



Chapter 38 IH Legends

Newsletter

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2VP Vacant

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PRESIDENT'S MESSAGE

Hi everyone and welcome to 2013. Not a lot has happened since the last newsletter; we did have a conference call and for the most part reviewed our roll in the summer show at Olds. Remember to get your rooms soon, as they will fill up well before the show, and we don't want to see anyone have to drive a long way to be able to sleep. This promises to be a well planned event, with plenty of activities, so do make the effort to attend and see the great job Terry Grover and his team will be putting on for us. The guest speaker for our annual meeting was associated with IH for many years as a dealer in Alberta and we look forward to hearing his presentation.

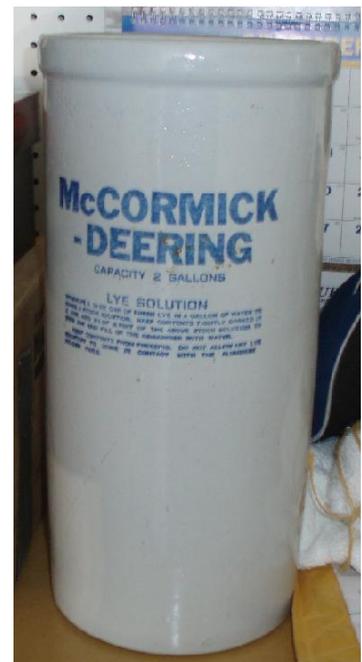
With a small written report from me this quarter, I will try to display some happenings of the past season that I witnessed that I hope may be of interest to other IH collectors.

1) This wheel wrench is a copy of one that IH provided with their medium duty trucks with disk wheels in the 50's. I have been trying to locate one for some time now and I finally got this one from a US army surplus on ebay.



2) This crock to the right was presented to me by a flea market vendor in Arizona, who has become my friend, as he knows how much I want to collect anything IH.

The crock is 2 US gallons and was used to mix a lye solution as a disinfectant in and around a dairy of days gone by. The formula is still very legible on the side of the exhibit.



3) This 3 bottom plow (Little Genius perhaps) was purchased from the original owner, who bought it new in 1950 and broke 150 acres with it, about 15 miles south of Ceylon, Sask. You may see this in Olds.



4) Rollog, MN show Labor Day weekend, featuring IH; 400 tractors 3 trucks. This KB 11 has about the largest truck mounted winch I have ever seen.



5) What an idea for a step.



6) U9 power unit-seems like it was painted the night before.



7) I've never seen a horse mower with a lateral hitch adjustment.



8 IH collector from Wisconsin, buddy seats on his Cadet 5.



9) TD 9 hauling clay from steam shovels.



10) LA/LB additional cooling hoppers: 2 reasons for these a) extra cooling capacity when running long hours and working hard, b) source of hot water to sanitize around dairy barns.



11) Various configurations for these little engines.



12) Would this be called a tandem?



13) Gary Algot's grandfather had a "Red Baby" as his dealership/personal truck.



14) Large Titans and Moguls lined one street.



15) Smaller Titans lined the other side.



16) IH 914 combine picking up powered by a Farmall 806.



17) IH 10' power binder powered by a JD 50...Rollog owned equipment.



18) IH 46 baler powered by a Farmall M baling the straw dropped by the 914.



19) IH 12' 120 (do I have that correct?) windrower powered by a Farmall M. Case pull type combine in the background powered by Wisconsin and pulled by an Oliver OC 3.



20) Looks kinda small for a KB 6, but that was it's ID. Must be 350 bushels of wheat on it; many of those trucks were always overloaded and still maintained a productive and long life.



21) A fine example of a meticulously maintained Super 92. Never saw a lot of work, and certainly not abused, just a very well looked after original.



The activity in the field was like a bee hive: the binder and swather cutting, picking bundles and combining, straight and picking up, a grain cart and trucks, followed by about 5 or 6 plows, a steamer down to 3 bottoms on Farmall M's and W 6's.

From the time the crop was cut, was about 1/2 hour until the plows were doing their thing. Many operators down about 12 to 14 years old. They had to take a safety course sponsored by the Museum. All operators take the course and display a ribbon on their cap indicating they are permitted to operate.

Just an excellent display of working steam machines, one saw mill required two steamers to power it. I spent two days at Rollog and I will be back as I did not see everything.

This concludes my report for this newsletter. In March your board will be having a teleconference and getting into the 2013 show.

Darald Marin, President

VICE PRESIDENT'S VIEW - FROM THE PARTS COUNTER

Foreword: The "International" content in the following story refers to the truck that carried the family on a long road trip from Derwent to Oregon, and back up through British Columbia and back again home to Derwent. The handsome Red Baby was the brainchild of International Harvester marketing gurus, a gimmick to promote International equipment and trucks immediately after the First World War. Red Babies were indeed RED with gold accent and lettering, and were painted this way to increase the visibility of the local dealer as they criss-crossed the countryside on sales and service calls. Only one truck per dealership was allowed. You can read more about this famous truck in the original Chapter 38 newsletter article "Dealerships of the Past", published January of 2011 <http://ihc38.com/newsletters/Jan%20Feb%20Mar%202011.pdf>

*This article was written by my aunt Ellen Victoria Algot.
Gary Algot, Vice President*

THE LITTLE TRUCK THAT COULD...

On May 30, 1911, I was born in a sod-roofed log cabin on my father's homestead in the district of Angle Lake, north of Derwent in northeastern Alberta. My father - Algot Gustaf Johansson (who changed his name to Gustaf Johansson Algot because there were too many Johanssons and nobody was getting the right mail) came to Canada in 1902 at the age of seventeen with a neighbour who had been home for a visit. This man had acquired a farm in the Wetaskiwin area.

For the first few months in this new country, a kind lady who ran a hotel in Wetaskiwin offered my father a job washing dishes for his room and board and the opportunity to go to school to learn English. After that he found jobs, mostly carpentering as that was his trade. He helped build the Cronquist house on their farm just out of Red Deer, and became good friends with the family. That house is now located by the river in Red Deer and is a Museum & Tea House.

<http://www.rdchs.com/Cronquisthouse.html>

In 1908 my father and two friends decided to file on homesteads 30 miles north of Vermilion. They spent a very cold winter living on jackrabbits and beans.

My mother, Anne Albertina Johnson, came to Canada around the turn of the Century at the age of 13 or 14 and settled with her two older brothers at Waterglen, a district 25 miles southeast of Wetaskiwin. Her remaining two brothers and her father came later. Her mother had died in the meantime.

My father and mother met, but it must have been before he decided to find a farm of his own. They were married in Vermilion on June 28, 1910. By that time he had managed to accumulate several head of horses, and brought them back to the Vermilion area to sell. Many people were still using oxen for farm work.

Soon, four of us were born on my father's homestead in the district of Angle Lake, north of Derwent in northeastern Alberta: Ellen, Clarence, Agnes and Lillian.

The Algots prospered, eventually building a two story frame house and a Post Office and country store to serve the large number of settlers. They hired help as they expanded, and eventually sold the farm to others who came to settle from Sweden and Ukraine in this quickly growing area. My dad had an International Harvester "Red Baby" truck. He used it for farm chores, and hauled cream from the farms to the Creamery in Vermilion, where he picked up supplies for the store on the return trip.

After many years of hard labour, my mother and dad decided they would like to see what life at the coast would be like so on September 12, 1924, the whole family took off in the International Red Baby truck which had been rigged up with a roof over the back part and canvas curtains to close it in at night. The backs of the seats folded down so it would sleep six. We also had a small tent.

We visited a few days in Edmonton, Waterglen and Red Deer before heading off for Banff and the U.S. border at Kingsgate, British Columbia. Our travels took us over 3600 kms on a route through Spokane and Portland and back again through Vancouver and home to Derwent.



We more or less camped all the way to the coast. We rented houses during the winter to live while dad took jobs carpentering along the way. We went to local schools to keep up our education.

Everything was new to us so it was very exciting. We enjoyed Vancouver but at the end of May, we started our journey home, arriving the first week in June. There was some car trouble delays and muddy roads along the way, but we finally made it and were happy to be home. My mother's cousin, Oscar Johnson had looked after the store while we were away. I think he was glad to see us too.

FROM THE MEMBERSHIP SECRETARY

Happy New Year!

It is my pleasure to wish everyone all of the very best in 2013. I am so looking forward to receiving mail again with the renewals, which are due in February, in order to not miss any issues. Getting mail makes me feel like I know the friends who write. I have met some, all others I know your names and I would really like to know everyone better.

I am really pleased to report for the year Feb. 2012 to Feb. 2013 our total membership was 318 members strong! And as of December 20, 2012 already I have received 45 renewals for next year, thereby enrolling 68 members again. Special thanks to everyone who has sent their dues in already, and Extra Special thanks to those who have also sent donations to Chapter 38! We have some very generous members!

I can easily enter members onto the "email preference list" for receiving the newsletters via the internet/email, upon request. I would then notify you in an email when it is on line for you to see. It is very attractive to see and read and print at home (if you choose) in color, and timely, as well it saves the club costs of printing and postage. Please let me know if this is your wish. The Annual Membership Roster will always be sent in the mail for confidentiality.

I do believe I have the best job in this club, because of my contact with everyone, and I look forward to doing my best for you. If you are willing to share in our newsletter what IHC's you have, "**W-O-W**", which means Who Owns What, please list on the back of your renewal form your items of most interest to you, and I will submit to the newsletter in a column titled "**Who Owns What**" in a list format, to the best of my capability, so that members can connect with others with the same IHC items. With the Editor's permission I will begin this in the very next newsletter if you will send me your information right away. Otherwise, you can write, phone (306-781-2000) or email me (benderbarb@sasktel.net) your list of IHC items if your renewal has already been sent. I will share any stories you care to tell as well, with your permission. AND if anyone has any ideas, I will gladly receive suggestions about entering this into the newsletter.

I look forward to receiving your mail, and your lists, and most of all to meeting with you in Olds, Alberta, on July 18th to 20th, 2013 for our Chapter 38 IHC Annual Meet at the World's Ploughing Event.

Sincerely,
Barb Bender
Membership Secretary

NOMINATING COMMITTEE UPDATE

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

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

Gary Algot

Gerald Parker

Ken Wood

Ian Richardson

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

I would ask that any nominations include a brief biography of the nominee, so the general membership can get a chance to get to know you.

We all have a strong connection to International Harvester and through the support of our membership, our club can continue to grow and promote the brand that we love.

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

EDITOR'S REMARKS

Another year gone! Welcome to 2013!! I hope everyone had a happy and safe holiday. The club is gearing up for our annual show in Olds this July. It should be a good one!

I put together a little "how to" article for this newsletter. It is nothing really in depth, but I'm hoping it gives some of you an idea on how some of these projects that have you bogged down can be completed. I find most people seem to get stuck on the body work and painting part of their project. Since most of this stuff is old, we have very limited access to many of the cosmetic parts such as grills and hoods. With enough time and patience they can be fixed, so don't give up. I will try and put something together for each newsletter as "how to."

Speaking of "how to", I am nearing the end of the trail on my MV. As I type this my tin work is sitting, ready to be painted. I usually paint the wheels first, sheet metal second, and the chassis last. So hopefully by the end of January I will be moving it outside.



This is a pic of what I started out with.



Here is where it was at in October 2012

The fun never ends in my shop! It took some serious work to get the steering linkage back in working order. Both front rims weren't usable, so we made new ones. We also made a complete drawbar assembly for the tractor. If all goes well, I will be bringing it to the show in Olds.

Speaking of odd tractors, I was fortunate enough to buy the Farmall 460 LPG that was advertised in the last newsletter. It arrived at our house from Abbotsford, BC the week before Christmas. I did manage to get it fired up once it warmed up outside between Christmas and New Years. She runs like a watch. It is a neat tractor with all the bells and whistles: LPG, T/A, Fast Hitch, power adjusted rear wheels and power steering. Once the MV is done I will get a bit more serious about the 460.

Until next time
Ken Wood, Editor

CoEDITOR COMMENTS

Everytime you pick up your local newspaper, you always see the little slogan "Put your advertising HERE! ADVERTISING WORKS!". Most of us just gloss right over that and move on to the news items.

Well....I can tell you, once again, this slogan is absolutely true. Ever since we have included the Buy and Sell column in this newsletter, we have had a flurry of activity with tractors, trucks, and parts exchanging hands. Even our editor Wood picked up a dandy of a tractor out of the last issue.

My point? Send me your articles, your ads for things for sale....it works!

Here's a few tidbits for those who have computer availability. It's all about how to modify your Cub Cadet in a surprising way!

<http://www.youtube.com/watch?v=3v3u7qBO62k>

And here's an interesting way to use extra hubcaps in your shop!



IH Clock, by member Randy Holman of Calgary, AB.

SO HERE'S A CHALLENGE! Submit your "projects made out of something IH" before the next newsletter, and the winner (chosen by an independent panel yet to be named) will receive one year's free membership and will be published in the next newsletter.

Now get out there, heat up the shop, and get creative!

UPDATE ON OLDS PLOUGHING MATCH 2013

I am putting together a list of volunteer persons to help at the Olds Show July 18-19-20. There is a wide variety of work available. The job descriptions include:

Tractor drivers pulling people movers Safety riders on movers
Field set up for demonstration plowing area Parade lineup personnel

Members who are interested can phone me at 403 886 4988 for more information. Thanks.

Submitted by Terry Grover, Chapter 38 Representative to the 2013 Olds Plowing Match

FARMALL TECH TIP

From The Restoration Shop - By Ken Wood

Right now I am working on a Farmall MV at home. The sheet metal on this tractor was rusted beyond repair as the tractor had seen salty humid air in Florida where it came from. That being said I had to start from scratch with sheet metal from a donor tractor. As most of you know it is getting pretty tough to find "perfect" sheet metal for these units. The tin work I am using for this project wasn't real awful, but it needed some TLC.

In this article I thought I'd focus on the grill and nose piece. Mine was dented in above the "Farmall" emblem and it also had three bars in the top LH corner that were bent and twisted beyond repair. First I like to start with fresh, clean sandblasted metal. It's nice to start with a clean slate. Many of these tractors have had several coats of paint thrown on them over the years. Having that stripped off is imperative to a successful end result.

So, usually where I start out after the part is blasted, is to do a quick feel of the dents, see if they are high or low. That way you have a bit of an idea what you are really up against. Then I will take 80 grit sandpaper and wheel the surface down smooth. Doing this with 80 grit levels a lot of the sandblasting pits and often shows a few more imperfections you will need to deal with. At that point you can start tapping the dents out. Remember, when something is dented, the dent stretches the metal. I don't have a super fancy body hammer set, but it helps to have good dollies and hammers. Try and work the dents out as flat as you can.

As I mentioned before, this nose piece was dented in the roll area above the Farmall emblem. Once I was satisfied with the dents being out as best as possible I checked for high spots. I like to try and get the high spots out by heating and shrinking the metal. I use a UNI-SPOTTER with a shrink tip, but you can use a small oxy-acetylene torch. Heat the high spot red then cool it quickly with a cold wet rag. With enough perseverance that high spot will shrink down. I find after going through this process, some filler will have to be used, but not a lot. I usually try and grind the area that I am applying filler to with 40 grit. That gives the filler something to bite to.

The other thing most people do that causes problems is mixing too much filler at once, and not putting enough hardener in the filler. I usually mix a golf ball sized glob of filler and use two passes of hardener. It will set up fast, but there will be less waste. Also, use good filler if possible, and make sure it is well mixed. Once the filler is hard, I like to cut it with 80 grit. Use the feel method for edges that need more sanding. Sounds simple right?

The next problem with this grill was the bars. One was bent beyond repair and its two neighbors were sketchy. I have a set of tools to fix the bars if they aren't too badly mangled. The set also includes the tools to reform the large bars and the center strip.

<http://sunsdahltooling.com> sells these sets for around \$70.



These tools are a great investment if you do a lot of this kind of work. Unfortunately my three bars weren't savable to my satisfaction. Luckily, I don't throw a lot of stuff away. I had a grill off of another M that looked like someone tried to drive a post through the RH side. The bars and screen on the LH side were fine.

I took my mini cut off saw and cut the three bars out of the parts grill. I then cut the three bent ones out of the good grill. It's a bit tricky to match everything up, but it can be done. Once I was happy with the way the bars set in the open spot, I tacked them in with the MIG welder.

Notice I used the term "tacked". With them being tacked I could still tweak them before they were welded for good. I welded the bars in after that, then buffed the welds flat. It is a bit of a process for sure, but it is do-able.





Once they were welded and the welds cleaned up the assembly is coated with a couple coats of 2k high solids primer. I like high build primer because it fills in almost any kind of pitting that you can think of. I like to block sand it with 320 wet paper (no dust). Just remember the better you sand, the flatter the paint will lay out.

This is the time I like to use putty if need be. It works good for anything the high solids primer wouldn't fill. I use polyester two component putty. It's much like body filler only finer. It also sands easier and goes on very smooth. I finish up with a final coat of high build primer then final sand with 600 wet. After that final sanding, I usually seal the metal with a coat of epoxy sealer.

Then it is time to put some paint on!! I will save the painting process for my next installment.

Darn Engineer

By Ralph Jorgensen

Evolution or revolution?

The expression that there are few things new under the sun is an apt description for design engineering. Manufacturers like to tell you their design is the best on the market. But is their design revolutionary (new), or evolutionary (improved)?

An evolutionary design improves on an existing one. A revolutionary design has not been attempted before. Most products we see are evolutionary in nature.

Do we ever see revolutionary thinking? A manure spreader example comes to mind. For decades all manufactures built a tried and true machine utilizing a moving floor (apron chain), rear choppers, and an adjustable drive, allowing manure to be spread evenly in the field. An ongoing problem was liquid manure, dribbling where you didn't want it, like on highways and through towns. Old thinkers said "manure is messy, live with it."

Somewhere in a quiet corner, an inventor said "hold on, there may be a better way to spread manure so highways don't get strewn with waste". As a result Hawkbilt developed a horizontal tank on wheels, fitted with flailing chains. It did everything the old configuration did plus handle liquid manure.

The whole spreader industry was turned upside down. Many of the first Hawkbilts were purchased by competitors, who set about analyzing this weird new way of doing things.

"It doesn't spread evenly," said one. "The chains break" said another. Improvements resulted but still centered on the basic flailing chain and tank concept. Today both types are available from numerous manufacturers.

A museum in Saskatchewan has on display a combine built by the Hoveland brothers from Ortle South Dakota. It contained many firsts; the first traveling thresher, the first pickup, the first power take off from a tractor, and the first clean grain and returns elevator using augers. The brothers long since recognised that standing grain dried quicker than stooks, that labour for threshing was a killer, that horses ate too much, and straw left in the field contributed to soil conservation. A machine was built incorporating all of these features. In 1909!

Sending letters to eight of the largest manufacturers inviting them to come and see the machine brought no response. All of them stayed home, continuing to produce stationary threshers and binders, thus paving the way for the dust bowl and dirty thirties.

What is best? Surely machines need to be built better, based on past designs. But we also need revolutionaries to dream up new ways of doing the old, old tasks.

BUY & SELL

Wanted: TD6 or T6, late 1930s to early 1950s style, any condition. Could also use same-era TD9, TD14, TD18 in running order with dozer, depending how broke I am.

Contact: David Link, Stony Plain AB, 780-968-2800, dlink@cruzinternet.com.

Wanted: Hubcaps for 1968 1200C $\frac{3}{4}$ ton pickup custom cab. Caps measure about 10 and $\frac{3}{4}$ inch across the backside. Chrome or paintable. Will buy single caps or a full set.

Contact Randy Holman: email michelle_randy@hotmail.com or phone: 403-826-4781



For sale: A non-running IH 300 utility and part of a 2nd one to go with it.

\$700 obo for the pair.

Contact: John Rennie 780 753 6584





For sale: A pair of 1961 IH C99 trucks. The 2 combined would make 1 good one. \$1000.
Contact John Rennie 780 753 6584

For Sale: IHC 350 Wheatland Diesel .A rare low production tractor. Engine has lost oil pressure. \$2000 obo.
Contact John Rennie 780 753 6584



For sale: K5 truck good tin and grill 2speed axle. \$300
Contact John Rennie 780 753 6584



For Sale: Bolens walk behind garden power unit with front sickle mower. Looks like very little use and comes with all the original papers from 1952. \$500
Contact John Rennie 780 753 6584

For Sale: Not running IH 403 combine. Something wrong with the clutch. Low hour machine for parts or fix. Price ?low
Contact John Rennie 780 753 6584



Wanted: A pair of cast head light mounting brackets for a OS4 orchard tractor - same as an early W4. They look similar to WD9 rear light mounts. Also need an exhaust elbow for an OS4.
Contact John Rennie 780 753 6584

Wanted: I am looking for a 31RD McCormick Deering pull type combine [late 30's early 40's era] in restorable condition, or information leading to one.
Call Lloyd at 403 684 3482 or email adventure@myipplus.net

HOW TO, OR NOT TO, PAINT RAISED LETTERS ON AN INTERNATIONAL TAILGATE

A Little Humour By John Rennie

One of the tasks I had the most difficulty with when we restored our 1971 IHC 1210 was the lettering on the tailgate. First I painted the tailgate green and tried to hand do the letters. The enduro paint just ran down into the green. Next I tried painting the letters and then masking them and spraying the green. My big thick farmer hands are better for holding shovel handles, hammers and welding stingers. Next I asked our former IHC dealer's daughter, who was a sign painter, for advice. She said to use a GMC tailgate instead of an International. Next step was to paint the background, scotch brite the letters and place the tailgate upside down over my head and use a roller on the letters. But before I did that I went to Marsden and bought the bright metal insert with INTERNATIONAL on it!



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

Entry #

Member of club or organization _____

Please circle: Truck Car Tractor Other _____
(specify)

Year: _____

Make: _____

Model: _____

Owned by: _____

Driven by: _____

History : _____

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

Exhibit only (Vintage equipment display area)

Antique Tractor pull (3 pm Thurs)

Tractor data: Serial # _____

Weight in pounds _____

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

Owners signature _____

Owners name: _____

(please print)

Mailing address: _____

Telephone # _____

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



**INTERNATIONAL
HARVESTER**

