, poor crops and hard work to salvage enough crop to feed their animals for the winter.

Most headers had an elevator out the end and elevated the short cut crop into a hay rack, for delivery to a threshing machine or a feed stack in the yard, near where it would be fed to the livestock.

The crops that these machines were used on were very short, and the cut product was for the most part just the heads with a short straw attached.

# DEALERSHIPS OF THE PAST

Member Clayton Kucherawy submitted this article from the book "Remembering Hilliard since 1905"; thanks to author Isadore Patrie, Hilliard, AB for approving this reprint.

1962

## GENE & JOE'S SERVICE



BOX 83

PHONE No. 1

HILLIARD, ALTA.



Gene & Joe's truck in Chipman parade



Photo: E. Humeniuk

PHONE 1



## GENE & JOE'S SERVICE

E. J. Humeniuk - J. Golinowski, Props.  
INTERNATIONAL MOTOR TRUCKS  
REPAIRS TO ALL MAKES OF CARS

1971 Gene and Joe sold to Mike Seniuk and Mike Sorochak

## White Rose Service Station, Bulk Petroleum Products and Public Trucking Service



*The buildings were constructed in year 1950, by the original owners, Nick Lysak and George Cikaluk, which was the Service Station and the Bulk Petroleum Station.*

*Nick and George acquired a franchise from the Canadian Oil Co. Ltd., which was the White Rose Petroleum Products.*

*On November 2, 1952, Nick and George sold the Service Station and the Bulk Station to Metro Lysak and Walter Nahayowski.*

*Metro and Walter acquired a 3 ton Chev Truck for the trucking services, of hauling livestock, grain and coal for the customers of Hilliard, and local farmers in the area.*

*Metro owned a one ton Ford pick-up, which we used to deliver bulk fuel to the farmers, and the 3 ton truck was used to haul grain, coal, livestock, tamarack posts and lumber.*

*In 1953, Metro and Walter acquired a dealership for International Harvester Co. Ltd., which was called light trucks. That meant we had to stock one or more trucks on hand, up to one ton size. But, we sold larger trucks and they had to be ordered for the customers.*

*As time went by, we needed a qualified mechanic in the Service Station. That was a problem being in a small town with no running water system and it was hard to get a qualified mechanic to stay.*

So, Walter Nahayowski decided to take an apprenticeship as a motor mechanic and entered technical school in Calgary, Alberta in 1956. This took a 3 year period at 6 weeks per year. By October 1958, Walter received his apprenticeship certificate with (remarks as foreman material).

We repaired cars, trucks, farm tractors and whatever had to be done, also automatic transmissions, rebuild engines and so on.

By year 1955, we sold a number of trucks in our area, which meant that our trucking customers were becoming less so we got some larger trucks in trade, then we put them for hauling gravel. We had three gravel trucks working for the county and for the Government of Alberta.

By 1959, the business was not doing so well, then Metro bought Walter's share and ran the service station and the gravel trucks with hired help.

On November 2, 1962, I, Metro Lysak, traded the service station for a house in the City of Edmonton, Alberta, which was owned by Mr. & Mrs. Joe Golinowsky.

The third owners of the White Rose Service Station were Joe Golinowsky and Eugene Humeniuk.

All this is written, what has happened at Hilliard, you will notice, that only the men are mentioned, but nothing about the women, the reason is at that time the women at Hilliard could only be the Homemakers, for there was no employment opening in such a small Hamlet.

Editor's note: current picture of Gene and Joe's Service location at Railway and 1st Ave in Hilliard, AB.



## MEMBER PROFILE: Wes Jendruk, Athabasca, Alberta

Editor's note: I met Wes with his newly restored 1950 L110 at the 2014 Smoky Lake Pumpkin Festival. A fitting mascot for the show!



Hi there. I was born and raised on a farm 8 miles northwest of the town of Elk Point AB. While growing up I always had the love for older cars and trucks. I worked on the farm with my dad Stan and we seemed to have to repair all equipment as we went along.



After completing high school I started my apprentice as an auto mechanic at Zarowny Motors in Elk Point and St Paul. After getting my licence I moved to the town of Athabasca to start my own business as a Shell gas station and a repair shop.

In 1975 Toyota approached me to become a

dealer so I started selling new cars and trucks along with used units. I ran the business until 2005 when Toyota closed the dealership because of too small a market. I then sold the business and built a shop a home.

Now that I had more free time on my hands I bought a 49 Pontiac and started to restore it and after one year it was complete. So the winter I bought a 52 chev COE near Newbrook and it did not stop there. Now I have 13 restored cars and truck which I drive all.



This hobby got a little out of hand but I enjoyed working on all these cars and trucks. It was a real labor of love. This 1950 International may be my last project and will see how it goes. I do attend about 10 to 12 car shows every year with one of these units so, if you see me, we will have a lot to talk about!



## MEMBER PROFILE: Ben Bilsky, Athabasca, Alberta

My IHC collection includes:

- Trucks: 1940 D30 bought used by my dad in 1944 and started trucking, 1927 S26 with a Lycoming engine, 1947 KB5, 1949 KB-1, 1953 R-190, 1954 R-110 and a 1959 V-190.
- Tractors: 10-20, three 15-30s, two W-30s, W40, W4, W6, W9, WD9.
- Farmalls: Cub, A, B, C, H, MD
- Crawlers: T20 and TD6.
- Engines: Several LAs and LBs and Ms, many parts books, service books for most models made.
- Die cast models of most IHC tractors and some trucks plus others.
- Also, an IHC fridge, IHC parts in original boxes, filters, oil cans, paint, gaskets, etc.

I welcome everyone to see my collection, but please call first, as I am away a lot 780-805-4909.

I started my own trucking in April 1974 at the age of 19 with a new F1800 tandem gravel truck, purchased from Brent Densmore at International on 111A Avenue Edmonton. I had grief getting financing because of my age, but got it anyway and had the truck paid for by Christmas. I had a few IHC models later and celebrated my 40th anniversary in the trucking and construction industry and still going strong.



I am enclosing the original Bill of Sale (note no extra charges like today...tire levy, GST, etc.





**INTERNATIONAL HARVESTER COMPANY**  
OF CANADA, LIMITED  
**MOTOR TRUCK INVOICE**

BH-811-G (SET OF 6)  
PRINTED IN CANADA

CUSTOMER'S ORDER NO. & DATE	DISTRICT OFFICE	CODE	TERMS:	DATE DELIVERED	INVOICE DATE
	VANCOUVER	954 <sub>to</sub>	NET CASH	4/18/74	4/18/74
ACCOUNT OF:				DELIVERED VIA	DELIVERED FROM
BEN BILSKY, BOX 14, ATHABASCA, ALBERTA.					EDMONTON
SHIPPED TO (IF OTHER THAN "ACCOUNT OF")					

ACCOUNT NUMBER	934	827	007	RECEIVING INVOICE NO	RETAIL	WHOLESALE	SALES CODE	ZONE
DISTRICT ORDER NO.	478			MTT54561	934		15680	B. DENSMORE

DESCRIPTION				QTY.	CODE	AMOUNT
MODEL	WHEEL BASE	CHASSIS NO.	ENGINE NO.			
F1800	187	15682DCA14668	25619	1	1568206	
AS PER ATTACHED						
ADD: INSTALL DUAL FUEL TANKS						
GOODS BOX & HOIST & EXHAUST PURCH:						

	AMOUNT	S.L. CODE	SDRY. CODE	
FREIGHT				\$
PREP. & DEL.				
NAT. ADVTG.				
SPECIAL PREPARING				
PROV. SALES TAX				
FINANCE & INSUR.				

SETTLEMENT

CASH \_\_\_\_\_ D

NOTE \_\_\_\_\_ U

ACCT: \_\_\_\_\_ E

TRADE-IN NO. \_\_\_\_\_

DESCRIPTION \_\_\_\_\_

ADD TOTAL SUNDRY CHARGES \$

SUB TOTAL \$ \$

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TOTAL AMOUNT \$ 15,300.00

# Quite a collection

Athabasca's Ben Bilsky owns an impressive tractor and truck collection

LES DUNFORD  
T&C STAFF

"I always liked old stuff," said Ben Bilsky as he walked around his large collection of old tractors, trucks and stationary engines stored in a big shed at his headquarters site for Bilsky Contracting a few miles west of Athabasca next to Highway 2.

He said he began his collection somewhere between 15 and 20 years ago, but really doesn't know how many units he actually has.

What he does know; it isn't a cheap investment. "I've kind of got myself a bit of an expensive hobby," he laughed.

Many of the tractors and trucks in his collection are International Harvester.

One is a Farmall H his dad owned for many years, then bought and restored by the late Joe Boisvert and Bilsky bought at his auction sale after he passed away. He also has a B and C and Farmall M,



LES DUNFORD/T&C

**MAIN:** Ben Bilsky with his favourite, a restored 1940 International one and a half ton truck owned by his father Dan, who operated a truck service at Lincoln, a locality southwest of Athabasca. **INSET:** Tractors, trucks and stationary engines in his collection, of which a large number are International Harvester.

McCormick W4, W6 and W9, and a W-40 International on steel wheels. "A real workhorse," he noted.

He also has several stationary engines, many of them I-H but also a John Deere and others.

His biggest stationary engine is a 1910, 10 HP and the first gasoline engine in Athabasca, used for many years in one of the grain elevators. Like the H, it was restored by the late Joe Boisvert.

Some of his I-H trucks include a 1953 R-190 fifth wheel truck, with just 23,000 original miles on it.

"It spent it's whole (work) life just hauling fuel from the barge in Hay River up to the bulk station," Bilsky said.

Another is a 1954 R-110 pickup locally owned, a 1947 KB5 he bought at the Mile Zero truck mu-

on the farm in the Lincoln area, which is south west of Athabasca, south of Baptiste Lake along Highway 812. On the door is a small plaque which notes "International Harvester in Loving Memory of Dan and Lola Bilsky," his parents. The sign on the truck door reads "Dan Bilsky Truck Service Lincoln, Alberta."

Among his collection of "old stuff" is his mom's old Domo cream separator, and an International refrigerator. He also has drawers full of manuals for most of his collection, and shelves of die cast tractor models, mostly I-H makes, and other International collectibles.

It is indeed, quite a collection.

And then there's the crawler tractor part of his collection. One is a

Caterpillar D2 with dozer that was owned just a few miles from where it sits today. His dad hauled it out new in 1948 with his truck from Union Tractor in Edmonton for the local farmer John Babiak for the huge sum of \$15, he said.

Another is a TD6 I-H crawler and blade which he purchased at the Arden Wingrove sale west of Pi-broch a few years ago.

Outside sits a 1953 Caterpillar 3T D7 complete with cable controlled blade on the front. He said he purchased that at a recent Ritchie Bros. sale for just \$2,500. The original two cylinder starting engine was replaced with an electric starter. In just a few turns, it started right up.

Nearby is a Caterpillar 2U D8, serial number U440 from the 1940s, also

equipped with cable operated angle dozer. The tracks and rails are in remarkably good shape.

"From what I understand, the first 500 2U's went on the DEW Line and the Alaska Highway," Bilsky said. "I bought it at a farm auction between Sunset House and High Prairie. He had two of them."

Like the D7, once he got the starting engine running, it took very few turns before the big engine was purring like the Cat it is.

Although it may be, as he says, an expensive hobby, Bilsky obviously enjoys it. He also enjoys showing his collection to others and knows a lot of the history of many of them, which adds a lot to anyone viewing the unknown number he has.

## MEMBER PROFILE: Conrad Kirchner, Buck Lake, Alberta

I acquired my original interest in IH equipment from my future father-in-law, Jack Geldart. He referred me to a former co-worker of his who had special ordered (for hunting) a '68 pickup with  $\frac{3}{4}$  ton running gear in the form of a 4 speed transmission (complete with "granny gear" or stump puller first). I think this was in response to our interest in getting a farm truck for the 120 acre bush homestead parcel that I had an uncle buy on our behalf around the Busby area. It was a rusty but trusty, unstoppable machine. Sometime later I bought a new slide-in truck camper for it which we ultimately used for our honeymoon to Jasper in 1979.

Over the years it saw less use by us but my brother took it with him and his then girlfriend (now wife) to the far north (Tall Cree and High Level), where it again served faithfully for a number of additional years. They eventually parked it permanently on the hobby farm where it slept for many years. Eventually my aunt acquired the land from us and the truck was then dragged off by a neighbour who had some designs on restoring it (still complete but now very rusty).

Decades later we are now retired at Buck Lake but wintering in places like Lake Havasu City in Arizona and Osoyoos in BC. It was while staying at the latter that I spotted a couple of ads in the classic auto section of Kijijii. One was for a 1937 Ford pickup in Lethbridge which turned out to be a complete basket case, well beyond my limited abilities to restore. Having flown from Kelowna only to be disappointed, I then decided to rent a car and pursue the second ad, this time for a 1964 IH pickup. It was the colour in the pictures that first caught my attention as it was virtually the same as the original one that we had, had all those years ago.



After receiving excellent directions from the owner to get to Hill Spring (southeast of Pincher Creek), I found the truck and was very impressed with its condition or more importantly its lack of rust! It turns out that this truck was acquired new for a local ranch (note the brand on the box top sides) and when the spread was sold the truck stayed with it and the new owner, who is the individual that I bought it from.

He had retired from the ranch some years previous but kept the truck for himself. He had it cosmetically restored locally and used it for occasional trips with his dog to Waterton, which was not far away.

More recently at the age of 73 (his wife having passed), he decided to begin downsizing from his retirement home in Hill Spring, hence the sale of this truck.



We came to terms and I flew back to Kelowna and thence to Osoyoos where we were making preparations to return to our summer home in Buck Lake. Now we had to scramble to come up with the cash to close the deal as I hadn't left a cheque with the vendor (don't ask!) but mailed one later, too late for him to cash/clear before we drove there.

In any event we drove cross country via Crows Nest Pass to get there on a Sunday (the seller had other commitments on Monday and we didn't want to delay any further).

After overnighing in Pincher Creek (where I also viewed but could not afford a pristine 1937 Plymouth!) to register our acquisition, we drove back home in tandem on a 7 hour marathon, (we could not trailer the truck) right through a spring snowstorm, where I discovered that absolutely everything including the wipers, heater and defroster all worked! We were even passed by a brand new yellow Ferrari 958 as we motored labouriously at a maximum of 55 mph (as recommended by the seller) all the way up Highway 22.

My new toy truck never skipped a beat and has already proved a big hit at both local parades (two prizes!) and show & shines.

Now having survived an insurance inspection and some mechanical repairs (mainly kingpins and brakes),



I expect it will soldier on for perhaps a decade before I too will have to relinquish reliving our youth with the 'Turquoise Turkey' reincarnated as the 'Toy Truck'.

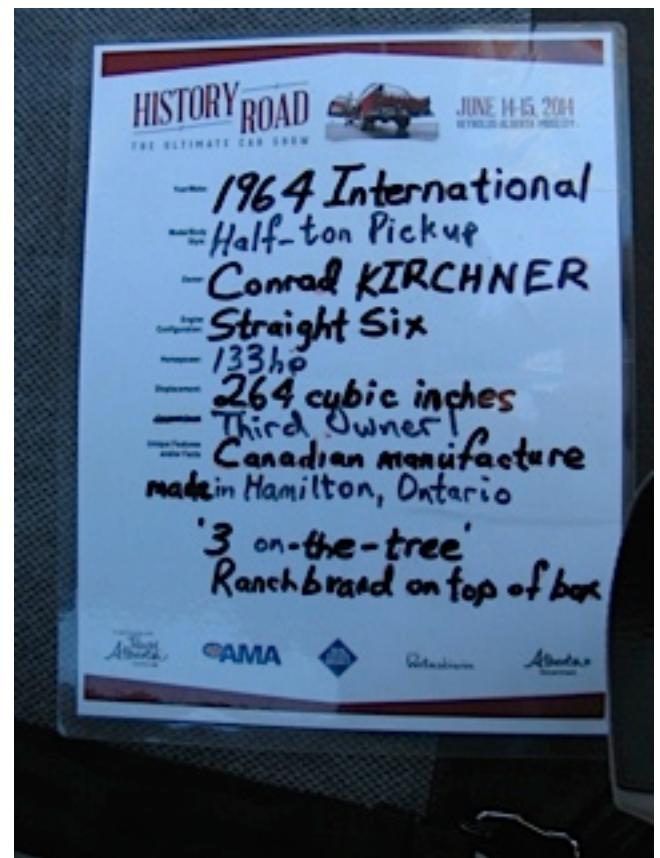
As seen in the pictures, it is a short box, three-on-the-tree, box stock machine, originally made in Chatham, Ontario (plate says Hamilton). The latter turned out to mean that it does not necessarily share parts universally with its American counterparts, which makes for a bit of challenge in finding things like wheel cylinders! I intend to keep it as factory original as possible, as the only add-ons it has acquired over the decades are a fabricated rear bumper, the aforementioned box top surround and I had the lap belts put in.

Otherwise it is exactly as it was made 50 years ago, with single, driver's sun visor, no rear view mirror, short fleet side box, standard black outside mirrors and radio delete. Amazingly rust was limited to a narrow strip starting below the floor mounted dimmer switch back to the rear of the footwell (pretty well repaired by the previous owner). The tailgate has received a little 'bondo' at the bottom for the same reason, but based on my previous experience with these machines, that almost passes for showroom condition with respect to rust out! Most of the dents and dings of five decades of use on a working ranch can be easily seen inside the box and a fresh coat of nearly correct exterior (much brighter & greener but striking and popular with the ladies!) paint complete the picture.

As a sidelight, I also bought a 1952(?) Farmall M while I had delusions of becoming a gentleman farmer, the highlight of which was when a rear wheel key broke and the axle suddenly dropped down about a metre! A trip to McLeod Tractor Parts boneyard in Edmonton remedied that failure. I don't think I even realized the connection between the two machines (truck and tractor) while I owned it but I was certainly reminded of the experience when I saw pictures of the tractor meets in the newsletters. Anyway we only had it for a few years before passing it onto another aspiring hobby farmer and as far I know it is still running today!

Now that I have finally found the International family, I look forward to meeting many of you (probably mostly at Leduc next year) to swap war stories and tips for parts and repairs.

See you there!



## **INTERNATIONAL HISTORY: submitted by member Clayton Kucherawy**

It's been a wonderful summer but I got little done on my project 1954 International 4x4 that has been featured here. So, as a treat, I am going to tell the story behind my favourite International truck.

It's not a shiny show truck or some custom hot rod. The truck is a 1955 International R150 with a hoist, 220 engine and 4 spd tranny. The R150 has been worked hard since 1955 and it is still going strong. This truck was bought new by my grandfather Mike Kucherawy from the IH dealer, *Gene and Joe's Service*, in Hilliard, Alberta. That dealer was a small dealer but just a few miles from the farm.



The truck was a work horse; in addition to hauling grain, livestock and farm supplies, Mike also used the truck often to haul lumber from way up in Calling Lake. On the trip they would take a 45 gallon drum full of gas and tire chains to help get up the steep river banks on the way. I personally remember riding in that truck as a child and driving it when I was older.



The truck at harvest time in 1962 with a threshing machine and a Minneapolis U tractor.

The truck is currently owned by my Uncle Ed. Uncle Ed is very skilled and has done some work to the truck over the years, including a valve job using VW valves, a ring job, replacing broken axles, transmission and shortening the gear shifter.

I'm not sure if the short gear shifter was to make it easier for a third passenger to sit in the cab without an awkward shifter between their legs or to make it feel sportier, but it adds character.

Perhaps someday the truck will undergo a full restoration to return it to her original condition. She deserves it!

I would also like to credit my father David Kucherawy for the amazing pictures.



**FREE TO A GOOD HOME:** 1953 R110 long wheelbase truck. FREE but you must take it all. No parting out. Located east of Sherwood Park, AB.  
Contact: Terry Ferguson (780) 922-2026  
tferguson485@gmail.com



## BUY/SELL CLASSIFIEDS

**Wanted:** for 1934 International C1 Pickup - rear fenders, windshield frame, splash apron under grille, hub caps, crank hole stainless trim. I have for sale or trade the 6 cylinder motor and transmission out of this truck. It turns freely.

Contact: Jim Boomer. 780-919-1938 or 780-458-2624. [Jimboomer@shaw.ca](mailto:Jimboomer@shaw.ca)

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**Wanted:** Information leading to a Transtar Conventional 4300 tractor equipped. Must be in running order and able to be driven. Contact: Darald Marin [daraldm@hotmail.com](mailto:daraldm@hotmail.com)

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**For Sale:** 1952 W4. \$1500. Runs nice, needs cosmetic paint. Has Char-Lynn PTO pump setup. Have replacements, as new, rear tires. Also a FREE cab, used on IH 766, 966, 1066, and 1466. Contact: Gary at 780 741 2115 or email at [gary@algot.ca](mailto:gary@algot.ca)



**For Sale:** 1973 Loadstar, V8 345, 5 x 2 trans. Runs and drives very well. Was softly rolled with water tank on the deck. Minor frame kink. No longer able to license for the road, but excellent for on farm use. \$800. Contact: Gary at 780 741 2115 or email at [gary@algot.ca](mailto:gary@algot.ca)



**For Sale:** 1966 1300 one ton with 134 inch wheelbase, V8-304 has issues, needs rebuild or replacement, 4 speed. Odometer says 30,000 miles. Front fenders and rad support are perfect - NO rust, straight grille and bumper. Brake drums are AS NEW. \$850. Delivery can be arranged. Contact: Bernie at 780-464-1030 or email: [yakimys@shaw.ca](mailto:yakimys@shaw.ca)



**For Sale:**

**International L, R, S Series/Chevy  
C10 Hybrid Chassis for sale**

This short wheelbase chassis has the much talked about and seldom attempted 1973-1987 Chevy front crossmember transplant. Instead of just attempting to bolt the crossmember to the IH frame, which would have been a poorly fitted result, I grafted a partial front clip from the C10 so that all the C10 steering and suspension components would bolt on like on a stock Chevy C10.

C10 components include new 3 inch drop spindles, new disc brakes on C10 5bolt hubs and calipers, new tie rod ends and idlers, C10 power steering box, C10 sway bar etc.

You could quite easily choose to go with an SD or BD inline 6, or a Chevy small block with this set up.



Out back a Chevy 12 bolt differential uses stock C10 springs and hangers attached to the IH frame. C10 brake drums and brake components have not been replaced with new components. I was considering a rear disc brake conversion. A flip kit is included to get the truck in the weeds. \$1,500 OBO for the complete chassis. Engine and transmission are not included.

I also have a very nice S160 cab mounted to the frame. The floor is in excellent condition and the doors open and close like new. A few dents in the roof that can be easily fixed. Fenders, inner fenders complete with hood latches, hood, rad support, grille, headlight pots and rims included. Inside the cab is an excellent dash panel from the S160 (one from an L110 can be included), heater, pedals and bucket seats from an Astro minivan. All for \$500 OBO.

Also for sale is an excellent L, R, or S Series short box pickup bed (wood floor model, but no floor boards are included) and two tailgates. A spare tire mount and two mediocre rear fenders are included. \$450 OBO

Also available is a good original windshield for the L, R & S Series IH trucks. \$250 OBO.

I have two radiators for sale - one from an S160 and one from an L110. The one from the S160 would be a good match for a BD264, or it could possibly work with a small block V8 as well. \$50 for the S160 rad. \$25 for the L110 rad.

A 1957 straight valve BD264 in liner is also available. Will need a rebuild. \$100 OBO. A BD240 block and head is also available for \$50.

I will consider offers for the whole package or various combinations of the above components.

I would consider swaps for a front clip for a 1964 Pickup, Travelette or Travelall. I need a left rear Travelette or Travelall door with inside door panel, windshield, rear door glass & rear glass.

Please call, or text Albert at 403-357-7659.



Editor's note: Dave Stark from Calgary, AB specializes in restoring and polishing chrome and stainless trim. He is an expert on K and KB truck trim, and he is now also offering to restore dash gauge clusters for the K and KB trucks.

# **WEST-TEK**

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Attached is a photo of my latest addition to the collection a 1957 International RDF-320 bed truck. Dual winches, 80,000 lbs GVW, Cummins NH250 with 10 speed main and 3 speed aux transmission, 18000 lb front axle, 60,000 rear axles. We picked this truck up in Wyoming last month.

GEORGE KIRKHAM

PRESIDENT.

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