

Antique & Classic ♦ TIMES ♦

April 2018

A publication of the Montana Pioneer and Classic Auto Club



Jeannie with
1955 two-tone,
Chevy BelAir.

ANTIQUE & CLASSIC TIMES

Official publication of the Montana Pioneer and Classic Auto Club, Inc.

Published quarterly: January, April, July and October.

The "Times" is exchanged with other like clubs in the US and Canada.

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Missoula.....Perry Francis
Hi-LineRuth Fenger

CHAPTER MEETINGS

Bitterroot Valley Dusters: Regular meeting third Sunday afternoon of each month at places previously decided upon in Hamilton area.

Bozeman Antique Auto Club: Regular meeting second Friday of each month at random locations in Bozeman.

Capital Carriages: Regular meeting second Sunday of each month, 2:00 p.m. random locations in Helena.

Central Montana Trail Dusters: Regular meeting fourth Thursday of each month at places previously decided upon in Central Montana area.

Flathead Pioneer Auto Club: Regular meeting first Sunday of each month at Flathead Electric Co-op in Kalispell.

Goggles & Dusters: Regular meeting first Tuesday of each month at Elk's Lodge, 934 Lewis Ave at 6:00 p.m. (unless otherwise notified) in Billings.

Great Falls Skunkwagon: Regular meeting first Friday of each month, 7:00 p.m. Eagle's Lodge 1509 9th St So in Great Falls.

Hi-Line Antique Auto Club: Regular meeting third Sunday of each month, 7:00 p.m. Inverness Supper Club in Inverness.

Missoula Hellgate: Regular meeting third Monday of each month, American Legion Hall in Missoula.

Vintage d'Fenders: Regular meeting first Thursday of each month, 6:30 p.m. Cavalier Room, Finlen Hotel in Butte.

MP&CAC DUES

**delinquent December 1 of each year;
payable September 1 of each year.**

Single Adult - \$16.50 Couple - \$20.00

ADVERTISING RATES

\$25 – Quarter Page..... \$ 50.00 – Half Page

\$75 – 3/4 Page..... \$100.00 – Full Page

All ads must be approved and paid for prior to publication date. Please contact the State Treasurer for more information.

Cover photo submitted by Roger Thomsen

PRESIDENT'S MESSAGE

Has spring sprung? Between the groundhog seeing his shadow and the way March came in, maybe it will be a late spring. That would allow more time to get our cars ready for the show/touring season ahead. Get them ready and take advantage of many club and local events for this coming year.

Please consider attending the Great Falls swap meet on April 27th and 28th and stay for the installation dinner on the evening of the 28th. The registration forms are in the Times. Also coming up is the spring tour in Hamilton, June 15th, 16th and 17th. This promises to be a great tour. Thank you to the Hamilton club for stepping up and taking this tour after

the cancelation of the tour last fall due to the smoke from the forest fires. Get your hotel reservations and tour registrations in soon.

Great Falls Skunk Wagon club is hosting this year's International event, July 5th thru the 8th. If you haven't attended one of these unique shows, please consider this one to meet our neighbors from Canada. They are great car people and great hosts when we attend their meets up north.

September 7th, 8th and 9th will be our fall tour hosted by the Helena club. It is always fun to see our state Capitol along with the museums there. And the Capital Carriage mem-

bers are a delight to visit with.

As always, there are plenty of parades, tours, car shows, rod runs, etc. to attend or participate in. Remember to watch for possible new members to bolster our dwindling ranks.

All of the events listed above are listed in the TIMES, along with forms and information for registration. The website is listed in the TIMES. Check it out!

Be safe in all you do and I am anxious to see everyone this spring, summer and fall.

President,
Doug Winz

EDITOR'S NOTE

Please remember to send in your information by the due date to insure this publication can be in reader's hands in a timely manner.

Deadlines for submitting articles/ads for quarterly issues are as follows:

January Issue: Dec. 20th

April Issue: March 20th

July Issue: June 20th

October Issue: Sept. 20th

All copy must be to Editor Jacques Rutten at the Lewistown News-Argus by these dates.

We prefer all articles and photos be sent by email to:

publisher@lewistownnews.com.

We will send a confirmation email when we receive it.

If you do not have access to email, please mail your information to:

P.O. Box 900

Lewistown, MT 59457

Attn: Antique and Classic Times

Thank you for your help!

In Memory

Ken Johnson

*Phyllis Hemstad
Founding Member*

Art Blade



Montana Pioneer & Classic Auto Club Skunkwagon Chapter

Presents Montana's Oldest & Largest 47th Annual

Antique Auto Parts Swap Meet

And Collectibles

April 27th & 28th, 2018

Friday Noon - 6:00 pm, Saturday 8:00 am. - 5:00 pm

Livestock Pavilion at Montana ExpoPark Great Falls, MT

(Formerly Cascade County Fairgrounds)

RV Spaces Available to Rent thru Montana ExpoPark

\$3.00

One Time Admission Good for Both Days

* * * * *

Friday Lunch

12:00 Noon - 4:00 p.m.

Saturday Breakfast

7:00 am - 10:30 am

Saturday Lunch

11:00 am - Until Gone

Vendors with Toys, Clothes & Jewelry and Interesting Collectibles are Welcome

For additional Information call Mary at: 406-761-1643

NO TELEPHONE REGISTRATION AVAILABLE

The Skunkwagon Club cannot be responsible for accidents or losses of any kind.
PLEASE REMEMBER - WE ARE IN A NON SMOKING BUILDING. THANK YOU

April 2018

Montana Pioneer & Classic Auto Club Installation Dinner Hosted by : Great Falls Skunkwagon Car Club

Eagles Lodge
1501 9th Street South So
Great Falls, MT

Parking & Entrance are behind the main building on the East side.

\$12.00 per person

April 28, 2018

Social Hour 6:00 p.m.

Dinner Served at 7:00 p.m.

Number Attending_____

Name:_____

Phone:_____

Make Check payable to : Skunkwagon Car Club

Send completed form along with payment to:

Skunkwagon Car Club
MP&CAC Installation Dinner
PO Box 1305
Great Falls, MT 59404

Deadline for Reservations is April 10, 2018. After that date \$5.00 extra

Please Indicate any Specific Dietary Requirements _____



Schedule

Spring Tour 2018—June 15, 16, and 17

Montana Pioneer and Classic Car Club

Bitterroot Valley Dusters

TOUR HEADQUARTERS AT THE BITTERROOT RIVER INN, 139 BR PLAZA DR., HAMILTON

FRIDAY, JUNE 15		
1PM-5PM	REGISTRATION	BITTERROOT RIVER INN
5:00PM	GAS LIGHT TOUR LEAVES FROM	BITTERROOT RIVER INN
6:00PM	DINNER, COSTUME JUDGING, AND DIRECTORS' MEETING TO FOLLOW	AT DAVID ANDERSON'S (MAP PROVIDED)
8:00PM	DIRECTORS' MEETING	DAVID ANDERSON'S
SATURDAY, JUNE 16		
7:00AM	JUDGES BREAKFAST	BITTERROOT RIVER INN
7:00AM	BREAKFAST ON YOUR OWN	SUGGESTIONS IN PACKET
8:00-9:30AM	LATE REGISTRATION	BITTERROOT RIVER INN
8:00-9:30AM	CAR JUDGING	BITTERROOT RIVER INN
9:30AM	LINE UP FOR TOUR	BITTERROOT RIVER INN
10:00AM	TOUR TO LEE METCALF NATIONAL WILDLIFE REFUGE	(MAP PROVIDED)
NOON	LUNCH/BRIEF PROGRAM TBD	LEE METCALF NWR
2:00PM	EXPLORE MORE WITH SIDE TOURS	OPTIONS AVAILABLE IN PACKET
6:00PM-7:00PM	NO HOST COCKTAIL HOUR	BITTERROOT RIVER INN
7:00PM	BANQUET AND AWARDS PROGRAM	BITTERROOT RIVER INN
SUNDAY, JUNE 17		
8:00-9:00AM	BREAKFAST	BITTERROOT RIVER INN
9:15-10:00AM	GENERAL MEETING	BITTERROOT RIVER INN
ADJOURNMENT: THANKS FOR COMING AND HAVE A SAFE TRIP HOME		

Accommodations

Spring Tour 2018—June 15, 16, and 17

Montana Pioneer and Classic Car Club



Bitterroot Valley Dusters

TOUR HEADQUARTERS AT THE BITTERROOT RIVER INN, 139 BR PLAZA DR., HAMILTON

ACCOMMODATION OPTIONS IN HAMILTON	DETAILS
BITTERROOT RIVER INN (TOUR HEADQUARTERS)	ROOMS \$116-\$134 PLUS TAX; BLOCKED UNDER BITTERROOT VALLEY DUSTERS; 1ST CUTOFF DATE APRIL 12; 2ND CUTOFF DATE MAY 10. 406-375-2525 / 406-363-3484
QUALITY INN	406-363-6600/800-442-4667 (FORMERLY TOWNHOUSE)
SUPER 8	406-363-2940
MOTEL 6	406-363-2142
CITY CENTER	406-363-1651
ANGLER'S ROOST RV PARK	406-363-1268
BLACK RABBIT RV PARK	406-363-3744

REGISTRANTS ARE RESPONSIBLE FOR MAKING THEIR OWN LODGING ARRANGEMENTS.

The Bitterroot Valley Tour - Round 2

Bitterroot Valley Dusters

Spring Tour 2018—June 15, 16, and 17

MONTANA PIONEER AND CLASSIC AUTO CLUB

TOUR HEADQUARTERS AT THE BITTERROOT RIVER INN, 139 BR PLAZA DR., HAMILTON

*****REGISTRATION APPLICATION*****

NAME: _____

SPOUSE/COMPANION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: (_____) _____ CELL PHONE: (_____) _____

LOCAL CLUB AFFILIATION: _____

INSURANCE CARRIER: _____ POLICY #: _____

CAR: MAKE _____ MODEL _____ YEAR _____

REGISTRATION FEES	BEFORE JUNE 1	AFTER JUNE 1	Attending	Total
DRIVER	\$70.00	\$80.00	1	\$
SPOUSE/COMPANION/GUESTS	\$70.00 EACH	\$80.00 EACH		\$
CHILDREN UNDER 12	\$35.00 EACH	\$45.00 EACH		\$
TOTAL NUMBER OF ATTENDEES AND TOTAL FEES				\$

Refund Policy: TBD

Make checks payable to: Bitterroot Valley Dusters (BVDs) and mail to: Joann Hosko, PO Box 2196, Hamilton, MT 59840

Contact Information: Joann Hosko Phone (H) 406-363-1509; (C) 406-360-2664 email joann.hosko@gmail.com

Banquet Choice: Beef # _____ Chicken # _____ Special Dietary Concerns: _____

Are you willing to judge *vehicles*? Yes___ No___ Are you having your *vehicle* judged? Yes___ No___

Are you willing to judge *costumes*? Yes___ No___ Are you having your *costume* judged? Yes___ No___

I hereby release and hold harmless the Bitterroot Valley Dusters Antique Car Club (BVDs), a chapter of the Montana Pioneer and Classic Auto Club, its officers, members, and directors from any liability, damage, injury, losses, or claims, personal or otherwise, that might be incurred or arise out of or in connection with this event. I affirm that my possessions are covered by all necessary property damage/liability insurance.

APPLICANT'S SIGNATURE: _____ DATE: _____



Montana Pioneer and Classic Auto Club's Fall Tour

September 7- 8- 9, 2018

Presented by Capital Carriages Car Club, Helena Montana

REGISTRATION

Name: _____ Family/Guests _____
Address: _____ State _____ ZIP _____
Phone: (____) _____ Cell Phone: (____) _____ E-Mail Address: _____
Local Club Affiliation: _____
Insurance Carrier: _____
Vehicle: Year: _____ Make: _____ Model: _____

Registration Fee includes: Friday Tour Train, Friday evening meal, Saturday lunch, banquet, Sunday breakfast, and assorted beverages and treats.

Registration fees: _____ **Adults @ \$ 85.00 each** \$ _____
_____ **Children under 12 years @ \$ 42.00 each** \$ _____
Late fee additional \$15.00 after Sept. 1, 2018 \$ _____
Total enclosed: \$ _____

Make Checks payable to Capital Carriages Car Club, and mail to: Capital Carriages, PO Box 1373, Helena MT. 59624. Tour contacts are: Wes Tintinger 406-431-6447, Tour/Club Treasurer Sharon Burrows, ccclocks@msn.com or Club Secretary Darrell Beckstrom, 406-439-3821/mtbeckstrom@gmail.com.

Full refunds will be given to cancellations received before September 1st. **NOTE:** Registrants will make their own lodging arrangements. See lodging information on the accommodations page.

Your registration includes a tour train ride Friday at 4:30 pm, will you be attending? *Yes _____ No _____

*If yes, how many in your party? _____

Are you willing to judge vehicles? Yes _____ No _____ **Judge Costumes?** Yes _____ No _____

Are you having your car judged? Yes _____ No _____ **Are you having your costume judged?** Yes _____ No _____

Saturday evening banquet will be a roast sirloin of beef and roast turkey buffet. If you have special needs diet, please indicate. Special Diet: _____

I, my family and guests hereby release and hold harmless Capital Carriages Car Club, Montana Pioneer & Classic Auto Club, and its officers and members from any liability, damage, injury, losses, or claims personal or otherwise, that might be incurred or arise out of, or in connection with, this event. I affirm that my possessions are covered by all necessary property damage/liability insurance.

Applicant's signature: _____ Date: _____

Montana Pioneer and Classic Auto Club's Fall Tour

September 7-8-9, 2018

Presented by Capital Carriages Car Club

ACCOMMODATIONS



Jorgenson's, 1959

Tour Headquarters, Jorgenson's Inn

1714 11th Ave in Helena Montana 59601 406-442-1770

Rooms at Jorgenson's are: \$70 plus tax in West wing, \$90 plus tax in the main building.

All rooms are complete with a sit-down breakfast in the restaurant.

A block of 49 rooms have been set aside.

There are also a number of other motels in Helena close to Jorgenson's.

Days Inn, 2001 Prospect 204-3728

Fairfield Inn, 2150 11th Ave. 449-9944

Holiday Inn Express, 3170 N Sanders 442-7500

Howard Johnson, 2101 11th Ave. 443-2300

LaQuinta, 701 Washington 449-4000

Motel 6, 800 Oregon 442-9990

Raddison Inn 2301 Colonial Dr. 443-2100

Super 8, 2200 11th Av., 443-2450

Shilo Inn 2020 Prospect 442-0320

RV parks

Buzz-in RV Park Campground, 3699 Hwy 12 E, East Helena 406-227-9002

Canyon Ferry RV Park 406-475-3811

Lincoln Rd RV Park, 850 Lincoln Rd W. 458-3725

Helena Campground 5820 N Montana Ave. 406-492-8329

Montana Pioneer and Classic Auto Club's Fall Tour

September 7-8-9, 2018

Presented by Capital Carriages Car Club

ACTIVITIES

Friday Sept. 7

2:00 – 4:30	Registration	Jorgenson's Inn, Room 156
4:30 – 6:30	Tour Train	
	Meet in front of the Historical Society building across from the Capital building.	
7:00	Dinner at Jorgenson's	Jorgenson's Inn, Banquet Rm
8:00	Directors Meeting	Jorgenson's Inn, Room 156

Saturday Sept. 8

7:00	Breakfast on your own	
8:00 – 9:30	Vehicle Judging	Lower lot at Jorgenson's
8:00 – 9:30	Late Registration	Jorgenson's Inn, Room 156
10:00	Leave for tour to Boulder Hot Springs, with a stop in Clancy at the Legal Tender for coffee and donuts	
11:15	Fun Costume judging at Boulder Hot Springs	
12:00	Lunch at Boulder Hot Springs	
1:00 – 5:30	Photo shoot in front of hotel, then afternoon on your own:	
	-Swim/soak or relax at Boulder Hot Springs	
	-In Helena:	
	Free admission to Montana Historical Society Museum until 5:00 pm	
	Free admission to State Capital Building, with self-guided tours until 3:00 pm	
	Free tours of the Old Governor's Mansion, 304 N. Ewing, at 2 pm and 3 pm	
	See gift bags for information on downtown and area activities	
5:30	Costume Judging	Banquet Room
6:00	No Host Cocktail Hour	Banquet Room
7:00	Banquet & Awards	Banquet Room

Sunday Sept. 9

8:00	Breakfast	Banquet Room
9:15	General Meeting	Banquet Room
10:00	Adjournment & farewell	

The Capital Carriages Car Club hopes that you enjoyed the Fall Tour, and have a safe trip home.

See you at the spring 2019 Tour!

Club News



EXHAUST

BITTERROOT VALLEY DUSTERS

Joann Hosko, Reporter (joann.hosko@gmail.com)

Finally, tomorrow is the vernal equinox. I'm not sure what this blue dome is, overhead, but it looks a bit like that sky I've heard about. And those wispy, white things, they can't be cirrus. What a gray, drizzly, muddy winter we have had. I realize I should not complain, as much of Montana has shuddered from sub-zero cold while fighting blizzards and snowdrifts.

Our club has been pretty quiet for the last three months. Twenty-three members attended our meeting and eating, at BJ's Restaurant in Hamilton, on a mild January 21. We welcomed new members, Sean and Jill Jackson. Bill Meuchel, Boyd Cobb, Brian Sutherland, and Shirley Sorenson brought "can you identify this?" objects with which to nourish our brains, while we waited for the sustenance for our bodies. We were at a lull in summer plans, so not a lot was discussed.

Only twelve or thirteen braved a whiteout to meet at the Frontier Café in Stevensville, on February 18. Again, not a lot of business was transacted, but it sounds

like a lot of conversation was exchanged.

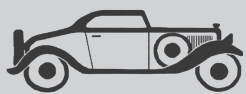
Believe it or not, motor vehicles are not the only thing in the Universe. Dick and I were absent from the February meeting, having not yet returned from our adventure in Peru, climbing to Machu Picchu and experiencing other challenges. It was a hard trip, but we are still glad we went. Now I am planning for my seventh and final continent, Antarctica. Dick said it would be a cold day in (fill the blank) when he would go with me, but I have a Plan B. All life does not rotate around cars, it just seems like it.

Yesterday, March 18, 27 of us met at the Nazarene Church in Victor, for our annual corned beef and cabbage celebration, Erin go brag. There is nothing like great food and decent weather to bring people out. Accolades to Dick Babcock, who really outdid himself with the delicious meal. Scullery maid that I am, I was only entrusted with peeling the potatoes. But truly, it was excellent. As always, a fine selection of potluck offerings rounded out the meal.

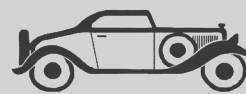
That being done, we whipped through our meeting such as to make one's head spin.

The club rarely, or at least in any detail, shares with me what cars they are working on, so I cannot report on that. I do know that Dick has been busy in the shop, when not traveling or recuperating. He has been working on our beautiful new 1952 Chevy, hoping to make it more road-ready for a demanding tour in southern Arizona, next fall. Interspersed with that, is work on his 1941 Ford Coupe, a 30-plus-year project in the making. He'd better hurry with this one, as I am not sure he can devote another 30 years to its restoration. If he does, he will make the Guinness Book of Records.

Our club's major current project is to host the re-scheduled 2018 Spring tour, here in Hamilton, June 15-17. We look forward to seeing many of you supporting us at that event. Before that, though, we look forward to seeing many of you in April, in Great Falls. Take care, all.



Bozeman Antique Auto Club



Stu Coleman, Reporter (atascoleman@wispwest.net)

This quarter, BAAC welcomes new members Ray D'Ardenne and his wife to the Bozeman fold. They live in Bozeman and have an interesting collection of vehicles for sure, which include, a 1953 Chevrolet 3100 truck, 1953 Austin Healey BNI roadster, 1962 Jaguar E-Type roadster and a 1963 Chevrolet Corvette Coupe and all of these cars are restored. We certainly are glad he choose to join our group and he already has a permanent seat at the Tuesday morning breakfast bash (AKA "The Liar's Club). In fact so many members always show up for breakfast early (starting time was 9:00 AM) that the time has been adjusted back to 8:30 AM, and you guessed it.....people now show up at 8:15! What is it about old people and being early?

You would think that all the vehicles are nestled in their garages fast asleep for the winter months, but you would be wrong. In fact there is lots of activities inside the garages while the ice and snow waxes and wanes outside. Larry Bode continues to work on interior items for his 1966 Plymouth convertible as the body man in Great Falls bangs on panels. The engine, a 440 cubic incher is done and bolted to the floor shifted four speed. Come late spring he figures he will have a bright red Belvedere II to mate the two components together.

Yours truly is hard at it on re-wiring a 1948 Hudson Commo-

dore Six coupe after putting on a windshield visor. Those visors really make a low car even look lower. The drawback is that it is most difficult to see that traffic light above you. But not to worry because I have a period Guide "Traffic Light Finder" to mount on the dash. You remember those things, a prism of plastic that reflects everything above the car including the color of the light! Finders went the way of curb feelers and fender skirts I am afraid. I did find a supplier of modern wire (I use a lot of 14 gauge on the 6 volts systems) that is covered first in modern plastic and then a cloth covering to make it look old, not cheap but looks period correct.

And John DeVries has taken his 1932 Ford coupe to the paint shop for a slick black coat of paint. It should be reporting for driving duty by late spring and won't that be a fun little vehicle to tool around in.

And Marty Westland is looking at the possible purchase of an Endfield motorcycle with a Chinese two cylinder diesel engine on board! Now isn't that an interesting sounding combination! If the purchase goes through, somehow Roy Tunby Jr. is complicit in this caper, but I haven't learned all the details quite yet. If that isn't challenging enough for Marty, the master engineer, he has decided to build an electric car. Marty already has an early Stanley Steamer and why not an

electric to go with it.

Rose and Jim Cain are back from a few weeks in Florida and Jim said he found some fantastic car museums to attend. Going that way, give him a call and get the details of some really unusual museums to visit. Now that he is home, he has resumed work on the 1947 Ford two door sedan. It has a Ford Windsor 351 ci V8 and currently he is trying to fit a radiator to it.

Our February meeting was once more held at the Korner Cafe in Belgrade and celebrated Valentine's Day. Members were urged to bring photos of their wedding and/or early dating pictures of themselves, and then others tried to guess who were those youngsters. Many of the photos were posed next to their vehicles..... imagine that. To cap the lunch off Rose Cain passed out baked Valentine treats specially prepared from her kitchen, and were they good. Now isn't she a peach, or should I say a Rose!

The officers prepared a three page list of possible activities for the calendar year and it was circulated with everyone making a tick mark on those they most favored. The list will be boiled down to those most popular and doable and will be implemented as the season progresses. The first will be a trip to Butte and Sparky's Restaurant along with the Helena and Butte Clubs. That is part of our annual April Tri-Club meet.

Perhaps the most exciting event for the quarter was a birthday party for our elder statesman, Roy Tunby Sr. on the 11th of February. Now any birthday ending in a zero is traumatic, but in Roy's case he should celebrate them all. Roy turned 97 this February. The party was held at the Highgate Senior Living Center in Bozeman and there were over 150 people attending to commemorate the event. Now if you know Roy, he is an advent fan of the polka and has for many years participated in polka dance parties including trips to Las Vegas to attend an annual affair there. So it was completely appropriate that to serenade Roy and his guests, a trio of accordionists played dur-

ing the get together. Congratulations to Roy Senior for being 97 and to Roy Junior for putting the whole bash on.

March wound up with our monthly meeting at Four Corners and that same morning a swap meet was held at the Livingston Fairgrounds put on by the Livingston Wheels Motoring Club (LWMC). Both yours truly and Joe Ashley of our club were vendors there. LWMC has been struggling with having a viable swap meet and sadly this may have been the last of them after 11 years. The few people that did come seemed to be buyers and one such for me was a young man that purchased two 1956 Buick coupe doors. I ask what he was going to do with

them and he said install them on a 1956 Oldsmobile hardtop! He said that he was a body man and that it was hard to find a 1956 Oldsmobile coupe and he had a hardtop and was going to make a coupe out of it. Okay said I, and sold him the doors.

A word of encouragement to Linda Dean and her speedy recovery from partial knee replacement surgery. To date she has had a shoulder replaced, hip replaced, and now a knee. I bet she rings the bells when she goes through security at the airports. We like to call her our bionic woman!

Remember to keep your hands on the wheel and your eyes on the road.



Jim and Rose Cain's 1964 Dodge Polara 2-door hardtop.



Capital Carriages

Glyn Verzatt, Reporter (verght@bresnan.net)

Whoo! Got so busy doing nothing that I almost missed the deadline date for getting this article together.

Actually, it has not been doing nothing but sometimes seems like it. Taxes, catch up around the house. Having just started dropping some duties such as laundry, shopping, cooking in addition to what I usually do causes time to fly. The bride however is recuperating and starting to apply herself to some of what she normally does. It has been a long year.

Wes Tintinger our immediate past President dropped off some Hemming Classic Car Magazines one of which had an article about the Soap Box Derby. I can recall about 1940 at the Chevy dealer just down the block in Billings, had some on display, one of them really caught my eye and I was totally ready to get into Soap Box stuff myself when along came December 7, 1941 and a lot changed from that. For months we constantly listened to the news on the Philco sitting in the Living room. A friend of my sisters was living with us at the time, her brother was in the army and stationed in the Philippines. Don't know how that finally played out as we moved to the west coast shortly thereafter. Any way my next contact with Soap Box Derby activities was 1955, as a member of a car

club in Salem Oregon and newly discharged from the U.S. Army. Our club built a derby vehicle to race another club, man was it well designed. Frame was a 2x12 plank, with a 2x8 front axle with one bolt holding it to the frame, two holes were drilled in it for rope steering and I was the brakeman sitting 3 people back from the driver and operating a 2x4 brake lever. The body was a chopped and channeled refrigerator box. Well guess what, 4 people weigh in at over 400 pounds, which made for some rapid descent on the track and we found steering to be inadequate and braking nonexistent. We lost the race but had a semi spectacular ending.

Enough of that. The Bozeman and Helena clubs along with (hopefully) the Butte club will be getting together for lunch soon, this is an annual event that has been ongoing since I joined Capital Carriages in 1997. Turn out has varied from 30 to 60 folks with mostly old cars out for the spring warm up. Generally, a good time. This year it sounds as if we will be meeting in Butte. I like it because we lived in Bozeman for 30 years and we know a lot of the folks.

Plans for the Tour are pretty well in place, we have lined up a speaker for the Banquet, and the local Barber Shop Quartet will also be present. The Saturday

tour will take us to the Historic Hot Springs in Boulder and Tour trains rides around Helena will be available. Our Treasurer Sharon Burrows reports that several out of towners have already signed up.

The hunt for a replacement for the 52 goes on, not real active as yet but looking. I miss the old girl, she warmed a spot in our garage for around 19 years.

We continue to look for some new members as our group is getting smaller every year, old age and different ideas are playing havoc with the club. Not new news to any one however. The club is planning fund raiser garage sale soon. Could be good as there will be some old car stuff and the routine items found in garage sales. We will get the word out when a date and time are set.

St. Patrick's Day parade is this coming weekend and several members have cars ready. It will be the first one I have missed since I joined the club.

Looking forward to a good summer of looking for a replacement car, attending a car show or two and enjoying the warm air.

Til next time



Central Montana Trail Dusters

Sie Schindler, Reporter

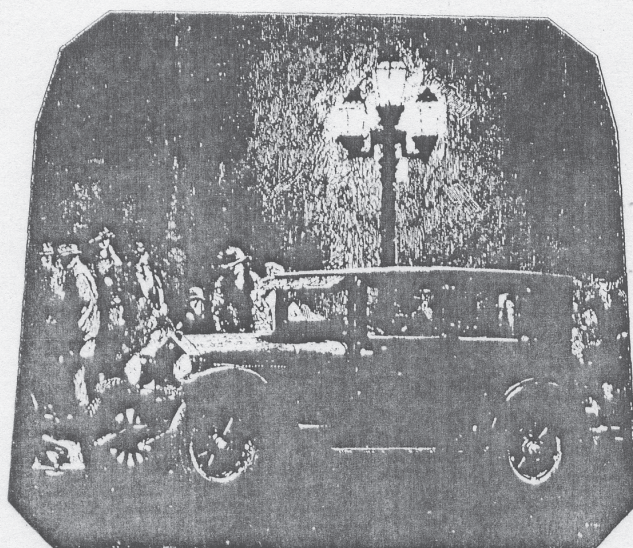
Spring is very soon, but there is still a foot of snow all over. Not much news this quarter yet. The club will have the first meeting or a drive somewhere in April. But as to car shows or events, Great Falls will have the March 23-25

indoor at the 4-seasons this year. Then April 27-28 is the annual swap meet and the state club installation dinner of the 2018 officers will be April 28 at Great Falls. So get the old buggy out, tune it up, clean and maybe pol-

ish it. As to local members doing anything toward auto not much. Just shovel snow and more snow, and went to south with the birds again, or attended some auction where it was warmer. So for now that's it.

This ESSEX Six \$945 *Freight and Tax Extra*

With Vibrationless Motor, Long Life and Balloon Tires



Why Hudson and Essex Outsell All Rivals

Still Another Reason

From The Wall Street Journal

Hudson Motor Car Co.'s recent statement that its sales of cars during the first seven and one-half months of 1924 were in excess of total business during the whole of 1923 calls attention to the exceptional position of this company, both as manufacturer and merchandiser. In view of the conditions which have beset nearly every producer during the past four months, this record of 95,000 cars in seven and one-half months this year against 88,000 cars in all of 1923 is entitled to more than ordinary notice.

Continuing personnel is another important factor in Hudson's remarkable showing. The same officials who "put Hudson over" when it was a small affair are still at the helm. There is a wealth of talent within the Hudson organization of which the public hears but little, which seems content to saw wood year in and year out, and to successfully evade the spotlight of personal publicity.

It is not merely because the Coach exclusively gives "Closed Car Comforts at Open Car Cost."

It is because both Hudson and Essex offer the most astounding value in genuine car PERFORMANCE and RELIABILITY.

It is because they have vibrationless motors—exclusive to them because they are built on the Super-Six principle.

More than 250,000 owners know their enduring value.

That is why they outsell all rivals—and why the Coach is the largest selling 6-cylinder closed car in the world.

An examination will convince you of quality not obtainable elsewhere within hundreds of dollars of these prices.

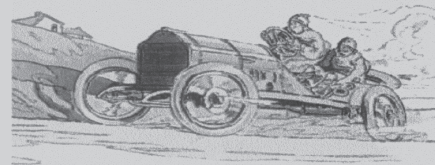
In Quality Hudson and Essex Are Alike

HUDSON Super-Six COACH \$1395

Freight and Tax Extra

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



It was a cloudy day at 2:00 PM on Sunday January 7th when 14 members gathered at the Flathead Bridge Club Building for our January meeting. We had been seeing lots of snow and cold, but this day it was much warmer (35 degrees) with lots of slush and ice on the back roads - a welcome change at that!

President Merry Nelson had some information on Bob Casey's health to say that he had begun 6 Oral Chemo Treatments in Yuma, AZ, of which he had done two. As of our meeting, the next job was to do a CAT Scan to see whether the Chemotherapy is working. At the same time we learned that Tom Caudill had fallen and was having some difficulties.

While determining whether we had any Old Business to take care of (there was none), we learned that our newest member, Jeff Sweet, has a 1964 Corvette with a balky fuel injection problem and he was asking if there were any Corvette owners in the Club that might have suggestions. Duane Markuson wasn't at the meeting, but he was mentioned as a Corvette guy that might be of some help.

In the way of New Business, the topic of discussion was that of possible "Mini-Tours" for the 2018 Season. Members were anxious to suggest destinations for Mini Tours and several were mentioned including a Lunch Tour to the Isaak Walton Inn in Essex, Point of Rocks for lunch, the Plains/Ronan Tour, and joining a Glacier Street Rod Club Garage and Lunch Tour in September. Mem-

bers liked last year's combination of longer and shorter tours for variety. Several members still haven't seen the Stonehenge Air Museum in Fortine, and that was offered as an alternative. It was suggested that we do as we have done before - have our Tour Committee meet and outline some candidate Tours and have the membership vote on which they prefer to determine the most popular, so that's the plan.

Bob Smith and Art Olson gave a brief but enthusiastic presentation of the upcoming "International" Tour on July 5th through 8th, 2018, which will be based in Great Falls this year. The "International" has been put on for decades and is always a good time. There are 10 Antique Car Clubs in Canada (Alberta, Saskatchewan, and British Columbia) and the US (Washington, Idaho, and Montana) involved in the effort. Each year one Club hosts the event at or near their home base, so each club does a tour every 10 years, so nothing gets stale and the participants get to see lots of cars from elsewhere. This time the "Tour" will include two driving tours, one to Fort Benton which includes a Private Collection, and a Steam Museum, in addition to the many other sights at Fort Benton. The other tour will be a great drive along the Missouri River. Plan on it - it will be a great time!

Bob Smith then showed some pictures of his Model T Speedster before, at, and after his accident in it last July. Bob has largely recovered from the accident and, thanks to

Bob's efforts, the Speedster is well on its way to recovery also!

Merry sought membership approval of her plan to offer Art Olson as a candidate for Honorary Membership of our State Club, the Montana Pioneer and Classic Auto Club. This is an honor available to those who have served many years as active members and who have done things to enhance the club along the way. Art certainly qualifies - he is one of the founders of our Flathead Chapter in 1961, he is also a founder of the "International" Tour, has served as a Board Member of the State Club, etc., etc., etc. The membership agreed that this was an excellent idea.

John Barr then told stories of his efforts to begin building a storage "barn" on the corner of his property. It has been impeded by a couple of strong snow storms as well as the discovery that the chosen site is an old dump containing everything from bottles to washing machines. However, it is in progress with concrete poured and structure well past the contemplation stage. The plan is to have it ready to take in cars and whatever in early Summer.

It was an unpleasant Winter's day (32 degrees with freezing rain) at 2:00 PM on Sunday February 4th, 2018, when 17 members braved the lousy weather and assumed some risk of missing a bit of the "Super-bowl 52" game to join their fellow gear heads for our second meeting of the year. President Merry Nelson opened the Meeting at about 2:00 PM.

When Roxie Ming was asked about a bill for her expenses for the Holiday Dinner, she responded that she had already paid the bills and had intended it to be a donation to the Club, for which she received our thanks and a round of applause from the members.

Merry then read the letter she had written to the State Club proposing Art and Flo Olson to be Honorary Members of the State Club which summarized all the service they had done for that Club since 1961. The membership applauded her effort and approved her sending it to the State Club.

Merry opened the meeting for stories, and she got several. John Barr and Duane Markuson had gone to the Barret Jackson Auction in Scottsdale, and they had several adventures – neither bought anything, but they had a great time checking out all the fantastic cars, dreaming, watching to see how the prices went, doing a little cautious bidding, etc., etc. The prices varied a great deal, some cars sold for way more than they were worth, and, as always, a few fell through the cracks and were great bargains – it sounds like great fun. There was a “black” Model T (1920 Touring) which had been incorrectly dressed up with some brass bits that sold for \$20,000 (plus a 15% buyer’s premium = \$23,000), which wasn’t such a bargain.

For Show and Tell John Barr brought an original very nicely made geared angled socket wrench complete with extra sockets and a bar to turn it with which quite likely was made to turn the hard to reach connecting rod nuts on a Model T among other things. Fran Meerkatz brought a reading lamp her brother had made out of car parts – very clever and pretty heavy!

Chuck Covey then told a story about a friend of his who had bought a car at a Barret-Jackson Auction which broke down twice after he purchased it. The first time B-J fixed it at no charge to the buyer, and after it broke down a second time, B-J said they would fix it again at no charge or the buyer could refuse the car, which Chuck’s friend did. You can bet the seller had to pay a few bucks on the failed sale and repair costs!

Merry then had a story to tell. She had bought an old diary (1929) which contained some old car adventures. The writer had traded in his “old car” (Model T?) and \$400 for a 1929 Model A and took off on a road trip to Montana from Tacoma. They got 20.2 miles per gallon, even over the “very bad roads in Montana”. Tucked into the diary was a “P Ticket” which would be good to make the driver stop at any of several places (corn field, tall grass, tree, etc.) so the holder could make a “P” stop. Great!

A member reported that there was a 1929 Model A Pickup offered for sale in the Mountain Trader for a very reasonable price, but it was gone when he called about it. Dave Cooley reported on a 1936 Cadillac 60 Series Touring Sedan on Craig’s List in excellent condition offered for only \$7500 – in spite of phone calls and emails, he had received no response from the seller, and everyone agreed the offer was “too good to be true”.

It was an early Spring day with sunshine in the morning, overcast afternoon with melting snow and ice when 13 members gathered at 2:00 PM on Sunday afternoon on March 4th, 2018 for our March meeting. President Merry and Leon Nelson were away in the South, so Director Dave Russell took over as acting

President for this meeting, calling it to order at about 2:00 PM.

Dave Russell relayed the very bad news that John and Carmen Franklin’s daughter Jennifer had been killed in a car accident on MT 35 just east of the Flathead River Bridge on the afternoon of February 26th. How sad – our best thoughts and heartfelt sympathy go out to John and Carmen.

There wasn’t any Old Business, so we moved on to New Business which amounted to some more discussion of our proposed mini-tours for this Summer. The list of six proposed Tours included with the latest Newsletter seemed like popular choices with special mention of joining the Street Rod Club Garage Tour in September, the Whitefish Lake Big Mountain Tour, and the Stonehenge Air Museum Tour. There was improved interest in the Izaak Walton Lunch Tour now that they are more interested in having us meet there.

After the meeting itself, Bob Smith produced an interesting and amusing Video about a guy who builds “Dwarf Cars”. He is very creative and resourceful at making these cars out of scrap (old refrigerators supplied much of the sheet metal) and “junk” which the builder had collected. The more basic cars are built to run and not necessarily as replicas of original cars. One of the aspects of the hobby is to actually race the basic cars. The replica cars are built to drive as well, but they are also built to replicate original cars and are really cute. A typical engine installation is an engine out of a Bantam or a Metropolitan. Great fun – many thanks, Bob.

We are just starting “Daylight Saving Time”, so it’s time to get the old rust bucket ready for Touring!



Goggles & Dusters

Roger Thomsen, Reporter

I'm watching the snow melt! About time. Most of our members have spent the winter plowing and shoveling snow. It's not been very conducive to get out to the garage – not much old car stuff getting done. We've had a couple of meetings at the Elks

Club, but they were poorly attended.

A few people have gotten something done in spite of the weather:

* Dan DeCoster is ready to do the interior on his 1949 Ford. After shopping around, he made

a deal with LeBaron-Bonney for a full interior kit. He is anxiously awaiting delivery of the kit – hoping to have the car ready to drive this summer.

* Rich Anderson bought a very nicely restored 1952 two-door Oldsmobile. This winter, he has been getting the running gear brought up to snuff. The automatic transmission was leaking, so out it came! It went to an old time transmission mechanic. Once fixed, it was re-installed. But all was not well – it wouldn't go into reverse. Back out it came, back to the shop. A small part was defective. Re-do that part, then re-



Model A tour in front of Devils Tower, Wyoming



install. Now it drives and shifts like new.

* Doug Braun owns a fleet of Ford Model T's, one for every year. But they are so nice he needed a driver. He found a good driving 1924 Model T. Now he has one to drive while the others are more for show.

* Gary Donovan is known as a Model A guy. Gary stepped up a little – he bought a 1940 Ford coupe. Now he can cruise a lit-

tle faster!

* Like the rest of us, Al Jenkins has been snowed in this winter. However, he managed to get out to celebrate his 97th birthday in February. Good going Al!

* Jerry Koch has been wanting to put a 3-speed overdrive in his restored 1956 International pickup. He took one apart only to find the gears are all shot – broken teeth and ground up synchro. Anyone know where

he can find a 3-speed International transmission?

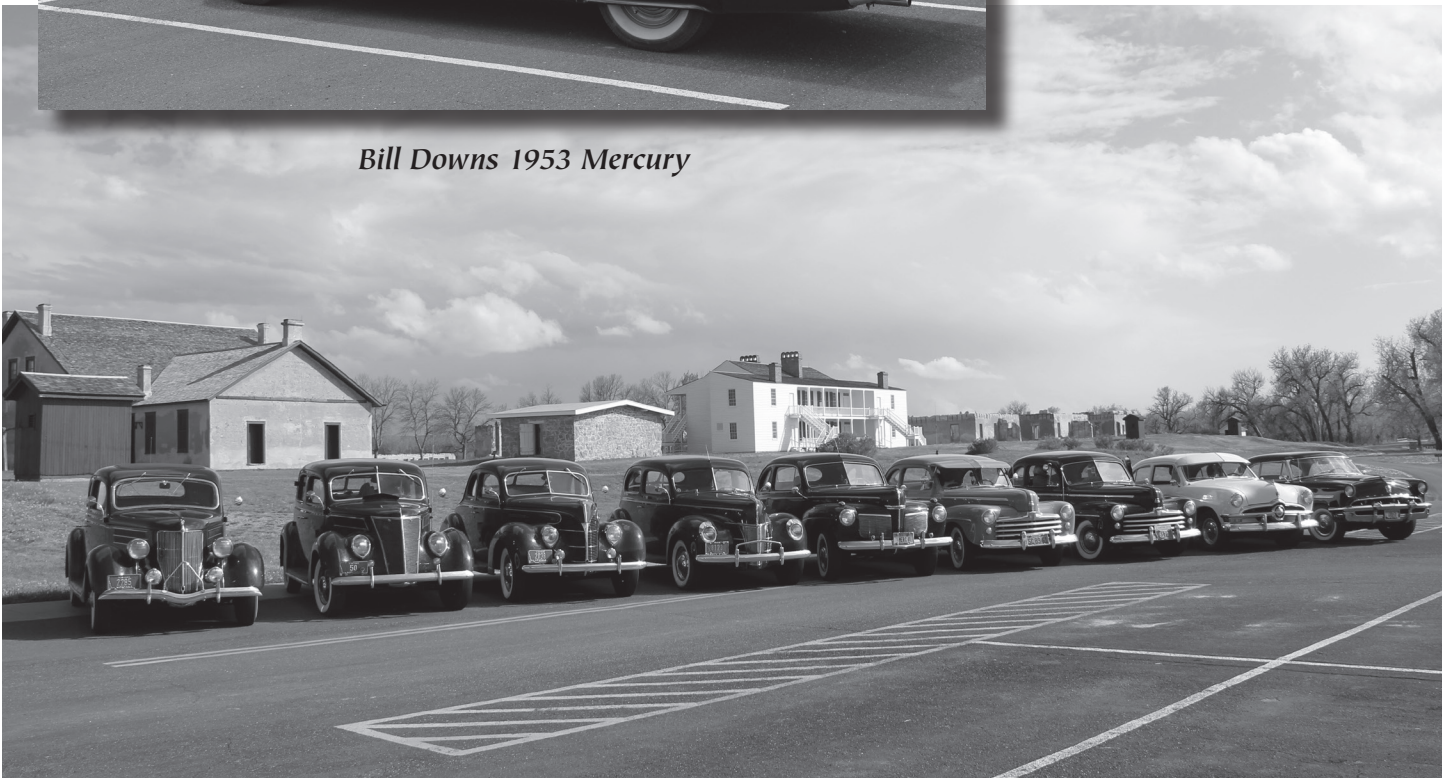
* Scott Galles has a major project under way. He is installing a Duramax diesel engine in a 1966 Chevy pickup. It's quite a challenge. He is having to do lots of fabrication, and a shoe horn might help.

* Wanda Grauman passed away in January. She and her husband Don have been regular attendees at State Meets for many years. They could be seen driving one of their Studebakers.

* Spring is on the way – Larry Malmstrom has been seen sitting in his Model A in the garage going, Vroom, Vroom. See you down the road.



Bill Downs 1953 Mercury



A bunch of old Fords at Fort Laramie, WY

Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



Recently Jay Robertson left some Antique Automobile magazines from the early 60's. I got a kick out of one of the letters from 1966 which stated: *The last edition was a welcome switch from the constant propaganda on the A and T Model Fords. Wouldn't it be wonderful to go to a meet where there were more Chevrolets and Plymouths and less of the boring A's and T's which are as numer-*

ous as taxes and as interesting as yesterday's newspaper? The writer would be interested to know that the Fords of the 30s and 40s, and the Chevrolets of the 50s and 60's are now probably the new standard. The more time changes, the more some things stay the same, and most of us enjoy all the cars.

Dan Barnhouse has sent his Pontiac transmission to Brown's

Transmission in Billings for an overhaul and Jim Brown, the founder, rebuilt it. Fritz's experts will do the install once the snowdrifts allow Dan to get it out of the barn.

Fritz Seitz's newest project is his oldest, a 1931 Cadillac Sedan courtesy of an Arizona Auction. The big V-8 runs well but needs some roof work and Fritz is hoping to do minimal work to



Citroen Andre Coupe

it and use it as is. His elCadio, a '65 Cadillac DeVille that someone turned into a pickup, will also be on the road soon. Mike McGeorge decided to do a little roof work on his Model T coupe, and before he knew it, the entire bare body shell was sitting on the floor at Fritz's. That is how some things go in this hobby.

Harold Woyth picked up an early 50's Chevy coupe that has been mildly tweaked with dual exhausts, carbs, and lakes pipes, ala the 50s. It is a nice looking cruise car. He also got a GMC pickup in the deal and has gotten it running and hopes to use his magic on the body. He has two vintage motorcycles, a Tornax and a NSU. On September 19th, the Cannonball Motorcycle run will overnight in Great Falls. This border to border road run will feature pre-1929 motorcycles and we will be able to see them displayed here. They will also overnight in Billings the night before.

Les Schubert from Calgary stopped by recently and we had a good visit. Les has done considerable machine work and has cast aluminum Model T blocks, some with 5 main bearings. He also invented a "floating" Model T transmission shaft which is marketed to reduce the possibility of breaking the Ts weak crankshaft, which happens more frequently now that we stress these engines more. It amazes me how much is still being developed for these 100 year old cars, but also how Henry got it "right" way back then.

We have about 40 cars registered so far for the July 5th to 8th International tour in Great Falls. Highlights will be the Ft. Benton cruise culminating with dinner at Mehmke's Steam Museum. The Saturday women's luncheon will feature a special appearance by Nancy Russell which is being arranged by Betty Olson. Please sign up for the tour early!

We had a great motorcycle tour in New Zealand in January and we did see some nice collector cars. They import quite a few cars from the US, but also feature Holdens, which is an Australian GM, English Fords, Chryslers (some with 265 Hemis(?) and lots of Toyotas. My favorite is pictured, which is a beautiful Citroen Andre Coupe but I could not determine the year or find more information on the car. I assume that it is a late 30's era "Traction Avant" but I am sure a member can correct me.

We are getting ready for the swap meet April 27th and 28th and always appreciate the help we get to put this on. We hope to see you there!

Summer will be here before we know it and most members here are ready for it!



Hi-Line Auto Club



It's always fun to gather with Car club friends for our "After Christmas-Christmas gathering." Members enjoyed a delicious meal and shared a Chinese Christmas exchange. The exchange always brings out the most "creative" of some mem-



*Rachelle and Ruth Fenger modeling
"twin sweater"*

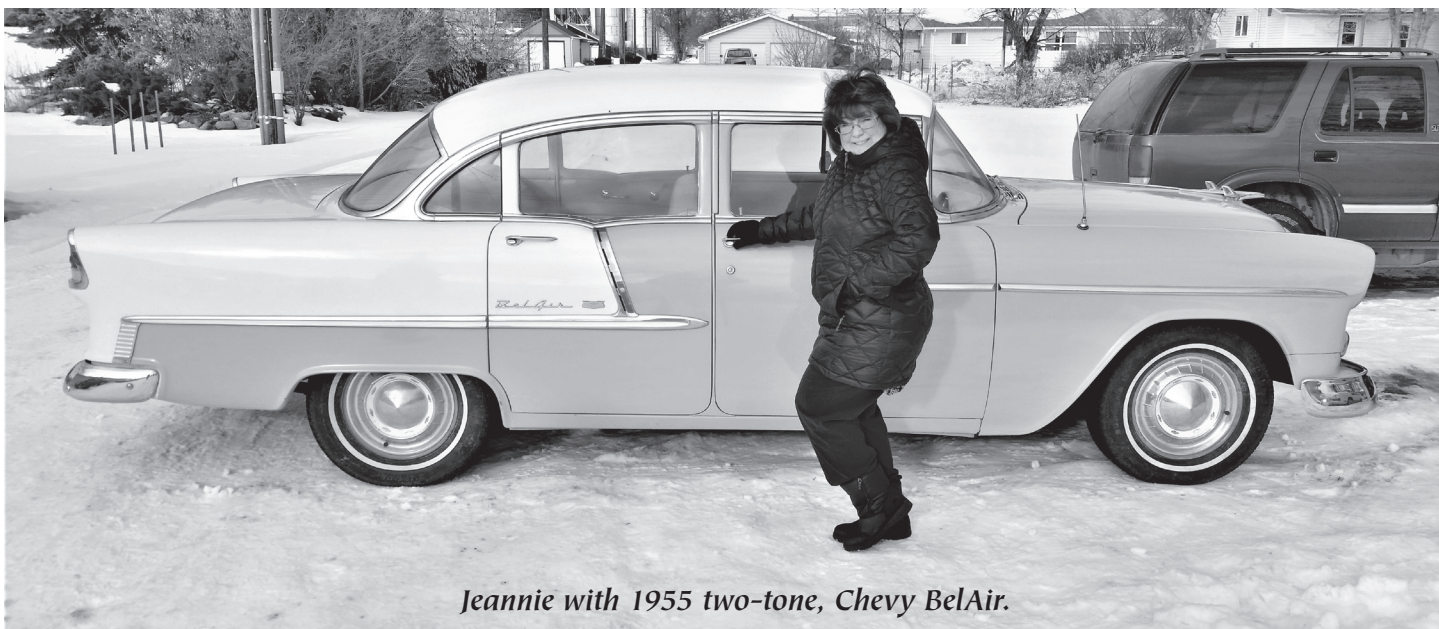
bers! One of the most intriguing was this "twin sweater" modeled by Rachelle and Ruth Fenger. European travel and Republic of Czech motorcycle ride slides were shared from Russ & Judy Tempel for our program. More on this in a future article.

President Pastor John Fauerbach shared the following about his special Christmas memory.

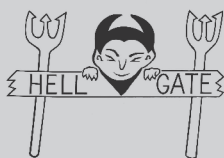
"This past Christmas season, our president, Pastor John of Our Savior's Lutheran Church in Chester, MT actually sat on Santa's lap and asked the jolly old Elf, if for Christmas, he could please have a Tri-5-Chevy.

Our recommendation to all Montana Pioneer and Classic

Club members is that you start doing the same, because come Christmas morning, Pastor John was the proud owner of a 1955, two-tone, yellow and white, 235.5 six cylinder, 3 on the tree with overdrive, dice hang'en from the mirror, 12 V Chevy Bel-Air which benefits from a former restoration and meeting wife Jeannie's specifications, needed no repairs or rebuilds, just keys, to enjoy it! In the picture you see Jeannie doing her sexiest pose possible in minus twenty-degree weather. Pr. John and Jeannie are very happy with Santa's gift of this beautiful, in-side and out, 50's Cruiser and can hardly wait for Spring to hit the road in it. "



Jeannie with 1955 two-tone, Chevy BelAir.



Missoula Hellgate Auto Club

Perry Francis, Reporter

Now that spring has sprung, we are again emerging from our dormant state, dusting off the cars and preparing for what we hope will be another successful summer. Some of us have been busier than others. Mike Martin, for one, has one of the more interesting projects going in our club. He is completely restoring a 1927 Chevrolet Landau sedan and is finding challenges, especially in locating parts and even the right kind of ash to fabricate the many wood components. With the scarcity of aftermarket parts he has to search the internet and other sources to find even common items. We have told him how much

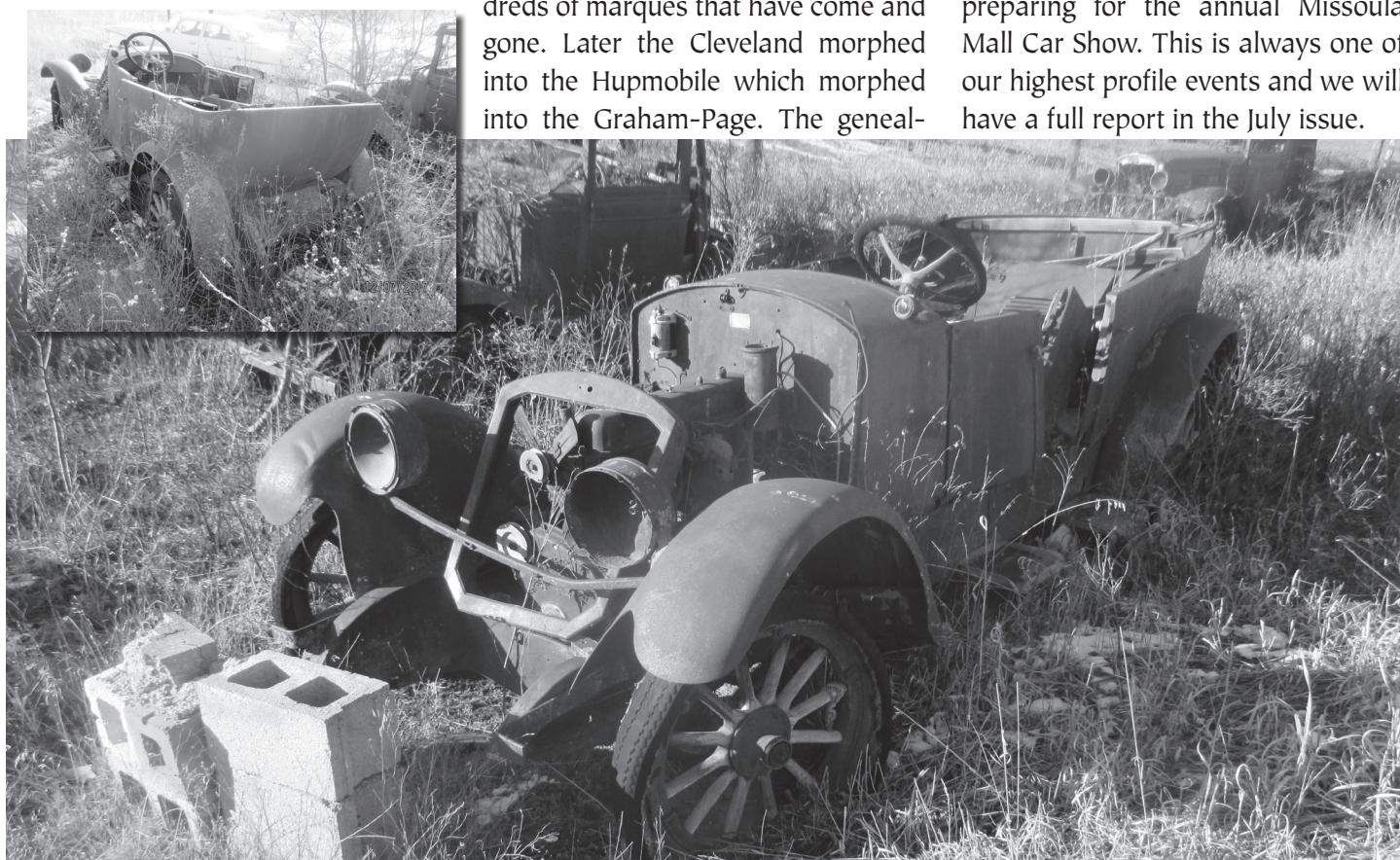
easier it would have been to restore a 1927 Ford, but as a dedicated Chevrolet man he thinks it is worth the extra effort to do a Chevy. We know about the better availability of aftermarket parts on the Fords.

Several years ago (more than ten) I remember seeing in the Times an interesting story about all the companies in the history of the United States that have attempted to get into the car manufacturing business and are now defunct. I wish I had saved it, but by some counts there have been about seven hundred companies. The 1920 vintage Cleveland shown in the photographs is but one of these hundreds of marques that have come and gone. Later the Cleveland morphed into the Hupmobile which morphed into the Graham-Page. The genealogy of these old car companies is

complicated and fascinating. This old Cleveland is owned by member Vikki Spencer and is from the collection of her late father and long time MP&CAC member, Walt Spencer. In the family it was affectionately called Chitty Chitty Bang Bang and is still patiently waiting to team up with some other old Clevelands out there to be restored.

In February we broke tradition and cancelled our annual Chili Pot Luck meeting. No one can remember ever doing this before, but it was a particularly cold, windy and icy night and it just seemed like a good idea.

As the Times goes to press we are preparing for the annual Missoula Mall Car Show. This is always one of our highest profile events and we will have a full report in the July issue.



Chitty Chitty Bang Bang - Rust in peace.



Vintage d' Fenders

Dar Costle, Reporter

Happy spring to all;
Not a whole heck of a lot to report, we have had some pretty puny meetings lately so I don't really know what everyone is up to.

We are looking forward to the swap meet. and, our club is kicking around having a spring car show in may, it would be the 16th if anyone is in our area it will be in anaconda.

So we will also see ya all at the spring tour.

Safe travels

HOW FORD DID IT

Henry Ford was a mechanical genius. But who would suspect him also of being a financial genius? You don't think so?

The people who took a chance on Ford to begin with were a coal dealer, the coal dealer's bookkeeper and his sister, a banker who trusted the coal dealer, two brothers who owned the machine shop that made the engines for Ford's first car, a carpenter, two lawyers, a clerk, the owner of a notions store and a man who made windmills and air rifles. Between them, they raised \$28,000 for the Ford Motor Co. That was in 1903.

Ten years later, every other car on the road was a Ford Model T. All the original investors in the Ford Motor Co. made many times their original investment.

At the time of World War I, the brothers who helped make the first Ford engines (the Dodge brothers) took Henry Ford to court because he proposed to plow back the larger part of the earnings into the company and make a still cheaper car.

Finally, Ford was ordered by the court to declare a dividend of \$19,275,000 instead of using the money in the company. So, he took out his first and only loan of seventy millions from eastern banks, and started an economy pitch throughout his plant. (He was going to **buy** all the stockholders out — not just pay a dividend.) Then he sent shipments of Model T Fords to all his agencies in the United States with sight drafts. They had to pay for the cars on arrival.

The dealers didn't want to lose their agencies, so they borrowed from their bankers. The bankers didn't want to lose the dealers' accounts — or Ford deposits. (Ford had a way of depositing money in many small banks.) The dealers paid Ford.

"On January 1," says Garet Garrett in his book, "The Wild Wheel," the Ford treasury had twenty millions and owed fifty-eight. On April 1, it had eighty-seven millions . . . Never again did the Ford Motor Company borrow a dollar."

When the Model T became obsolete, Ford took a year (1927) to redesign a car and re-tool his plant. He came up with the Model A. When that was out-classed by its competitors, Henry produced the V-8, in 1932. He disliked to change designs.

When Henry Ford died, he left, besides the Ford empire intact, the largest trust fund in the world — now the Ford Foundation, devoted to the welfare of mankind.



The V-neck frock in Sears' best quality rayon crepe, \$7. [\$5-15] Fall/winter 1941-42



Deep-fitting felt and side-roll brim, black, rust, navy, green, brown, or wine, \$1.69 each. [\$15-25] Fall/winter 1940

Simulated leather and suede bags, 59 cents. [\$30-40] Fall/winter 1939-40



For the true feminist, flagrant flattery. [\$30-40] Fall/winter 1939-40



I Think The 1940s are my favorite Era. I Love the Hats and shoes. Kathy



\$18⁹⁵
CASH
8-Pc. Suit

\$2.50 Down, 43 A Month
See Inside Back Cover

Finest Quality
16-Oz. Ram's Head
Serge

Guaranteed
Skinner's Rayon
Satin Lining

Guaranteed
De Luxe Fashion Tailor
Workmanship

Virgin Wool serge suits, the nation's greatest values. [\$5-15]
Spring/summer 1941



Styled the American way ... full wing tips that
strut with style, \$3. [\$20-30] Spring/summer
1941



\$2⁹⁸
Each

A richer, smoother
fur felt - extra soft
brings the finest
comely fur and wool.
\$4 quality elsewhere

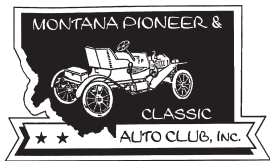
PILGRIM
Fashion Tower

FOR YEARS EASY TERMS ... SEE INSIDE BACK COVER

(A) (B) (C)

Saddle Blue, Cacao Brown, Olive Green, Dark Gray, Saddle Blue, Medium Gray, Spice Brown

Gabardine bound brim, two-way
snap brim, and plain edge snap brim.
[\$5-15] Fall/winter 1941-42



Montana Pioneer & Classic Auto Club
Application for Membership / Roster Update
(Please Type or Print)

Chapter _____ Roster Update _____

Name _____ Spouse/Partner _____

Address _____

City _____

Home Phone _____ Other _____ Cell _____

e-mail address _____

Occupation- If retired, please list previous occupation) _____

List cars / trucks (oldest to newest) and condition

Listed Manufactured vehicles must be at least 25 years old. Be sure to indicate if this is a modified car

Year	Make	Model	Body Style	Condition (UR, PR, R, O or M)
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

UR Unrestored - Vehicle is NOT presentable. Need Paint/body work and/or interior and/or engine - drive train repairs.

PR Partly Restored - Work has been done to restore car toward making it presentable.

R Restored to Original - Paint/body work and/or interior and/or engine/drive train has been reasonably brought to the condition as it could have come from the factory.

O Original - Presentable with original paint, upholstery, engine (minor repairs are acceptable).

M Modified - Parts that do NOT belong to the year or make of car. Example - Chevy engine installed into a Ford. Change to sheet metal to alter vehicle appearance and style. Complete description of modified will be in the "Times".

ANTIQUA AUTO INSURANCE CO _____

(PL & PD insurance is required if you participate in any MP&CAC events)

New Members must be endorsed by two (2) paid up club members.

1. _____ 2. _____

Instructions: Dues must be paid to the Treasurer of your Local Chapter. Dues are paid September 1. Past due is December 1. We operate on a Fiscal Year (FY) of September 1 to August 31. We DO NOT prorate dues. To insure having your name listed in the Roster, dues MUST be paid before December 1.

MP&CAC Annual Dues: Single Adult \$16.50 Husband & Wife and/or Guest \$20.00
: Local Annual Dues: Single Adult \$_____ Husband & Wife and/or Guest \$_____

Children of Members are automatically members of the club. At the age of 18 they may pay membership dues and become active members. Children of non-members may become active only if a club member-sponsor accepts full responsibility.

You will be issued a membership card, decal and a car placard. Additional decals, pins, placards and copies of the by-laws are available upon request. Check with your local chapter Secretary or Treasurer.

New Member Signature _____ Date _____

SAFETY IS NEVER OLD FASHIONED

Trade Winds

Classified ads for the Trade Winds are free to MP&CAC members. Other advertising is subject to review by the Ad Committee and current advertising fees will apply. Please call for more information.

– FOR SALE –

Too many projects, too little money and time! Projects cars to go first:

1939 Hudson 112 2-door sedan, needs total restoration, but have a lot of chroming already done to include front and rear bumpers and guards, hood ornament, trunk handle, and front hood emblem. Have NOS extra set of gauges and speedo. Body damage left rear fender and below hood on its nose. Have original 112 radio and NOS headlight pods to go with it. Original 175 ci engine stuck, \$2500/OBO Have a rebuilt 1979 Oldsmobile V6 with rebuilt 350 Turbo automatic that was slated to go in it for another \$1000. Clear title.

1965 Rambler American 2-door hardtop (440T) cream over yellow. 232 ci engine ran when parked but needs a fuel pump. Bucket front seats with floor shift consul with Flightomatic. Reason it was parked was the automatic leaks badly. Extra NOS grille and side trim. Seats need redone especially the back ones on the top. Decent white wall radial tires. Clear title. \$1200/OBO

Miller Cricket wire feed welder for sale. This one uses the coated wire feed rather than the gas cylinder. Just don't use it anymore \$50

Stu Coleman, 13 Cedar Lane, Livingston, MT



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Great Falls, MT 59404

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