



Chapter 38 IH Legends
NEWSLETTER

www.ih38.com

SUMMER 2015

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WEBSITE: www.ihc38.com

Welcome New Members!

Lorne Axell, Lamont, AB; Steve, Sandra, Garrett & Katelyn Beaudoin, Hanna, AB.;
Jean Bilsky, Athabasca, AB; Jim Boomer, St. Albert, AB; Mike Bradford, Leduc, AB;
Gordon & Cheryl Carey, Swift Current, SK; Robert Delano, Ponoka, AB;
Terry, Gail, Chris, Kelsey & Erin Darmochid, Brooks, AB; Brad Eyben, Sherwood Park, AB;
Ted Halwa, Grande Prairie, AB; James & Agnes Jones, Edmonton, AB;
David King, Fort Saskatchewan, AB; Laine Martin, Leduc, AB; Harry McNeil, Tofield, AB;
Coreen Richardson, Regina, SK; Wayne & Diana Riedlinger, Stony Plain AB;
Gordon Schaber, Leduc, AB; Carmen Schick, Spruce Grove, AB; Roy Schneider, Olds, AB;
Dan & Vicky Shears, Redwater, AB; Harvey Stepanick, Sherwood Park, AB;
Bob Sterling, Grande Prairie, AB; Bruce West, Olds, AB; Terry Yakimyshyn, Sherwood Park, AB



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

PRESIDENT'S MESSAGE

Our 2015 show at Leduc is now part of history, and a great historical event it was. To date this was our largest show, with approximately 75 tractors, 50 trucks (although there could have been more because they were moving around a bit) and more people associated with Ch 38 than ever before. A great big thank you to Bernie and Gerry for all the hard work they accomplished to bring our show to this level.

All the folks who volunteered over the three days, those who donated items to the sales items, the buyers, and all who attended the annual meeting; thank you from Marlene and I. It is so rewarding to be with Ch 38 members who just dig in and get 'er done. This was my first go at announcing our parade and I must say it was baptism by total immersion. Looking back, the parade on Saturday will be one to be remembered, well at least Gerry and I will. When Erwin Ziegler pulled up with the first tractor, then right on his heels was Larry, we kinda wondered what was taking place, then when George Kirkham drove up he looked like he wanted to poke someone, we realized we had just better go with the "fast" flow for today. The host president corrected the parade proceedings for day two after a short meeting with Ch 38's chair Bernie and we had a fine parade on Sunday.

Some of the parade entries were fabulous: 1907 IH Famous engine on a jobber frame introduced IH to the tractor market, an excellent rebuild, Farmall Regular, Rolls Royce powered tandem truck, and so many excellent restored pickup trucks it would be difficult to pick a single winner. When the SMTA Diesel came through I mentioned that it could quite possibly be the most valuable of the red tractors on display at the show. To see one done up like that one really rings the bell at auction sales.

At one of our later board meetings the subject of a possible new logo came up for discussion, and it was decided to involve the membership, like I reported at the annual meeting. This newsletter will list some of the important points for those members who are interested in logo design to consider when making a logo. Our present logo was professionally designed by Ch 38's first president Ken Roffel, who is in that business on the west coast. So if it comes to pass that someone comes up with a new logo and presents it to the executive, for board approval by November 1, 2015 we should be able to get what has to be done and set for introduction at our 10 year anniversary in Moose Jaw in 2016. Remember that we are a club made up of tractor and truck enthusiasts, and we have a proud history, and that is it, IH is history and we must respect that.

Just in case you are not encouraged to seek a new logo and think that what we have is just great, I would appreciate it if you would email Marty, Gary or I with that information ASAP (like today) so we don't head off down the wrong road for too long. This logo will involve a fairly substantial amount of work so help us reduce the load if a new logo isn't in the cards.

Well our harvest 2015 is underway, we have double swathed some lentils and today tried the combine, but still too tough. One field had a fair bit of hail damage and has started to grow again, producing more seeds from a late 1" of rain, so it will be a couple of weeks before swathing that one. Reports of combining are coming in and yield results are not great, some are even very poor, but on what I have swathed, it seems like an average or near average is in store. It is still hail season. I am not sure how many times we have been hailed out on August 5 and 6, so here is hoping!!!

There will be other information about logo building in other parts of the newsletter, as well as a page or two on IH truck logos.

2016 Moose Jaw, 2017 Pincher Creek, 2018 Austin

Darald Marin, President IHCC Ch 38



An effective logo is distinctive, appropriate, practical, graphic, simple in form and conveys an intended message. In its simplest form, a logo is there to identify but to do this effectively it must follow the basic principles of logo design:

A logo must be simple. A simple logo allows for easy recognition and allows the logo to be versatile and memorable. Effective logos feature something unexpected or unique without being overdrawn.

A logo must be memorable. Following closely behind the principle of simplicity is that of memorability. An effective logo should be memorable and this is achieved by having a simple yet appropriate logo.

A logo must be enduring. An effective logo should endure the test of time. The logo should be 'future proof', meaning that it should still be effective in 10, 20, 50+ years time.

A logo must be versatile. An effective logo should be able to work across a variety of mediums and applications.

A logo must be appropriate. How you position the logo should be appropriate for its intended purpose. For a more detailed explanation see: What makes a good logo?

www.ihc38.com

Examples of effective logotypes:

Federal Express, IBM, Coca-Cola, CNN, Disney, NASA.



Light bulbs for 'ideas', speech bubbles for 'discussion', globes for 'international', etc. These ideas are often the first things to pop into one's head when brainstorming, and for the same reason should be the first ideas discarded. How is your design going to be unique when so many other logos feature the same idea? Stay clear of these visual cliches and come up with an original idea and design.

With this said, please do not steal, copy or 'borrow' other designs. Although this shouldn't have to be said, it happens too often. A designer sees an idea that he likes, does a quick mirror, colour swap or word change, and then calls the idea his own. Not only is this unethical, illegal and downright stupid but you're also going to get caught sooner or later. Do not use stock or clip art either - the point of a logo is to be unique and original.

The following two pages are from a logo discussion courtesy of Hansen Web Design. You can read the entire discussion at this website address:

<http://www.restoringcornelia.com/>

Restoring Cornelia

Restoring a 1953 International Harvester R-112 Series pickup truck

[Home](#) / [Restoration Blog](#) / [Gallery](#) / [Friends](#) / [Truck Facts](#) / [History](#) / [Advertising](#) / [Links](#) / [Parts](#) / [Contact](#)

International Harvester History - Logo

The following is reprinted in its entirety with no changes in text from B. Mitchell Carlson's "Triple Diamond Treatise" as it appeared in the August 2011 issue of Vintage Truck Magazine. He did a wonderful job of providing the history of the International Harvester logos as they developed through the years and I felt it would be well worth preserving that information here for enthusiasts.

A Brief History of International Truck Logos

The recent merger of the company I work for and the subsequent changes of corporate logos got me to thinking about the history of the trademarks International has used on its trucks. Throughout the years, International Harvester used a number of different logos on the trucks it built, and they sometimes were vastly different from the corporate logo.

The following is a brief look at the corporate identifying marks used on International trucks. As a reminder, all of them are the copyrighted intellectual property of either Navistar or CNH and are shown solely as an illustrative historical reference.



After a merger of several companies that created International Harvester in 1902, the logo on the left was adopted as the core corporate logo. It had the letters "I" and "H" inside the letter "C," and all three letters were capitalized and had serifs. The words "International" and "Harvester" were printed inside their respective letters.

Highwheeler production started in 1907, and this corporate logo was used on the model. Models that had a radiator, including the short-lived cars from 1910 and 1911, generally had a brass logo affixed to the middle of the radiator or had the emblem embossed on the front of the shell. By the '30s, International Harvester was using a streamlined logo (right side) without the names spelled out.

In 1914, shortly before the Highwheelers were discontinued and the slope-nose trucks were introduced (1915), the company started a new trend for International truck logos. It was at this time that the word "International" was first used as the official name for trucks built by International Harvester Corp.

Up to this point IHC, IHC Auto Buggy, or IHC Auto Wagons were the official nomenclatures for vehicles. This script was specifically designed for exclusive use on the trucks to differentiate the truck division from the rest of the corporation. However, after production of the slope-nose models ceased in the early '20s, the script all but disappeared, and primarily block lettering in several fonts was used. Also, the corporate logo wasn't entirely banished from trucks. The logo with "I" and "H" inside the "C" was embossed on some smaller parts, and it appeared intermittently in publications, such as sales brochures and manuals.



The first Triple Diamond logo that we've all come to know and love first appeared in 1923. Initially, only the S-series trucks bore this logo, but by the end of the decade, it was universally used. As time progressed, the relative size of the diamonds to the horizontal pointed banner reading "International" would grow and shrink as the angles of the points on the banner became progressively more blunt. In varying degrees,

it was used until the late '40s. For example, the original owner's manual for my 1947 KB-1 carries this early logo on the back cover.

First conceived in 1938, the stylized Triple Diamond logo actually went into use with the introduction of the K-series trucks in late 1940. At this time, both early and later styles of the Triple Diamond logo were used, seemingly interchangeably. However, the stylized logo was used for fixed trim on the trucks, such as the grille bar and horn button, while the earlier logo was found on hubcaps and in documents. By the time the L-series was introduced, the stylized image above had become the fully standardized truck logo. It was put to rest with the introduction of the R-series trucks in 1953.



More History

We have more articles on International Harvester history for you, starting with an excellent history of International Trucks written by International Harvester themselves. Also, we have "Harvester World" magazine articles featuring R-Series trucks:

- [A History of International Trucks](#)
- [A History of IHC Truck Logos](#)
- [A New Role for the Old Rio](#) (PDF 1 MB)
- [A New Tempo for Haiti](#) (PDF 1.2 MB)
- [The ElectraII](#) (PDF 400 k)

Brands...

IH over the years used a number of brand names to market their tractor and harvesting products:

- Titan (1910-1924)
- Mogul (1911-1924)
- McCormick-Deering (1923-1947)
- McCormick (1947-1958)
- Farmall (1924-1973)
- Fairway (1924-1938)
- ElectraII (1954-1956)
- International (1902-1985)

Light Duty Trucks

IH is often remembered as a maker of relatively successful and innovative "light" lines of vehicles, competing directly against the Big 3. The most common were pickup trucks. IH made light trucks from 1907 to 1975. The final light

This logo is significant because it is the first one in which the Triple Diamond image had a specific color scheme—blue center diamond, white outer diamonds, and black lettering on a banner with a white background. This color combination was also used on the earlier Triple Diamond logo, but it appeared along with several other combinations with no less than four solid colors on the center diamond.

line truck was made on May 5, 1975.



Part of the reason that the multiple Triple Diamond logos continued into the '50s was that in 1945 International Harvester adopted the now famous "man on tractor" logo. The company didn't have to search too far for an inspiration for the design, which is essentially a simplified version of the original corporate logo. The new logo superimposes a large lowercase "i" on a large upper case "H" in block letters and eliminates the "C." Initially intended for corporate use and for the agricultural division, the logo had limited use in the truck division. Almost exclusively this logo was used when referring to the overall corporation, such as on the back of a sales brochure if it referred to International Harvester Corp. In those instances the wording likely was followed by a small version of the "man on tractor." With the introduction of the L-series, this generally continued to be the case, although the "man on tractor" logo started appearing more often and larger in truck publications. Still, the stylized Triple Diamond was on the hood badge and steering wheel horn button.



With the introduction of the R-series trucks, the "man on tractor" logo appeared tail and proud everywhere. Part and parcel was an about-face change in the corporate mindset immediately following World War II. At this time, the thrust was a unified corporate image—from tractors to trucks to home appliances—while still having the six separate corporate divisions. During the '50s, all International Harvester consumer products carried this logo.

The "man on tractor" in its basic form lasted until the end of International Harvester in 1986 and even beyond. The only official redo of it by International Harvester occurred in 1973. Essentially the new logo was a slightly stylized version of the 1945 basic design. The modern design was more compact with the lower left and upper right corners on the center bar of the "H" curving instead of forming a 90-degree angle to make the logo look more dynamic and less blocky and simplistic.



Similar to the variations on the Triple Diamond theme, both styles saw some concurrent usage; however, the conversion was almost universal to the 1973 edition in a shorter timeframe.

When Tenneco bought International's agricultural line in 1984, part of the purchase was the rights to both versions of the "man on tractor" logo. Case-IH (and subsequently CNH) continued to use the logos, more often than not leaning forward.

INTERNATIONAL With the rebirth of International as Navistar in 1986, the reorganized company gave a nod to its past. Not only did it go back to separate logos for the corporation and the International truck line, but the truck logo also saw the return of the diamond motif. In 2002, this was further changed—and more retro—with the adoption of the current International logo that enhances the diamond theme and reintroduces the International banner design dating back to 1938.



VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER

This particular article came across the parts counter almost 40 years ago. It remained there for all to see to remember the importance of the farming community.

Gary Algot, VP

In 1896 William Jennings Bryan said it best, "Burn down your cities and leave our farms, and your cities will spring up again as if by magic, but destroy our farms and the grass will grow in the streets of every city in the country."

As long as the North American farmer can supply our food at a price that allows us to spend the greatest part of our income for our cars and TVs and recreational items, our high standard of living can continue. But, when our farmers can no longer produce our low-cost food, or when they have no economic incentive or ability to produce this food — truly, again, "the grass will grow in the streets of every city in the country."

Submitted by Mr. E.T. Evans, Boise, Idaho, in response to a request from Hesston Corporation to the membership of the American National Cattlemen's Association (now the National Cattlemen's Association).

This message was presented on behalf of North American farmers and ranchers during the 1977 telecast of the National Finals Rodeo in Oklahoma City, Oklahoma, sponsored exclusively by Hesston Corporation and participating Hesston Farm Equipment Dealers.



Hesston, Kansas

Litho in U.S.A.

FROM THE MEMBERSHIP SECRETARY

I am very pleased to report that our membership total at this time including all family members is **381**. There are **262 primary members** who receive the newsletters and Harvester Highlights magazines; and 70 of these members receive the Chapter 38 Newsletters electronically. Along with renewals this past spring there are some very generous and considerate members who donated to Chapter 38 the amount of \$560.00; Thank you very much!

It remains a pleasure for me to do this work. I enjoy all mail and phone calls. If I can make something happen or something better in any way, I will find a way to do just that if I am aware of any concerns.

Terry and I attended George & Melody, Shelby & Pam Kirkham's open house in June and thoroughly enjoyed their warm hospitality and their museum and collection of IHC trucks etc. It was the most wonderful day!

We also attended the Chapter 38 IHC annual meet near Leduc, AB in July and this was an excellent event, very well organized from start to finish. Bernie Yakimyshyn and Gerry Magnan and volunteers worked hard and did a super A+ job as hosts and chair persons for the 3 days. I enjoyed a Membership table where I met many members; in fact I know (from my list) that more than 100 CH 38 members stopped to talk, and some to sign the book. Once again I donated a one year's membership and Bill Turnbull won it this year. Jim Gray also had a \$50.00 prize that was awarded for a correct answer to 2 puzzling questions.

I had a short report for the annual meeting, with 2 small gifts to give away, and another gift that I had forgotten at home so I have since mailed that one to the Kirkham's. I am hoping these minor gifts help to brighten my report.

At last year's annual meeting Donna Meyer from Carrot River, SK volunteered to make a square for a quilt for the Red Power show in June, 2015 and she did an excellent job, a photo was emailed to us, and this year that quilt was auctioned for \$350.00 at the 2015 Red Power Show in Sedalia, Missouri. Donna also brought 2 beautiful gifts to be given away during this year's meeting. I simply love the cushion that Donna made! Thank you, Donna! There were several other donated items given away throughout the meeting from sponsors etc.

In closing, firstly I must thank Sharon Algot for all the help she gives to me, throughout each year to keep me on the straight and narrow. Behind every membership secretary is one really good friend; for me that is Sharon.

Secondly I encourage everyone to read Chapter 38's top notch newsletters, and to get acquainted with other members within one's local area, or on your travels. I hope the membership list of members is of some help. I welcome all new members to Chapter 38 IHC. I remain ready, willing & able to work another year with everyone in my mind. To everyone I wish that you have a good "rest of the summer" and let's please keep in touch.

Barb Bender, Membership Secretary

EDITOR'S COMMENTS

Well, it's a wrap! Gerald Magnan and I have finally made it to the finish line - Chapter 38 Annual Show is officially in the record books! You never REALLY know how much work it is to put a show on, until you do....but even though you begin planning 8 to 10 months in advance, those who have gone before us have provided invaluable advice and support.

And on that note...there really can't BE a show without the many many volunteers who stepped up to help. We can't say "Thank you" enough times. To all the members who brought units to display, and those who attended to support us..., it can't be a show without something to see! So thank you all again!

And a special thanks to Terry Grover, who sent a review of IHC Chapter 38's participation in the Leduc West Exposition to the four main magazines in the U.S., with pictures, and to George and daughter Shelby Kirkham, for producing our advertising posters...every year!

Last but not least, we express our deepest gratitude to our major sponsors, Rocky Mountain Equipment & CaseIH, and Diamond International Trucks for their tremendous financial support and their physical displays. We simply could not have had this show without them!

Bernie Yakimyshyn

SALE ON T-SHIRTS AND MEMORABILIA

For those who weren't at the show, we have a few T-shirts (\$10), keychains (\$5), special story books (\$5) and colouring books (\$10) for sale. Discounts for multiple item orders - can be picked up or mailed to you.

Call Bernie Yakimyshyn to order: 780-935-2915 or email: yakimys@shaw.ca



DARN ENGINEER!

by Ralph Jorgensen

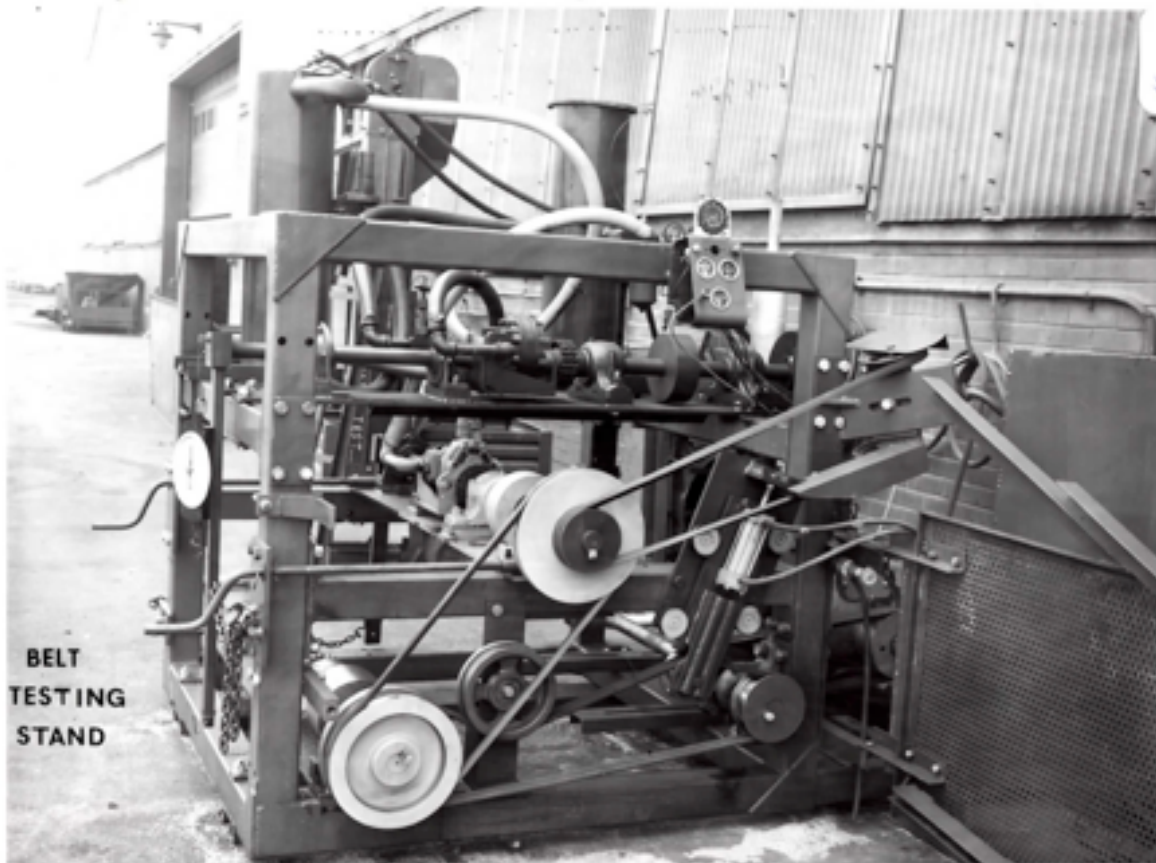
THE PATH TO NEW PRODUCTS - A VIEW FROM THE INSIDE.

TESTING IN-HOUSE

Belt testing is an area which is appropriate to both existing machines as well as prototypes under development. There are few things more exasperating than failed belts. We devoted a lot of time to evaluation of newly designed drives as well as failure of those on equipment already sold. Belts have a rough life; some bend, others twist, still others are shocked thousands of times per minute.

My assignment was to develop a series of 'bucks' that would test several belts simultaneously then be reconfigured for other groupings. Each belt had its own configuration, speed, start-stop requirements, etc. Drawings were submitted to belt manufacturers who gave us samples to test. Mechanics installed these samples and followed our instructions; well, sometimes!

After a belt had run hundreds of hours with no problems and their shifts got boring, mysteriously, a hitherto perfectly good belt would somehow snap in service. "I dunno', it just busted!" Test mechanics were mostly quality guys; occasionally, however.....



Four belts were tested simultaneously, with different speeds, horsepower, start and stop cycles, etc. Quite a machine!

We were also big in manure spreaders at I.H. Hamilton. Because we were good at it there was always a need to innovate and improve. (The easiest way was to buy someone else's machine, improve the design, produce it, and call it our new product. Fortunately this did not happen too often.)

Changes were happening on the farm scene with respect to manure handling. Slurry was the big thing; our old tried and true apron chain and impeller design was inadequate, allowing manure to escape on roads, as well as having a lack of uniformity of spread in the field. We purchased a competitor's product, evaluated it, and then decided to go on our own. Our design was flawed from the start; however, even with manure spreaders, politics can reign supreme. The boss wanted our design built and tested.

We drove to the field, engaged the pto, only to have the whole load dump unceremoniously in one spot! This time the mechanics had the last word: "That's one machine they won't stand behind!"



CHAPTER 38 NOW ON FACEBOOK!

Come and join us on Facebook! Over the weekend of the Leduc show, member and director John Richardson created a Facebook page for our Chapter 38 membership. This is open to members, family and friends with an interest in Chapter 38 and things IHC.

As we have not had a lot of experience with administering a Facebook page, we're going to keep a close eye on postings to ensure that we don't get spammed with ads for sunglasses, or more questionable items. Please feel free to add photos from past shows, items of interest, and any good stories you would like to share.

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

SPECIAL ARTICLE: INTERPROVINCIAL TRUCKING OF YOUR ANTIQUE COLLECTION TO CHAPTER SHOWS

Submitted by member David Saville, Rosetown, SK

There is one thing to be said about collecting stamps instead of tractors and that is transport of the collection. I was part of a discussion in Leduc concerning out of province travel. I decided to do some research into what is legal and required for interprovincial trucking of tractors in a collection. This will be from a Saskatchewan point of view. One thing about living in a country made up of self governing provinces is that everything is the same but different.

This is what I told SGI. I have a semi trailer unit with 5 axles. I buy and restore antique tractors for resale as a business. I have a Sk. class D license, that allows me to travel all of Saskatchewan carrying cargo that belongs to me. I wanted to know if all of my Saskatchewan insurance was valid if I left the province and I was told yes... IF I buy the correct out of province permits, have a NSC (national safety code) number and keep a log book. No Sk plates cover insurance of the cargo, you must buy that separately.

SGI offices have a copy of The Sk. Truckers Handbook which has telephone numbers of permit offices for all jurisdictions outside Sk. Some like Alberta have privatized and the numbers take you to private offices which sell you a permit for a fee. All you need in the truck is the permit number and from my experience once you say you have it they don't even ask to see it. My permits (one in and one out) this year cost just under \$100 total. A month long blanket permit would have cost around \$150. If you are going in to pick up a load most provinces allow travel with no permit for unladen vehicles.

You get a NSC (National Safety Code) number once you buy a commercial plate in Saskatchewan. You have to apply for it for a farm plate. As an aside you are supposed to have that number if you travel outside Sk. with a farm plate even on farm business. Part of the NSC is a Certificate of Safety Fitness which you also need outside your home province with a farm plate. If these terms are new to you and you are trucking you should have a visit with your license outlet.

Any truck traveling outside Sk. is required to have a current inspection certificate and you are required to keep a log book. If you have a Sk low mileage permit for once a year inspection of your power unit it is not valid outside Sk. after the first 6 months, even in Alberta which only requires annual power unit inspections.

A few years ago when I had farm plates I bought one trip commercial permits for Sk and Alberta. I asked about my purple fuel. Saskatchewan told me the price of the permit included extra fuel tax calculated from the trip length. Alberta told me to drain my tanks and if they found any trace of purple I could be charged.

Information required will depend on the jurisdiction but usually they will want to know entry point and destination; **exact** destination, not "Leduc" but 49541 Range Road 260, Leduc County. They will want to know payload weight. They may want to know the exact route with highway numbers, especially if you are dropping off at one place then deadheading to another to pick up and leave. They are very generous with time allotment; my Alberta permit this year was 5 days from start time. You can pre order a permit rather than sitting in an idling truck on hold for 1/2 an hour which can easily happen in Sk during summer.

This assumes standard weights and dimensions but permits will be available for O.D. loads just have your information at hand before you dial.

Happy trucking.

LOCAL INTERNATIONAL HISTORY....

Submitted by members Colleen and Larry Urick, Perdue, SK

Today Larry & I went on a tour to Rosetown in the 75 150. Stopped to see David Saville but he wasn't home. Attached are a few photos of the original IH dealer G. L. Conlin & Son on Main Street . They closed in the mid 80's I believe. You can see in black the IH logo. It is now an automotive parts store.



ANOTHER NEW FACEBOOK PAGE! Classic IHC truck buy & sell

Started by member Terry Darmochid from Brooks

Go to: <https://www.facebook.com/groups/1478795375747504/>

BUY/SELL CLASSIFIED

Wanted: IH emblem for the grille of a 1955 R100 pickup.

Contact Noah in Ontario at 705- 345-9277



For Sale:

- ¥ 196 cubic inch engine and factory automatic transmission from a 2 wheel drive 1969 800 Postal Scout. 46,000 miles on the engine. Perfect for a C99 project. \$250.
- ¥ 1939 W30 tractor complete but not running. Comes with parts Tractor \$600
- ¥ Scout 800 complete frame, engine and drive train \$250.
- ¥ 1:25 scale ERTL plastic model of the Transtar 2 Eagle Semi. Original and unbuilt. \$100



Wanted:

¥ 1/2 cab for a Scout 800 or 80.

Contact George Greenhough 780-717-2382 geogreenhough@gmail.com

Wanted: a IH 786, 886 or 986 in good working order, open station (no cab)

Contact: Curtis Garlough at 780-220-8955

Leduc ,Alberta

For Sale: For 806 tractor:

Right side tire: Goodyear 23.1 x 30, on rim with fluid, as new. \$800.00

Left side tire: Maxi-Trac 23.1 x 30, on rim with new tube, no fluid, 85%. \$500.00

Contact Gary Algot at 780-741-2115, Derwent, AB



For sale: L120 pickup. Asking \$1200. Truck located near Bellis, AB.

Contact Sheldon Pasichnyk at 780-418-4087 or cell 780-782-2527.



For Sale: 1934 McCormick Deering steel wheel tractor. Runs well, older restoration. Parade ready. Located east of Sherwood Park, AB. Contact Bill Holland (780) 434-5169.



For Sale: IH S120 4WD TOW truck. Rebuilt engine. Needs reassembly. Engine out never been started. All parts should be there. Asking \$1800. Contact Russ Macalla, Blain Lake SK at (306) 491-5957.



For Sale: 1960 IH 3 ton. V8-304, 5 speed x 2 transmission. Runs and drives . Can be plated in SK. Tires are good. \$1200. Contact Michael Keller 306-782-5934.



For Sale: 1949 International KB1, V8 350 automatic, front Monte Carlo clip, \$15,000 obo. Contact Randy Ewasiuk 780-473-1717 Edmonton, AB



For Sale: 1954 International R-102 with original 26,000 miles. Second owner. Insured and plated, ready to drive! Work done: complete brake system overhauled with new wheel cylinders, master cylinder, lines and shoes; rebuilt 3 core radiator; seat rebuilt and re-upholstered to original, front bumper re-chromed (but not installed).



Contact Ken Bilyk, Edmonton AB
780-907-1650

For Sale: 1969 D series 1/2 ton front fenders and doors, 3 speed auto trans, '73 grille Some 1967, 68, 73 chrome pieces, Two black diamond engines and 4 speed 1968 1100B pickup with 304, 4 speed, Wheel weights for Super A tractor Super W6, Model 112 Cub Cadet with tiller.

Contact Ken Haight, Erskine, AB 403-742-1979 or 403-323-3323

For Sale: 1960 - B110 stepside 8 ft box, green and white
Contact Gerald Carrobourg 306-648-2737

For Sale or Trade: Super W6, parts or restore. Or trade for W4 with hydraulic parts.
Contact Gerald Haight 403-742-5228

For Sale: International 1480 combine, IH 30 ft swather, 1100 IH pickup for parts.
Contact Stu at 403-512-7210 (units are in Briercrest, SK).

Wanted: Inner fender for 1974 pickup. Contact Spencer 306-812-9906

GIVE AWAY: KB 5S parts, enough to make a truck! Two cabs, frame, axles, transmission, green diamond 214 engine (seized). Contact Peter 780-892-3464

For Sale: 1944 WD9 Ser# 8553, nice condition & paint. \$5000 PH 780-349-6325

For Sale: IHC 1.5 - 3 HP pump motor. \$180 obo. Call Gerry 780-667-2451

For Sale: Last of collection, 1/16 scale model tractors. Contact Len 780-953-1958

For Sale: 1962 IHC 660 Diesel tractor. Less than 100 hours on rebuilt engine, new rear tires, new battery, torque amplifier transmission, very good condition, comes with engine and tractor service manuals. \$12,900. Located 12.5 km south of Evansburg, AB Call 780-977-9100.

For Sale: W30 for parts. Contact 780-672-3280 Camrose

For Sale: 1964 Scout 80. Running and driving. Contact George 780-717-2382

For Sale: 1950 IHC L180, box and hoist. Runs good - no rust. Call John 780-986-2709

For Sale: 1963 IH 806D, good engine, no cab, 23.1 x 30 tires \$2200.00
Contact Gary Algot 780-741-2115

For Sale: Antique fan belts in Atlas boxes. Contact Tom Emes 780-998-9894

For Sale: 1975 4x4. Contact Larry at 306-221-4563.

For Sale: IHC 650 tractor, IHC Model H (wide front axle), 7 ft binder with factory PTO, IHC 26" threshing machine. All equipment under shed. Contact 780-985-2478.

Wanted: 4 cylinder diesel engine for IH 574 tractor. Phone John 780-940-8471

Wanted: Need parts for W4 engine; crank, rod, or complete engine. Dwayne at 780-967-6466

Wanted: 1936 IHC pickup doors and back fender, three 17" rims, or leads appreciated. Contact Jim at 780-919-1938



Onoway and District
Historical Guild presents

9th annual Threshing Bee

Sat., September 19, 2015

Gates: 11:00 AM

Activities: noon to 4 PM

Location: Turnbull Farm

2012 HWY 37

1 mile east of Onoway

ADMISSION
BY
DONATION

Other Events

Antique Tractors & equipment -

Antique cars & trucks

Small engine displays

Kids activity centre

Rope making

Entertainment

Blacksmith

Sheep Shearing

Museum displays & demos

Firewood sawing Grain Grinding

Tractor balance platform

Horse-drawn wagon rides

Concession

Homemade pies,
hamburgers,
ice cream,

For Information:

Brian: 780-908-7244

bturnbull@xplornet.com

Bill: 780-498-3660

wturnbl@telus.net

Website:

onowaymuseum.ca

Antique cars, trucks or tractors are wanted.
Please bring them for display.

KIRKHAM INTERNATIONAL MOTOR TRUCK COLLECTION

Highlights from the June 13, 2015 Open House for Chapter 38





Thank you, George!

LEDUC SHOW HIGHLIGHTS







SEE YOU ALL IN MOOSE JAW, SK IN 2016!