



Chapter 38 IH Legends

Newsletter

July August September 2013

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WEBSITE: www.ihc38.com

Welcome New Members!

Dwayne James, St.Albert, AB., Lloyd & Audrey Cheshire, Elnora, AB.: Jim Cox, Innerkip, ON.: Terry Dietrich, Barrhead, AB.: Ron Gorham, Calgary, AB.: Jim Grose, Clive, AB.: Byron Haight, Erskine, AB.: Denis Hamel, Carbon, AB.: Raymond Hanson, Archerwill, SK.: Ray Heise, Rimbey, AB.: Bow & Kash Kuchta, Spruce Grove, AB.: Donna Meyer, Carrot River, SK.: Sandra Reed, Pincher Creek, AB.: Gordon & Barb Stockdale, Raymore, SK.: Scott Warrington, Paradise Valley, AB.: Richard Wild, Airdrie, AB.: Bill Young, Lumsden, SK.



EXECUTIVE

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

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

2VP Vacant

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DIRECTORS:

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ADVISERS:

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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

The Olds College World Plow Match is behind us and what a great time it was. Who would have thought Barbara Klaus would have won the Conventional Plowing with 366.5 points and her teammate, Margareta Heigi, would have placed second behind John Whelan (402 points) with 390.5 points in the Reversible class? Both girls placed 4th in the stubble class but shot way ahead of the competition in the sod class. Conditions were too wet for our plow to work very well in the vintage demo, but we did get out and provide some close ups for Guy Algot and his crew for our video.

Speaking of the video, because of the Olds show, and some financial help from Rocky Mountain Equipment, your board of directors decided to do the video this year and to distribute a copy to each primary member free of charge, hopefully before Christmas. The purpose of this is two fold; firstly to provide our membership with an opportunity to see what went on at the Olds show and secondly, to hopefully ask you to give prospective members the chance to also see what we as Ch 38 do at these shows.

And of our participation in the parade this year, I have a request for some of the members who left the show without returning their magnetic number to the registration booth. Numbers missing are; 20, 38, 56, 74, and 90. Please ship these numbers back to me right after reading this message. We just completed a redo of the missing numbers from previous years before this show and would like the full set back together again. We will be going over the registrations to find out who has the missing numbers. We had a new parade marshall helping Gerald Height for the second parade and he just got himself a new job. David Saville got things going and one of these years we will have a parade that is in rotation.

The pre show auction was a very positive effort on behalf of Olds Auction Mart and the Johnstone family, who were the major contributor. Folks had the opportunity to pick up a parts tractor, or something restorable at a reasonable price. Many thanks to Bill and Don Johnstone for their efforts.

I would also like to congratulate John Richardson on his election to our board of directors and are anxious to be working with him. Retiring director Gerald Parker, who was instrumental in setting up Ch 38, is deserving of a great deal of credit for his efforts in that capacity, as well as the time spent as the first membership secretary, selling memberships and pursuing members to keep their membership current. Thank you Gerald! We missed your prolific display at the show this year but we anxiously await the show next year and your contribution to the show.

We would be amiss if we did not recognize the dedication and work our representatives on the Olds organization committee have done. Terry and Starr Grover have once again gone

beyond the call and provided both Ch 38 and the Olds organization committee with excellent service and commitment. Thank you Terry and Starr. Terry and Starr have been on this job for nearly three years and Ch 38 owes them for the time spent on our behalf.

You may not know that our North Dakota members, Warren and Marjorie Opp are in the bee business and have been for many years. We would like to thank these two generous people for the nectar they brought to the show, enjoyed by many. Warren is still wondering why he didn't bring a trailer to the auction, but he did take some parts home in the car.

2014 show chairman, Gary Algot, announced at the annual meeting that next year we will be in North Battleford at the Western Development Museum for our show. This facility is geared to provide patrons with an experience about earlier 20th century farm life and the support equipment that went with that era. They have a very large grounds, we will have ample space to display and look forward to a large show. Larry Urick of Perdue is already on the chase to round up prospective contributors from his area to bring their treasures to the show. Enthusiasm like that will definitely make our 2014 show another great one.

There seems to be an abundance of dispersals of antique machinery this year, with lots of opportunity to pick up that piece that one has always wanted. This weekend, a collector near Regina will be selling out, and next weekend the final auction of the late John Wythe (Ch38 member) of Miniota, Manitoba will be held. This is the third year in a row that the Wythes have held an auction of many, many IH pieces. We hope to attend both.

On that note my final request for this report is for new member Bill Young. Bill is part of the family of Young's Equipment who run about 7 locations across southern Sask. You may remember the Allis Chalmers building at Sukanen Ship Museum south of Moose Jaw. This building was built by Bill and the artifacts in that building were part of Bill's collection. This same fellow is now in the process of building an International Harvester building on that same museum grounds, in anticipation of filling it with IH tractors and machinery. He is currently trying to locate a suitable dealership sign for the front of the building, so if you have any leads let Bill or I know and we will follow it up. I would ask you to support Bill in this project, this is completely a museum project, with nothing in it for Bill except the personal satisfaction of maintaining a IH legacy. Three cheers for Bill Young!

Finally I would like to thank anyone who had anything to do with the most successful Olds show. The cost of moving machinery to a show today is a major undertaking, and those who make the show possible with a large display of machines, often moving a hundred miles or more should be complimented for their commitment. And to Jim and Shirley Cox of Chapter 20 who made the trip west to attend the plow match and try their darndest to educate me about competition plowing, thank you!

Darald Marin pres, Ch 38

VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER

For a couple of days in July, the 19th and 20th 2013, Olds College in Olds, Alberta hosted the World Plowing Championship that was last here in 1986 and will be years in returning to this part of the world.

Next year it moves on to France. Chapter 38 has captured the events in DVD form by film crew Guy Algot and John Craig and later this year we will see all the fun and fanfare that was this years match, along with IHCC members on display and on parade.

A special thanks to Ken Wood and Rocky Mountain Equipment for the Kubota utility vehicle used by our film crew and to Brent at Future Ag in Red Deer Olds for the use of a Scout vehicle for "still" camera work.

I wish to mention the great job done by Terry Grover and family for the presentation and display of our 1st place winning membership booth and the man power for the registration table. Honorable mention to those of you who made time to be at the merchandise table.

My wife Sharon and I will be attending the Western Development Museum in North Battleford for their annual show on August 10, 2013. We will also be meeting with their staff to begin the process of accommodating our next Chapter 38 annual show in 2014. You can view the facility at this website: <http://www.wdm.ca/nb.html>

NOMINATION COMMITTEE UPDATE

We had another great show this summer. It was very special to partner with the Olds College as they celebrated their 100th Anniversary! The celebration also included their hosting of the World Plowing Competition. If you have never seen competitive plowing, you cannot imagine the precision and care that is taken - this is not your father or grandfather's kind of plowing! Some tractors had as many as 8 hydraulic valves to control a 2 bottom plow - quite the site.

As part of the show we had our Annual Meeting and election of Directors on the Friday evening. This year Gary Algot, Gerald Parker, Ken Wood, and Iain Richardson were up for re-election. Gary, Ken and Iain were all willing to let their names stand for another term. We had one nomination from the floor - John Richardson and since we had four openings and only 4 nominees, no formal election was required.

I look forward to working with Board this coming year as we plan for our 2014 show that will be held in North Battleford. Happy Harvest!

Marty Nervick - chair of the Nominating Committee

FROM THE MEMBERSHIP SECRETARY

My most interesting summer is just passing by much too quickly. I have seen and visited with many friends and members of Chapter 38. We went to the Arcola Antique Ag Daze event on June 15 & 16th and enjoyed 2 days on the beautiful facilities in Arcola; pancake breakfast, antique parade, tractor pull, Hick Chicks Drill Team show (of girls on horses) plus a beautiful beef supper followed with excellent "Cash Back" Entertainment (Johnny Cash & June Carter impersonators). Allen Fletcher and Arrol are members of CH 38 and they were the chief contacts for this event; Darald & Marlene Marin and Bill & June Rouse were there also who were good IHC company for us. Our tractors sparked up conversation and interest in our club.

It was soon July 18th and we were in Olds Alberta for the Chapter 38 IHC Annual meet in conjunction with the World Plowing Championship Event and the 100th Anniversary of Olds' Agricultural College, and what a world class show this was! I shall write about my experience:

On arriving there, Terry Grover, who had been very instrumental with organizing our Chapter 38 Meet, showed me where the Membership table was for me to use. He said to me "Will this be good enough?"

Well, what did I see? I saw a presentation like no other! I saw a 16' long table, white top with a red pleated skirt around 3 sides, in a space with walls lined on 3 sides with



beautiful red brocade curtain fabric sewn (for hours and hours) by Starr and Sera Grover, hanging from ceiling height to floor. Displayed on the 3 walls of red were IHC signs that were designed, made, framed, printed, painted and looking original by Terry Grover. Six flags stood erect and draped beautifully in the center back of the display, and some original IHC posters were mounted, framed and hung by Terry to complete this 1st class IHC display.

It was an honor and privilege for me to have such a space to greet members and others. In addition to Terry's display Gerald Haight brought a hanging IHC quilt and a set of 4 IHC quilted placemats for show, and Alan & John Richardson brought an original refrigerator brochure and 2 IHC Solar Turbine aluminum pieces, which then enticed another gentleman to also display his IHC Solar Turbine aluminum piece at our table. This table was immediately a visiting place, a stopping place to sign the guest books, it was show and tell, it was watching the video from Pincher Creek, and thanks to many of our members when they were walking by I was able to give new members a personal contact with more IHC knowledge than I could offer.



Once the "activity at the membership table" was in full swing I did not see much of Terry Grover again to share with him all the positive comments and appreciation from the visitors because he was working continuously and non-stop all day several acres away with the volunteers and "People Movers" for this World Plowing Championship event.

I enjoyed my time immensely: meeting, greeting and giving out name tags to all members who came by. Approximately 70 members visited the table and signed the guest books, which then put them into 2 draws for 1 year's free family membership to Chapter 38. There were members who were otherwise busy that did not visit the table but they were at the show, and that is what counted.

I watched Terry & Starr's daughters Shelley and Roxy and grand-daughter Sera work every day at the Registration table, Heather Goacher and Ervanna Griffiths also worked with them. Sandra Rennie and Audrey Cheshire worked every day at the Information table. Our Chapter 38 Memorabilia table was staffed with Marlene Marin, Margie Opp, Linda Garratt, Sharon Algot, Marty & Cathy Nervick and Ron Seutter helping at any time when help was needed. There were many others working outside the tent - Gary and Guy Algot were videoing and interviewing for hours, while thousands of people enjoyed the Show. It was wonderful just to be a part and to be there. The parade went by the tent and was second to none, with lots of RED and a wide variety.

The Chapter 38 Banquet was in the Ralph Klein Centre. The food was excellent and the Annual Meeting followed. One year's family membership which had been donated by Jim Gray was won by Larry & Colleen Urick, from Perdue, SK, and the other went to Lloyd & Audrey Cheshire from Elnora, AB. who instantly became new members to Chapter 38. Congratulations to both families!

Alex Milne, another member, was our guest speaker and he gave a very interesting talk about his experiences when he worked with IHC.

From my perspective, this was a very special meet for Chapter 38, and I am so happy that so many members attended. Alongside the "World Plowing Champion Event, 2013" that attracted visitors from 29 other countries, this was a 'Once in a Lifetime" opportunity and all the work that was done to set Chapter 38's stage for the World was beyond excellent!

It is only fitting that Terry & Starr Grover and family should have the engraved plaque that reads:

**Peoples' Choice Award
1st Place
for
Display
Chapter 38 IHC
2013 World's Plowing Championship,
Olds, AB.**

P.S. I am pleased to report that Chapter 38 has 311 current members as at July 30, 2013, which includes 223 primary members and 88 associate (spouse & family) members.

Respectfully submitted,
Barb Bender
Membership Secretary

OLDS PLOWING MATCH 2013 UPDATE - Terry Grover

Now that the Olds Show is in the history books, I've got time to thank our IHC 38 members and those from other clubs. We had a lot to do in just a few days and somehow got it done. We all worked hard, but some people gave it an extra effort. Ron, Ervanna, and Tegwyn Griffiths; Steve and Heather Goacher; Sera Grover and her aunts, Shelly and Roxanne, her uncles Ron and Gary; Wayne and Pearl Feist; Morley and Doris Haldenby, and literally dozens more. And a special thankyou to wife Starr. What a great bunch!

Special thank you to George and Melody Kirkham for this years Olds Show flyer and the flyers from past years!

REPORT FROM WESTERN CANADA FARM PROGRESS SHOW, REGINA June 19 to 21st, 2013

The Farm Progress Show again hosted a display of antique tractors and trucks with 2 parades each day. There were some Chapter 38 members in attendance, and several others who enjoyed the camaraderie and nostalgia of the antiques with us and it was a good time talking and reminiscing especially around the IHC items where some folks expressed interest in our Chapter. We organized a parade that was led with Gerald Parker, a founding member of Chapter 38, driving a Farmall A; followed by another Farmall A, then a Farmall B, a Farmall BN, a Farmall C, a Farmall H, a Farmall M, a W-4, a W-6, then a Farmall 350, and finally a Farmall 504-D.

I have attended many a Farm Progress with the Antique Display and look forward to more in the future, hoping as well to see more IHC items and people next year.

Submitted by Chapter 38 member Terry Bender, White City, SK.

EDITOR COMMENTS

And what a show it was! Members Bill McMurray & Lendy Ursan of Spruce Grove won the People's Choice Award for their newly restored 1975 IH 200 pickup....sweet truck! When they said "newly" restored...they literally meant the paint was still wet two days prior! Congratulations on your win, and for sharing your project with us!



For those of you who could not attend this year's show, here's some pics for you:

<https://picasaweb.google.com/100871474982292668433/2013OldsPlowingMatch?authkey=Gv1sRgCIom0-omixc628wE>

And member Brian Baird (Duncan, BC) is featured here holding an official measuring stick from the International Plowing Match 1947!



Also at the show, I had the pleasure of meeting Noel Sheat, who was the 2010 Plowing Match chairman in New Zealand. He was telling me a story of a fleet of three International Double Cabs (New Zealandese for Travelette!) that were used in expeditions to Antarctica. I'm hoping to get the scoop on this story for your reading pleasure in the Christmas edition!

My fingers regularly surf the internet looking for interesting things IH. I found this collection of pictures that highlight International Fleet Trucks of the past:

http://www.hankstruckpictures.com/pix/trucks/ih/old_ihc/photos/

Only one more newsletter before Christmas...LOL!

Bernie Yakimyshyn
Editor

Darn Engineer

By Ralph Jorgensen

Looking back 50 years

The above stories which have been a part of the IH Newsletter for the past year originated at the International Harvester research facilities in Hamilton Ontario. (If you tell a story a few times it becomes truth! So does the following one :)

October 22 1962 and on were ominous days. Thirty or more of us gathered as per usual at the research facilities each morning, with no one putting great effort into the tasks of the day. What was the distraction? The Cuban Missile Crisis. The president of the United States decided that enough was enough and put into place a naval blockade to halt the military buildup of the Soviet Union in Cuba.

Two days later the Soviet ships reached the line in the sand. Without question the opposing sides hovered on the edge of war. (Someone said "we literally looked down the gun barrel into nuclear war.")

My doldrums produced little in the way of designing a bracket for the new 55 chisel plow soon to be released.

"What's the use" I said to myself "of drawing up this stupid thing?" as the world could change in the blink of an eye or the pull of a trigger. (Looking around at the tables row on row, each with pencils poised above them, had similarly little production.)

Finally, on October 28, Krushchev blinked, and agreed to dismantle the bases in exchange for Kennedy's promise not to invade Cuba.

The 55 chisel plow went into production, along with my bracket. Was it a success? I think a few of them failed. A little mouse in a farmers shop probably heard him say "Darn Engineers, I wish they would concentrate on the job and make things properly."

Sorry.



INTERNATIONAL
TRACTORS &
EQUIPMENT



MEMBER PROFILE - Darcy Lencevich

Editor comment - I spotted this tractor at the recent Leduc West Antique Society show July 27/13.



This tractor is a 1954 Super W6 TA. It has a belt pulley, live power take off, & torque amplifier. Back as Black was my inspiration to do something out of the norm. Something that would just wow them. It all started in October 2011 with what looked as nothing more than a tractor, rusted from the rain, flat tires, no hood or cylinder head, you know the routine. After about a year & half later of winter weekends, days off & late evenings, on June 2013 the completion of what I feel is the only Black IH tractor in Alberta came to life. The engine is bored out & stroked with 350 cubic in displacement. A stroker kit was I purchased from Denny's carb shop in Fletcher Ohio. Carb, distributor, camshaft, lifters were also modified at Denny's carb shop. The engine clutch disc, pressure plate, TA clutch disc & pressure plate are heavy duty pieces from Hy-Capacity from Westlock Tractor Parts. \$1,000.00 of chrome, including headlights, dustcaps, muffler, acorn nuts, linkages, & amp meter cover. The battery & charging system is 12 volts, negative ground, and chrome 60 amp alternator. I'm proud of restoring my SW6TA "BACK AS BLACK" tractor that I rescued from that old farmer who may have had it scrapped out. My plans are to parade, show & tractor pull with this Black Beauty. McCormick never painted their tractors black, but in 2013 Darcy Lencevich of Vegreville Alberta sure as hell did....! I also have others that I plan on restoring, one day. Darcy.

TECHNICAL ENGINE INFORMATION submitted by Terry Grover

MODEL	FUEL	ENGINE	TEST #	BELT HP	RPM	NUMBER MADE
Deering SP mower	1891 GAS	1 cyl				Unknown
McCormick A-M	1898 KER	2 Cyl				7.8
Famous on Morton	1906 KER	1cyl				
Titan Type A	1907 GAS	1cyl Gear Drive				12, 15
Titan Type B	1910 GAS	1cyl Stationary axle				20
Titan Type C						
Titan Type D	1910 GAS	1cyl 8 3/4x15				20 240-290 TD---
Titan Type D	1910 GAS					25 TM---
Titan Type D TB,TC,TF	1912 GAS	2 speed				18-35
Titan 45	1910 GAS	Deering 2cyl 9x14				45 TN---
	1911	Side x side				TN---
	1912					TA---
	1913					TH + TT
	1914					TR---
Titan 30-60 or TJ---	1912	2 cyl 9x9				60 TK ---
Titan 15-30 TS101-TS918	1912					30
New Titan 15-30 TW101-TW896	1917					
501-4910	1918-1922					EC-
Titan 12-25	1912					TM--
Mogul Type A						
Mogul Type B						
Mogul Type C	1909-1914					20 TL---
Type C	1910-1914					25 TP---
Mogul Type C	1911 GAS	2cyl				20,25 240-290 K501-510
Mogul 45	1911 GAS	McCormick 2cyl				45 X501-2173

		opposed					
Mogul 30-60	1912 GAS	2cyl		60		U2174-2940	
Mogul Jr. 25	1911 GAS	2cyl		25		J501-1312	
Mogul 15-30	1912GAS	2cyl		30		C1313-1840	
Mogul 12-25	1912GAS	2cyl 7x8		25	550	F501-2100	
Mogul 10-20	1913-1914			20		B501-585	
TITAN 10-20	KER	2 6 1/2 x 8	23	20.18	575	501-78464	
Chain drive							
IH 15-30 gear drive	KER	4 5 1/4 x 8	24	36.98	575	112-157477	
Includes the 22-36							
IH 8-16 1914-18	KER	4 4 1/4 x 5	25	18.50	1000	501-17023	
Chain drive							
10-20 1916-19							
IH 15-30 Ball bearing	KER	4 4 1/2 x 6	87	30.18	1000	see	
geardrive							
McCormick-Deering 10-20							
gear drive	KER	4 4 1/4 x 5	95	15.54	1000	501-215973	
						KC	
	Retest	E4Amag	142	24.81	1000	501-1960	
						NT	
FARMALL Regular	KER	4 3 3/4 x 5	117	18.03	1200	501-134954	
McCormick-Deering	KER	4 4 1/2 x 6	130	34.91	1050		
15-30	Retest	4 4 3/4 x 6	156	40.66	1050		
McCormick-Deering I-20	GAS	4 4 1/4 x 5	194	27.03	1150		
FARMALL F-30	KER	4 4 1/4 x 5	198	32.80	1150	501-	
30026							
McCormick-Deering W-30							
	KER	4 4 1/4 x 5	210	33.26	1150	501-	
33041							
McCormick-Deering T-40							
	GAS	4 3 1/2 x 4	211	46.48	1600		
	DIST	4 3 3/4 x 4 1/2	280	48.15	1750		
	GAS	4 3 3/4 x 4 1/2	281	50.07	1750		
TD 40, TA 40, T 40						501-9565	
T 20						501-15699	

FARMALL F-12	GAS	4 3 x 4	212	16.20	1400	501-123942
	KER	4 3 x 4	220	14.59	1400	
FARMALL F-14 123943-155902	DIST	4 3 x 4	297	15.54	1650	
FARMALL F-20	KER	4 3 3/4 x 5	221	22.10	1200	501-148810
	DIST	1.5620 valves	264	25.72		
	Retest	1.4375 valves	276	24.13		
McCormick-Deering W-12	KER	4 3 x 4	229	13.99	1100	503-4133
	GAS	4 3 x 4	231	13.52		
McCormick-Deering W-14						4134-5296
O12,O14, Fairway 12,14						512-4287
McCormick-Deering TD-40	DIESEL	4 4 3/4 x 6 1/2	230	43.56	1100	
	Retest		298	53.46	1200	
McCormick-Deering WD-40 D460	DIESEL	4 4 3/4 x 6 1/2	246	48.79	1100	
McCormick-Deering WK-40	KER	4 4 3/4 x 6 1/2	269	45.11	1750	
	DIST		268	41.06	1600	
WD 40,WK40,W40						501-10559
McCormick-Deering TD-35	DIESEL	4 4 1/2 x 6 1/2	277	37.35	1100	507-6092 (ALL)
McCormick-Deering T-35	GAS	3 5/8 x 4 1/2	278	37.29	1750	
	DIST		279	39.64		

INTERNATIONAL ENGINES FROM September 5TH 1939

MODEL NUMBER	FUEL	ENGINE	TEST #	BELT HP	RPM
FARMALL A,AV	GAS	C113 4 3 x 4	329	16.10	1400 501-220829
	DIST	C113	330	14.20	
FARMALL B, BN	GAS	C113 4 3 x4	331	16.10	1400
	DIST	C113	332	14.20	
FARMALL C	GAS	C113 4 3 x 4	395	18.82	1650 501-80432
	DIST	C113		17.10	
SUPER A, AV, A1,AV1	GAS	C123 ft		22.10	
	GAS	C123cf		23.10	
SUPER C	GAS	C123ft 4 3 1/8 x 4	458	20.83	1650
	GAS	C123cf		25.60	
FARMALL CUB,LBOY (54)	GAS	C60 4 2 5/8 x 2 3/4	386	9.23	1600 501-86440 1800
			575	10.39	
FARMALL H,HV,	GAS	C152 4 3 3/8 x 4 1/4	333	24.28	1650 501-391730
	DIST		334	22.14	
W4	DIST		342	22.16	1650
	GAS		353	24.30	
W4,O4,W4					501-33066
INTERNATIONAL TD-14	DIESEL	D460 4 3/4 x 6 1/2	343	61.56	1350
	DIESEL	D460 retest	585	91.33	1650
INTERNATIONAL TD-9,T9	DIESEL	4 4 x 5 1/2	344	43.93	1400
	DIESEL		461	46.69	
	GAS		372	46.03	
	DIESEL	D350 4 4 1/2x5 1/2	586	55.00	1550
INTERNATIONAL TD-6,T6	DIESEL	4 3 7/8 x 5 1/4	345	34.54	1450
	DIESEL		462	34.38	
	GAS		346	36.06	

	DIST		347	34.22	
	DIESEL D264	4 4 x 5 1/4	587	43.70	1550
	GAS C264		589	43.37	
SUPER H,HV	GAS	C164 3 1/2 x 4 1/4	492	29.48	1650
SUPER W-4	GAS		491	29.58	
FARMALL M,MD	GAS	C248 4 3 7/8 x 5 1/4	328	36.07	1450 501-298218
	DIST		327	34.16	
	DIESEL Bosch Pmp		368	35.02	
	DIESEL		460	34.12	
W6,WD-6	DIST		354	34.23	1450
	GAS		355	36.15	
	DIESEL Bosch Pmp		356	34.75	
	DIESEL		459	37.64	
SUPER M, MD	GAS	C264 4 4 x 5 1/4	475	41.33	1450
	DIESEL D264		477	41.08	
	LPG		484	41.54	
	GAS C281cf			50.2	
	DIESEL D281			50.5	
SUPER W6, WD6	GAS		476	41.47	1450
	DIESEL		478	41.24	
	LPG Propane head		485	46.37	
W6,O6,WD6					501-45273
W9,WR9,WD9 WDR9					501-67919
W9, WR9, WR9S	GAS	C335ft 4 4.4 x 5.5	369	44.66	1500
	DIST	C335ft	371	45.40	
	GAS	C350ft		52.6	
	DIST	C350ft		48.8	
WD9, WDR9	DIESEL	D335ft	370	49.3	1500
		D350ft	441	52.6	
TD 18	DIESEL	D691 6 4 3/4x 6 1/2	588	121.62	1450
TD 18-2M		1957 D691	629		
TD 24	DIESEL	D1091 6 5 3/4 x 7	447	138 DB	1375
TD 24		1957	630	168 DB	1550

FARMALL 100	GAS	C123ft	537	20.13	1400
FARMALL 130	GAS	C123cf	617	22.23	1800
FARMALL 200	GAS	C123cf 4 3 1/8 x4 4	536	22.09	1650
FARMALL 230	GAS	C123cf	616	28.06	1800
FARMALL 300,	GAS	C169ft 4 39/16x41/4	538	35.99	1750
	LPG		573	33.75	1750
I-300, W-300	GAS	C169ft	539	41.26	2000
	LPG		574	37.76	2000
FARMALL 300,	GAS	C175ft		40.30	
I-300, W-300,	GAS	C175cf		42.40	
I-330, 330 UTILITY	GAS	C135cf 4 3 1/4x4 1/16	634	36.00	2000
FARMALL 400,	GAS	C264 4 4 x 5 1/4	532	48.70	1450
	DIESEL	D264 4 4 x 5 1/4	534	46.78	1450
W-400	GAS	C264	533	45.64	1450
	DIESEL	D264	535	46.61	1450
	LPG		572	44.97	1450
SUPER WD9,	DIESEL	D350ft 4 4.5 x 5.5	518	57.24	1500
I-600,W-600,I-650,	DIESEL	D350ft		65.19	
W-650	GAS	C350	618	62.11	1500
	LPG	C350	621	63.91	
FARMALL 450,	GAS	C281cf 4 4 1/8x5 1/4	612	51.94	1450
	DIESEL	D281cf	608	50.72	1450
450D, 450 W	DIESEL	D281		46.61	
	GAS	C281		48.78	
F350	GAS	C175	611	40.71	2000
	DIESEL	D193	622	41.53	Cont 1750
	LPG	C175cf	622	41.52	2000
I350 UTILITY	GAS	C175cf	615	43.32	2000
	DIESEL	D193	610	42.89	Cont 1750
	LPG	C175cf	619	45.24	2000
CUB CADET,	GAS	K161		7.00	
CADET 70	GAS	K181		8.00	
CADET 100	GAS	K241		10.00	
CADET 120	GAS	K301		12.00	
	GAS	K321		14.00	
	GAS	K341		16.00	

T4 CRAWLER	GAS	C123cf	754	28.41	2000
T5 CRAWLER	GAS	C135	753	31.40	2000
	DIESEL	BD144 4 3/8x4	755	30.20	2000
T340, T340A	GAS	C135 4 3 1/4x4 1/16	725	31.00	2000
	DIESEL	D166 4 3 11/16x3 7/8	776	32.30	2000
TD15	DIESEL	D554 6 4 5/8x5 1/2	750	62.76	1650
TD 25	DIESEL	DT817 6 5 3/8x6	752	186.85	1500
FARMALL 140,I 140	GAS	C123cf 4 3 1/8x4	666	23.01	1400
FARMALL 240,I 240	GAS	C123cf	667	31.00	
FARMALL 340,I 340	GAS	C135cf	665	34.74	2000
	DIESEL	D166		38.60	
FARMALL 460	GAS	C221 6 3 9/16x3 11/16	672	49.47	1800
	LPG	C221	676	49.85	
	DIESEL	D236 6 3 11/16x3 11/16	672	50.10	1800
I 460 UTILITY	GAS	C221	674	49.79	
	DIESEL	D236	673	50.01	
FARMALL 560, I560	GAS	C263 6 3 9/16x4 25/64	671	63.03	
	DIESEL	D282 6 3 11/16x4 25/64	669	59.48	
	LPG	C283	675	60.11	
W 660, I660	GAS	C263	721	81.39	
	LPG	C263	722	80.63	
	DIESEL	D282 6 3 11/16x4 25/64	715	78.78	
TD 20	DIESEL	DT691 6 4 3/4x6 1/2	806	110.48	1550
T 500	GAS	C146 4 3 3/8x4 1/16	950	31.24	2000
TD 500	DIESEL	BD 154 4 3.5x 4	951	30.55	2000
F404, I404, 2404	GAS	C135	818	36.70	
Not on 2404	LPG	C135		33.00	
B414, 3414	GAS	BC144		36.50	
	DIESEL	BD144 4 3.5x4	827	36.58	
B275	DIESEL	BD144		32.30	
F504,I504, 2504	GAS	C153	819	46.20	
	LPG	C153	820	44.36	
	DIESEL	D188	816	45.99	

I424, 2424	GAS	C146		35.00	
	DIESEL	BD154		36.50	
I606, 2606	GAS	C221 6 3 9/16x3 11/16 825		53.80	
	LPG	C221		50.00	
	DIESEL	D236 6 3 11/16x3 11/16 826		54.30	
F706, I706,2706	GAS	C263	858	73.82	2300
	LPG	C263	860	73.66	
	DIESEL	D282	856	72.42	
F806,I806,2806	GAS	C301	859	93.27	2400
	LPG	C301	861	93.42	
	DIESEL	D361	857	94.93	
F1206 ,1206W	DIESEL	DT361	910	112.09	
I 4100, 4100W	DIESEL	DT429		140.00	
I4156, 4156W					
I4300, 4300W	DIESEL	DT817		203.07	2100
444 International	GAS		985	32.94	
F544 Hydro	GAS	C200	1007	53.87	
Or gear transmission	DIESEL	D239	1029	55.52	
F656 Hydro,INT656H	GAS	C200	968	65.80	
Or gear transmission	DIESEL	D239	967	66.06	
F826 Hydro,INT826H	GAS	C301	1046	84.66	
Or gear transmission	DIESEL	GD358	1045	84.00	
F1026 Hydro only	DIESEL	DT407	1047	112.45	
756 International	GAS	C291		94.90	
Farmall, Hiclearance	DIESEL	D310		96.00	
856 International, 856W	DIESEL	D407	970	102.20	
Farmall, Hiclearance, Custom					
1256International Farmall	DIESEL	DT407	971	118.34	
1456International Farmall	DIESEL	DT407	1048	131.80	
I 354	GAS	C144	1115	32.00	
I 454	GAS	C157	1096 1972	40.86	
	DIESEL	D180	1097	40.47	
I574	GAS	C200	1098	52.97	
	DIESEL	D239	1099	52.50	
766	GAS	C291	1094	79.73 PTO	
	DIESEL	D360	1117	85.45	
966	DIESEL	D414	1082	96.01	
	HYDRO	D414	1095	91.38	
966 W	DIESEL	D414	1123	101.52	
2600					

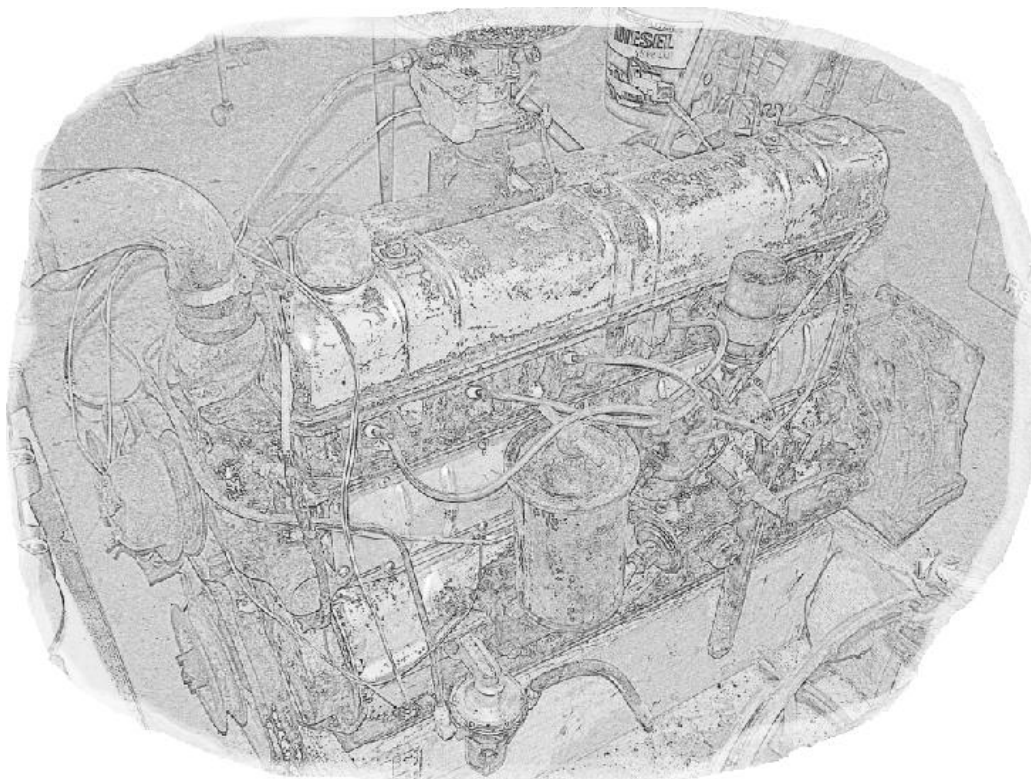
1066	TURBO	DT414	1081	116.23	
	HYDRO	DT414	1083	113.58	
1066 W	TURBO	DT414	1124	125.68	2600
1466	TURBO	DT436	1080	133.40	
1466 W	TURBO	DT436	1125	145.77	2600
1468	V8	DV550	1118	145.49	
4166 MRS A 60	TURBO	DT436		130 +	
4168 MRS A 75	V8	DV550		150 +	
4266 MRS A 80	V8	DV550		170 +	
4366 MRS A100	Detroit	671		190 +	
4468 MRS A105	Detroit	671		200 +	
4366 Steiger	DIESEL	DT466		134.43 DB	2600
454	GAS	C157	1096	40.86 PTO	
	DIESEL	D180	1097	40.47	
464 W	GAS	C175	1126	43.64	2400
464 3 cylinder	DIESEL	D179	1127	44.42	2400
574	Utility	C200	1095	52.97	
	Utility	D238	1099	52.55	
674	GAS	C200	1128	58.53	2400
	Utility	D240	1129	61.56	2400
666 6 cylinder	DIESEL	D312	1151	66.29	2000
	GAS	C290	1152	66.30	2000
Hydro 70	GAS	C290	1154	64.10	2400
	DIESEL	D312	1155	65.41	2400
Hydro 100	DIESEL	D436	1158	101.30	2400
TIGER II Steiger	Cummins	VT903	1169	262.13 DB	2600
COUGAR II	Cat	3306	1170	222.16 DB	2200
4568	DIESEL	D798	1216	228.01 DB	2600
COUGAR III	Cummins	855	1233	199.04 DB	2100
PANTHER III ST 250	Cummins	855	1235	246.79 DB	2100
PANTHER III ST 325	Cat	893	1236	269.86 DB	2100
WILDCAT III ST 210	Cat	636	1237	163.78 DB	2800
COUGAR III ST 270	Cat	638	1238	218.74 DB	2200
COUGAR III ST 250	Cat	638	1239	201.95 DB	2200
BEARCAT III ST 220	Cummins	855	1246	170.48 DB	2100
1566	DIESEL	DT436	1174	162.31 PTO	2600

1568	V8	DT550	1175	147.79 PTO 2600
1586	I6	DT436	1248	161.50 PTO 2500
13,636				
1086	Diesel	DT414	1247	133.67 PTO 2400
47,420				
(first radial tired tractor test at Nebraska June 2 to June 14 1977)				
986	Diesel	D436	1255	104.18 PTO 2400
20,554				
886	Diesel	D360	1254	86.14 PTO 2400
9,578				
4386	I6	DT466	1256	136.25 DB 2600
186 Hydro	I6	D 466	1257	105.02 PTO 2400
284 Utility	GAS	Mazda 71. 3	1277	25.75 PTO 2600
284 8 speed diesel	I-3	Nissan 99	1387	23.92 PTO 2600
484 Utility	I-3	D180	1312	41.79 PTO 2200
584 Utility	I-4	D206	1313	52.54 PTO 2300
684 Utility	1-4	D240	1314	62.52 PTO 2400
784 Row crop	I-4	D246	1315	67.48 PTO 2400
84 Hydro	I-4	D246	1316	58.73 PTO 2400
884 Rowcrop	I-6	D268	1376	72.91 PTO 2400
4786	V-8	DT800	1317	258.20 DB 2600
3388	I-6	DT436	1319	130.61 PTO 2400
3588	I-6	DT466	1320	152.07 PTO 2400
686	I-6	D310	1336	66.36 PTO 2000
786	I-6	D360	1388	80.20 PTO 2400
1,844				
86 Hydro	I-6	D310	1337	70.89 PTO 2400
866	I-6	D360	741338	86.57 PTO 2400
3788	I-6	D466	1377	170.57PTO 2500
3088	I-6	D358	1551	81.35PTO 2400
1065				
3288 Last IH tested Nov 84	I-6	D358	1438	90.46 PTO 2400
1162				
3488 Hydro Last hydro	I-6	D466	1439	112.46 PTO 2400
465				
3688, 3688 Hi Clear	I-6	D436	1440	113.72 PTO 2400
2572				
5088	I-6	DT436	1419	136.12 PTO 2400
5288	I-6	DT466	1420	162.60 PTO 2400
5488 Last Louisville made	I-6	DT466	1441	187.22 PTO 2400

254	I-3	Mitsubishi D	21 PTO
244	I-3	Mitsubishi D	18 PTO
234 Hydro or gear	I-3	Mitsubishi D	15.20 PTO
6388	I6	D400	130
272			
6588	I-6	D400	150
642			
6788	I-6	D400	170
347			
7088	I-6	DT 436B	170
7288	I-6	DTI 466C	210
19			
7488	I-6	DTI 466C	235
16			

Truck engines:

FAB 2, FAB 3: 223, 241, 259 BlueD: 250, 269 GRD: 175, 214, 233
SD: 220, 240 BD: 264, 269, 282, 308 V8: 266, 304, 345, 392, 401, 461, 549
RD: 372, 406, 450, 501 FC, FK: 132 RRD: 501 HD: 174, 213, 232
RED Special: 318, 361, 372, 406, 450, 501 BD Light 220, 240, 264 HD: Number 1, 2, 3, 4
FBC: 318, 361, 401, 450 FAC: 241, 259, 259-A, 269 BG: 241, 265





Huron, South Dakota Welcomes National Red Power Round Up June 26-28, 2014 (SD State Fairgrounds)

Featuring What's New for '64



Pre-Round Up Fun!

- Huron Antique Power Show (June 21-22)
- Black Hills & Badlands Tour
- Mt. Rushmore, Deadwood, Crazy Horse Memorial & More
- SD Agriculture Museum

Tours & On-Grounds Fun!

- Laura Ingalls Wilder Homestead
- Three Days of Parading
- Live Entertainment
- Chuck Wagon Feed
- More to Come!

Admission

\$10 per day
(16 & under free)
\$25 3-day pass
\$20 3-day exhibitor pass

IH Attractions

- Inside IH Lawn & Garden Display
- Tractors: Original, Restored, Work in Progress
- Construction Equipment: Original, Restored, Work in Progress
- Cub Cadets: All Models & Attachments (Garden Equipment, Snow Blowers, etc.)
- Implements: Original, Restored, Work in Progress
- Horse Drawn Equipment
- Gas & Stationary Engines, Engine Displays
- Trucks, Pickups, Scouts & Auto Buggies
- Household Appliances & Milking Equipment
- Memorabilia & Toy Collection Displays



Stay informed and watch for updates at:

www.redpowerroundup2014.com





2014 National Red Power Round Up

June 26-28, 2014
(SD State Fairgrounds)

2014 Round Up Committee

General Chairman

Steve Masat (605) 460-0197
Jared Beck (605) 350-1625
Wilbur Goehring, President (605) 665-1717

Chapter Tables

Mick & Carol Osterman (605) 397-8498

Registration

Ada Jorgenson (605) 428-5103

Cub Cadets

Jim Brewers (507) 829-7452

Engines

Clem Anton (507) 829-4799

Tractors

Dennis Schilling (605) 354-2867

Vehicles

Darrell Hansen (605) 261-9720

Memorabilia & Merchandise

Christy Brewers (507) 828-7825

John Green Show Print

Suellin Lutterman (605) 690-2227

Toy

Jim Gooddale (605)-270-2766

Pre-Round Up Tour

Roger Megard (605) 594-3814

Vendors (inside, outside, food, set-up)

Joni Kiple (800) 529-0900 or (605) 353-7353
Larry Jorgenson (605) 351-1611

Huron Hotel & Camping Accommodations

Comfort Inn

100 21st Street
877-233-6655/605-352-6655

Huron Super 8

2189 Dakota Ave. S.
888-889-8111/605-352-0740

Crossroads Hotel & Event Center

100 4th Street SW
800-876-5858/605-352-3204

Best Western of Huron

2000 Dakota Ave. S.
888-816-0317/605-352-2000

Dakota Inn

E. Hwy 14
800-933-6626/605-352-1400

Riverside Motel

710 3rd Street SE
605-352-6748

Top Hat

West Hwy 14
605-352-6781

Travelers Motel

241 Lincoln Ave. NW
605-352-6703

SD State Fairgrounds Camping

890 3rd Street SW
800-529-0900/605-353-7340

Memorial Park Campground

10 Jersey Ave. NE
605-353-8533

Over 1,400 campsites located on SD State Fairgrounds!

2014 Collector Belt Buckle Order Form



Deadline of April 1, 2014 for Reserving Previous Numbers
Limited Edition! Only 625 Buckles Made *Manufactured in the U.S.A.*

Please mail this completed form with your check to:

Richard & Joyce Vasgaard

28746 - 462 Avenue • Centerville, SD 57014

Phone: 605-238-2969

Name: _____
Address: _____
City, State, Zip _____
Home Phone _____ Cell _____
Buckle Number(s) _____

Make checks payable to RPRU 2014 - Buckle. Cost: \$18 each/Shipped: \$24 (US Funds). Estimated shipping date—May 1, 2014

Stay informed and watch for updates at:
www.redpowerroundup2014.com

BUY/SELL:

Wanted:

Information leading to obtaining a front of building IH dealership sign, to be located on the new IH museum building at Sukanen Ship Museum in Moose Jaw.

Contact: Bill Young (306) 731 2804 or Darald Marin (306) 869 2262

Wanted: Rear rims for a W450. Contact: Scott Warrington (780) 745-2388

For Sale:

International
560D - late
model 1963 #
5499. Good
original condition.
Recent engine
overhaul. Front
tires new, rears
are 50 %. Needs
paint. \$2350.00

Contact Gary
Algot at 780 741
2115



For Sale:

460 Wheatland Diesel. Engine is opened up but the tractor is complete.

Contact: David Saville at (306) 882 3938



INTERNATIONAL TRUCKS



Ardrossan Volunteer Fire Fighters Alumni Association

First we would like to say hi to all the International truck and tractor aficionados out there. We were very pleased when Bernie contacted our association to let us know about your organization and the interest in the truck we use for our events.

Perhaps we can explain what the Ardrossan Volunteer Fire Fighters Alumni Association is to help you understand why we are writing this article for your newsletter. We are a group of retired fire fighters that served with the Strathcona County Fire Department, assigned to Station #3. Originally we started out with 6 founding alumni members, at the time of our collective retirements we had served approximately 130 plus years between the 6 members. We have added 4 other members since our formation, and look forward to more members joining us as we go into the future.

In order to join our organization you must have served as a fire fighter at Station #3, and be retired. The Alumni is registered as a charitable organization, and our focus is to help disadvantaged children in Strathcona County (Alberta) where we can. We steward to 2 rules when we make plans or get together:

Rule #1 - everything we do must be fun or we will not do it.

Rule #2 - refer to rule #1.



Here is a little history on how we obtained the truck and some basic truck information. Once we had established our organization, our group sat down and put together a plan on the type of activities we were interested in. One idea was to obtain an old fire truck and incorporate the vehicle into our long term activities.

We became aware that Agrium, a large Chemical Fertilizer Company had an older truck that was not being used and they were considering options on what to do with it. We put together a proposal, approached Agrium and presented our thoughts on how to keep the truck a living breathing artifact that people would see on a regular basis. We struck a deal with them that allowed us to get possession of the truck, but also allowed Agrium to borrow the truck for company events.



The agreement was for a 5 year term, and at the completion of the term agreement the truck ownership reverted to our alumni. So we are the proud owners of a 1954 1 ton dual wheel custom built International Fire Truck.

The truck was originally built for Sherritt Gordon Mines in Fort Saskatchewan and was intended to be the primary emergency response unit for the Fort plantsite. At the time the truck cab and chassis was ordered Sherritt also ordered an early 1950's Ford Sedan Delivery vehicle to serve as an ambulance, which we believe currently resides in the Fort Saskatchewan City museum. So between the two response units, they considered they had a complete response capability.

Once the cab and chassis arrived, we believe they turned it over to a fabrication shop whose primary business was other than building fire trucks. The fabrication shop basically custom built a cabinet module with an internal water tank , a control panel, rear hose deck, upper ladder rack, all mounted on the rear frame of the truck. They also added a non fire rated low volume water pump which we estimate to deliver approximately 200 gal/min flow. To give some scale comparison of modern fire trucks, they typically are designed to deliver 2000 gal/min or more.



So now you know a little about our fire truck, perhaps we can tell you how we use it for alumni events.

We regularly get invitations to participate in parades in our local region; we suspect it's because we break pretty well every parade rule they have, and the rumor is that once we have passed a particular point on the

parade route there isn't a dry spectator in the crowd! It's a testament to the quality of the pump installed in the truck when built.

Our International fire truck usually attracts lots of attention where ever we go and it seems to be a real crowd favorite. We thought it was because of the handsome guys on the truck, but we've since been told that's not true.



So that's it for this article, but look for our Part 2 to come in the next edition where we will endeavor to supply you with all the technical information on the truck's equipment and features.

TECH TIPS

Words of Wisdom from the NIKKINUT SHOP!

I use one of those stepped drills and put about three carefully spaced one inch holes in that dirt trap channel under the headlights ON OUR R120 AND L110. While this is not the total fix, it is a great improvement and the bad situation becomes all but a flush and dry situation.

More on the subject of WHAT WERE THEY THINKING? I like to hang a small mud flap style guard in front of the fuel tank. This keeps the fuel tank from being road rashed to death. This little and inexpensive fix seems to keep dirt from being thrown on top of the fuel tank.

These old Binders like to attract water under the windshield rubber gasket. The moisture settles into the outside lower corners and in time it will cause a rust through. Most often the first indication that there is a problem is when the trapped moisture starts to drip into the truck through a rust hole.

Another area where these Binders get rust is in that area where the front fenders meet the cowl. IHC spot welded a doubler onto the inside of the fender to add a little extra strength and the unsealed areas between the layers holds moisture and the fenders rust through. Under the box, there are channel brace/supports that hold a terrific amount of dirt, get wet, and hold the moisture. If you do not have rust from this situation, it may be a good idea to flush out the dirt in the channels. I start with the garden hose and finish with a blast of shop air.

While we are on the subject, I did my IHC pickups a big favour by not bolting the running boards to the front and rear fenders as was the custom at the factory. If you let the running board and fenders flex independent of each other, there will be less cracking, squeaks, and a new paint job will not grind through.

In our shop, we like Cummins Power. Cummins is so versatile and fits OLD IHC so well. The larger 5.9 liter six cylinder engines are a tight fit, but they do not touch anything. It takes some careful measuring and more than a little imagination to install this Cummins into an L, R or S. My friend has done several and we will be putting a 1999 24 valve into a 1953 R120 with a NVG4500, an NVG241dld transfer case and Dana 60 axles.

Our other IHC is an L110 and it is getting a Cummins 4bta with a TH475 ahead of an NVW241c transfer case and Dana 44 axles. Both of these modifications give modern disc brakes, modern bolt patterns with lots of wheel options including a few really nice looking alloy wheels.

It is all just lots of time and a few bucks. If you are smoker, stop and put that money toward your truck project. I stopped smoking over 33 years ago and I have saved over \$60,000 in that time. That is significant truck fix money.

My 1940 Ford was blasted with oven dried and crushed walnut shell particulate and it came out just perfect. The Ford does not have any rust issues because it spent 90% of its life in a dry storage garage. The shell blast does not remove heavy rust, but the paint and dried undercoat came off easily.

DO NOT have your metal panels blasted with sand. Each grain of sand generates some heat and the accumulated peening will heat up body panels and there is nearly a 100% chance of warping. Sand is sharp and it opens up the metal and oxidation will start immediately and be uncontrollable for the remainder of your Binder's time. My stubborn friend had his 1948 Ford sand blasted and even with an etching primer base coat, his paint job was bubbling within a year. The blaster used sand that had been used on other projects and thought that it would be safer because the sand was shattered into smaller grains. The now contaminated sand introduced unknown substances into the metal and cleanup is all but impossible. The metal surfaces were warped and it cost thousands to have things straightened and now the car has problems with stress cracks showing up.

I really cannot see any good reason to stay with 6 volt and positive ground. Here is something to consider. Most if not all of the replacement parts that you might be unlucky enough to find are probably more than 50 years old and it is reasonable to assume that any service life will be considerably reduced. The reasoning that went with this system has long since been dropped after years of inconclusive discussion, and the industry has moved on. I am old enough to remember that the OEM gauges never worked all that well, back in the day, probably because of poor grounds and ancient technology that no one has used in half of a century. Many of the gauge manufacturers make a direct fit modern version of the originals and they are often referred to as "QUAD-GAUGES".

One of the serious considerations that go with a 6 volt positive ground comes from persons forgetting and while trying to boost a difficult start, the 12 volt to 6 volt conflict is made much worse with the reverse polarity. It is not beyond the possibility that there could be a battery explosion. The spray of battery acid cannot be a good thing. Your old starter will last and thank you for 12 volts. The engine will start easier and faster. An alternator will maintain the 12 volt battery nicely and your Binder will be able to have modern electronics, like a proper radio. Generators in combination with a regulator are death on modern electronics. Regulators are prone to giving off voltage surges that are not compatible with your new radio or GPS. Think of bright lights, electronic ignition with higher volts or just better performance with a points ignition. Now, you can call Bill Hamilton of HAMILTON FUEL INJECTION and get one of his IHC specific injection systems for your Binder. The improved performance is an "OhMyGod!" moment.

There is a direct relation between volts and amps. Lower the volts to 6 from 12 and double the required amps to get any electric task done. If you double the volts, half the required amps, and so it goes.

Next time your old system fails, and it will, it will be even more difficult to make repairs that work, because the few remaining parts will have been reduced or not available. If anyone chooses to stay with 6 volt and positive ground, do you and your truck a big favour and make good ground wire connections. It is a good idea to run ground wire from every light and other load and connect this wire to the ground connection where the ground cable from the battery is tied to the frame. Use a proper cable ground from the engine to the battery ground and last, but also very important, make sure that the cab and box are grounded properly. I have seen the Bowden Cables, for the choke and hand throttle glow red hot because they had become the best ground from the cab. THINK FIRE.

Rust and corrosion are more aggressive when the frame, cab and box are expected to act as the grounds. Slow your rust, use grounds.

Ron and Ervanna Griffiths of Fenway Farms in Olds, AB own this beautifully restored IH pickup. Now we all know what to do with those tailgates with grain gates cut into them!



BUY & SELL

For Sale:

1939 DS30. Always stored inside, good enough to leave as is. Engine loose but two stuck valves. Grain box with home made hoist. ph. David Saville (306) 882 3938



For Sale:

KB5 with rebuilt motor and gravel box.
\$4900
Call Peter:
780-499-7990



For Sale: Owners manual for R series 110 to 112 pickup. \$15 plus shipping. Contact: Scott Warrington (780) 745-2388

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

Contact: Bernie Yakimyshyn at email: yakimys@shaw.ca or phone 780-464-1030



What in the world is this?

This is a picture of a strange lever on a 1963 1200 pickup, attached on the left side of the clutch. Some kind of a clutch lock? Accessory for something? Anyone with information, kindly get ahold of the editor, so that we can educate our truck folks in the next newsletter?

