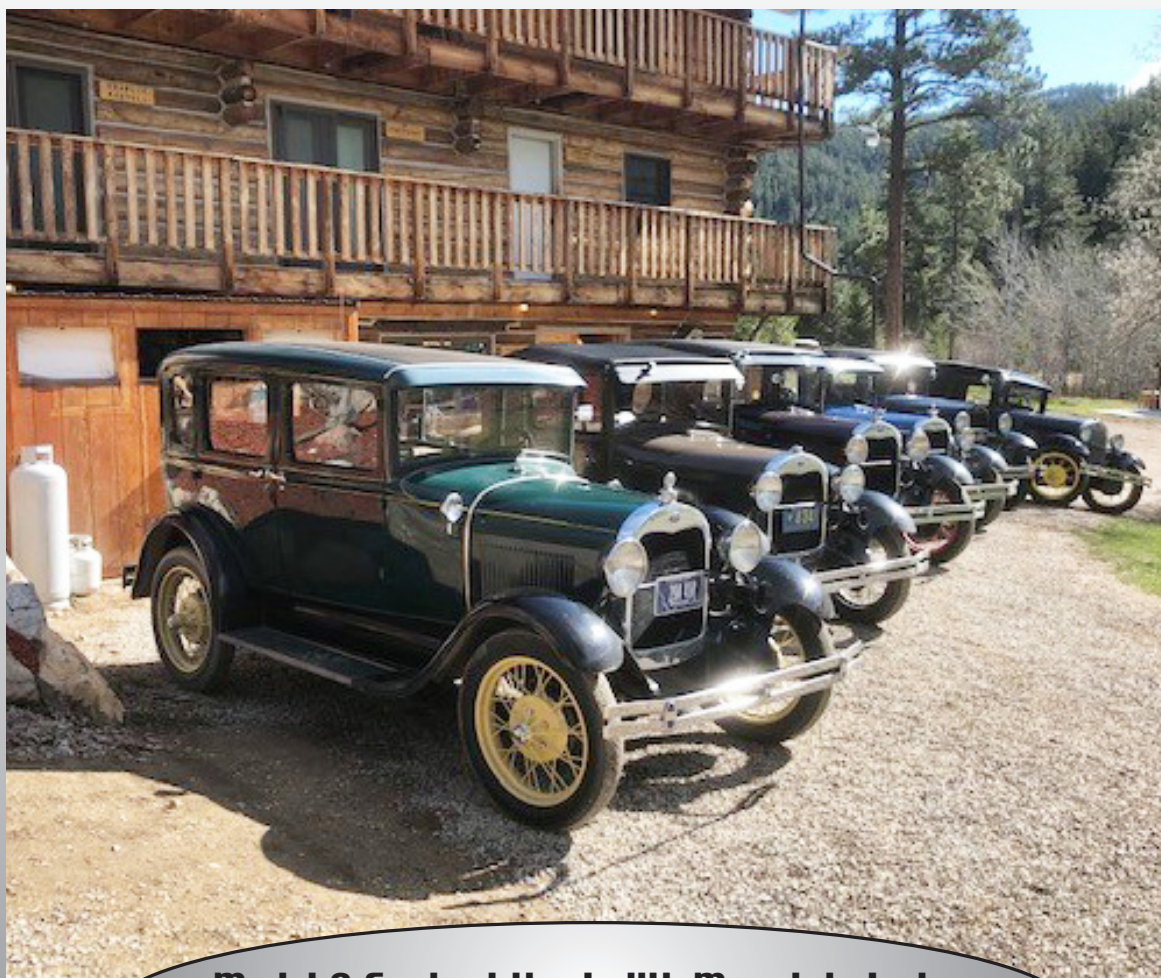


# Antique & Classic ❖ TIMES ❖

July 2020

*A publication of the Montana Pioneer and Classic Auto Club*



**Model A Fords at the Judith Mountain Lodge  
near Lewiston in May.**

## ANTIQUE & CLASSIC TIMES

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

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

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Missoula ..... Perry Francis  
Hi-Line ..... Jim Kralic

## 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 - \$25.00**

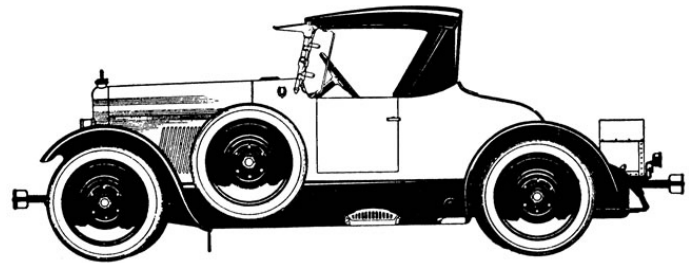
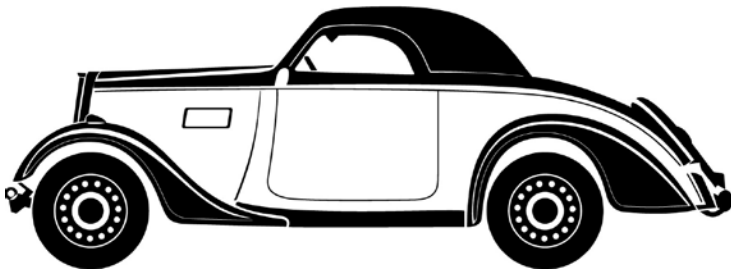
**Couple - \$30.00**

## PRESIDENTS MESSAGE

Well, this will be short. The lingering "covid debacle" has cramped our old car style! Not much going on these days, & sadly our spring tour was a casualty of the restrictions. I'm still hopeful that the fall tour can be held. (fingers crossed) So I hope to "see yas" there. In the interim stay well & safe travels!

- Dan Costle

*Editor's Note: The 2020 Fall Tour has been cancelled (See back inside cover). President Costle's message was received prior to that decision being made in late June.*



*It's not too early to be reminded that dues for 2021 will be due on September 1. Please get payment to your chapter Treasurer as soon as possible, along with changes and corrections for the 2021 - 2022 Roster that will go the Printer on December 10 this year.*

# In Memory

*Pete Godwin*

*Don Duffner*

## 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. 20<sup>th</sup>**

**April Issue: March 20<sup>th</sup>**

**July Issue: June 20<sup>th</sup>**

**October Issue: Sept. 20<sup>th</sup>**

*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](mailto:publisher@lewistownnews.com).**

*We will send a confirmation email when we receive it.*

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**Lewistown, MT 59457**

**Attn: Antique and Classic Times**

*Thank you for your help!*



# Club News



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

Here we are at nearly the first day of summer, gray skies, cool temperatures, and rain. We await whatever our fire season may, or may not, bring. We used to joke about Montana having two seasons, winter and construction. We now have a third, fire. I read where the USFS proposes, in the year of COVID 19, to get right on fires and extinguish them as quickly as possible, to prevent disease spread. Gee, does that mean they could have been putting the fires out right along, but opted instead for the unnecessary destruction of public and private property?

Guess I will hop off my soapbox, but really, in the spring/summer of COVID, we have little car club activity about which to write. We cancelled our April and May meetings, as well as our May 23 Show and Shine.

We did decide we wanted to get out of the house, so we planned a little drive for June 14. We awoke to chill and rain, but it was actually a rather pretty, refreshing day. Between showers, there was blue sky, and a little sun. We drove to Missoula, then up US 93 to St. Ignatius. In view of the beautiful Mission Mountains, we ate our lunches in front of the magnificent St. Ignatius Mission. Of course,



no public parks, restrooms, etc., are open, so bless the gas station/convenience stores. We continued on 93 to MT 211 to 212, through Charlo to Moiese. For whatever, the National Bison Range is not open. It seems like a nice, outdoors place to be, and certainly, the bison prefer social distancing. So we continued on to MT 200 to MT 135 to St. Regis. Most of the pastures and hayfields were a bright, spring green. If there are pandemic/economic crises, you wouldn't have known it in St. Regis. There were cars and people everywhere, shopping, eating, with very few masks. In spite of the cold wind, I had to indulge in a huckleberry milkshake. We took I 90 back to Missoula, as it was getting toward evening.

Participants were Ross and Wendy Dutton, 1957 Corvette; Dan and Brian Dutton, 1967 Camaro; Bill and Kathy Meuchel, 1956 Ford; Dick Babcock and Joann Hosko, 1985 El Camino, Boyd Cobb, 1995 Dodge 4WD pickup; Shirley Sorenson and daughter-in-law and grandson; and Bob Schumacher and Diane Stenerson; modern vehicles. It was good just to get out, get away, and pretend there is normalcy, whatever that may be.

We all hope there may yet be some late summer/fall activities that won't be cancelled. We wish everyone health and safety. Surreal may be an overused word, but it must have been coined for 2020. Just how many shoes are there, to fall?



## Bozeman Antique Auto Club



Stu Coleman, Reporter ([atascoleman@wispwest.net](mailto:atascoleman@wispwest.net))

These are difficult times we find ourselves in. I tried to tell our graduating grandchildren, three from high school and two from college this year, that these are indeed historical times. That they are living through history making events, but I don't think they are buying it. Time is measured against such landmark affairs, the Yellowstone Fires of 1988, the Horrific Events of 9-11, and now the Great Corona Virus Pandemic of 2020. Nothing will ever be quite the same. Events have altered all our lives hence forth. But life goes on and that is what we all should plan on. Enough on the subject.

BAAC events certainly were curtailed for the reporting quarter as I am sure all chapters of the state have been. However, as I told someone that asked me, making me shelter-in-place was like throwing Briar Rabbit into the Briar Patch as punishment! There was lots of automotive work to be done at the Hornet's Nest, not even counting a long "Honey Do" list that has so far been whittled down to single digits. And I imagine that has been true of other chapter members as well.

But our activities have taken place with modifications to safe guard members, for example Cinco de Mayo was celebrated by gathering in the Bozeman Plaza near Tirearama in the parking lot for lunch. It was subsequently moved to the Optimist Park to get away from the sun glaring on

the pavement. Chairs and lunches were supplied by each individual and placed in a circle with social distancing adhered too. Eighteen members attended and a 2 hour visit helped catch everyone up on the two month plus hiatus.

That was followed by the re-opening of "our" restaurant and stomping grounds, Kountry Corner Cafe in Belgrade on May the 19th as we carefully eased back into some sense of normalcy. Again precautions were taken with social distancing and tables were set with only six people per. 21 attended the welcome back Tuesday morning breakfast. And they have continued currently.

The Ludemans graciously hosted a gathering on June 13th in their yard, again with individuals providing chairs and individual lunches. The intent was to circle around

in the back yard, but when strong gusty winds dictated otherwise, the ladies went inside and the men stayed outside. After lunch, a caravan toured through Bridger Canyon, returning to downtown Bozeman to enjoy ice cream at the Genuine Ice Cream Trailer establishment on Main Street.

And it was nice to see some of the vintage machinery appear at Karin and Russ'. Ray D'Ardenne has received both his new (old) Corvettes back from the shop in Missoula that was trouble shooting and detailing them after last year's purchase. He drove the 1967 coupe. This car has the 425 horse 427 ci engine with three twos and a four speed standard transmission.....and does it ever sound good! I am surprised Ray did not have to chain it to a fence post while eating lunch as you could



Ray D'Ardenne's 1967 Corvette



just tell it wanted to run away at top speed.

At the other end of the spectrum, Roy Tunby Jr. showed up with his 1961 white over red Mini Cooper. Although the outside looks small (and is), the interior is amazing large and can accommodate four adults in relative comfort. He says the interior is actually more roomy than their more modern 2000s Mini!

But wrenching has also continued, most notable by John DeVries, mechanic extraordinaire, as he turned his talents to building an “ass-kicking” VW engine. It is now over 2000 cc (about 122 ci) in capacity and sports bigger pistons, a stroker crankshaft, high performance heads, a better exhaust system, and topped off with a pair of Webber carbs. It is virtually the same engine and set up that is in a Porsche 356! “And John”, I ask, “What are you going to do with it?” “I am not sure” was his reply, “I just wanted to build it!” And then he turned to another of his loves, by building a motorcycle for a friend.

And Richard Vinton has been busy as well with his International truck conversion to a Diamond T. As mentioned before, Diamond T made a lot of larger truck cabs for several makes and by replacing the International pieces with Diamond T parts (which Richard had in his stash) wala, you now have a Diamond T. He wanted a ribbed front bumper for the truck and even ventured to the big Portland Swap Meet this April looking for one, but to no avail.....so he made one in his metal fabrication shop! But alas, he also needed



*Roy Tunby's 1961 Mini Cooper*

a middle grille as well. Richard found one in Idaho and since he had a friend going that way, had him pick it up and bring it back. He said that had he seen it first, he would not have bought it as it was really rough. Huh, buying something that was misrepresented as better than it really was.....we have been there! Anyway, after a great deal of work straightening, it is mounted and looks good. And then he designed and built a deer guard to protect that grille. Is there no end to his talent and abilities?

Ron Tunby Jr. has not been resting either. He has been resurrecting his 1959 Jaguar sedan and has been busy making it roadable again. That car has the dual overhead cam six cylinder engine and was a firebreather. Roy said in his earlier years, he could top the Bozeman Hill at 100 mph in fourth and down the other side at 120 plus! He said it was such a sweet running engine and after a 40 year

slumber hopes to fully awaken it again. I for one would like to duplicate that run over the hill with Roy in command. He also thanked the chapter for their donations to the Humane Society in his father's name.

Yours truly has been putting time in on a recently painted 1965 Plymouth Barracuda in what Chrysler called Red Poly (meaning it has some metallic in it). First with the reapplication of trim (now where did I put those fastener clips), then a cleaned out gas tank, and a thorough cleaning of the interior in preparation for new carpet. And then there is the 1959 Studebaker Lark two door station wagon. It was purchased at the Great Falls Swap Meet some years ago with a six cylinder Champion engine with the head off and a rat's nest in #3 and #4 cylinders. Not to worry, as I bought a 259 ci V8 and standard shift overdrive transmission (actually bought the complete 1960

Lark sedan) for it from renowned Studebaker expert Ingvar Vik in Livingston. Upon hearing of my plans, he said you should really plan on putting the V8 coils under the front end as it will sag with the lighter Champion ones. Then you should also put the heavier backing plates and brakes from the V8 car as the Champs brakes are too light. You might as well switch the rear end too as the parts car has a TT (Studebaker talk for twin traction limited slip differential). He said that he would just advise me to jack up the station wagon body and lower it down on the sedan chassis but the wagon has a three inch longer wheelbase! Oh me, Oh My, the projects I get myself into. Good thing I am sheltering in place for a while.

During these troubled times,

some have answered the call like Jan Hintzpeter. Early on in the pandemic when masks were few and far between she, a seamstress of lots of ability, turned her attention to sewing them and donating them to where they were most needed. As they say in New Zealand, "Good On You Mate!"

Well, in the rather humorless situation we find ourselves in, maybe I will try to inject a bit of humor. I collect Country and Western song titles as they are rather to the point and bluntly honest to a fault. Here are some of my favorites in no particular order:

*Drop Kick Me Jesus Through  
The Goal Posts of Life*

*I Found A Trailer  
That Matched My truck*

*Were You Laying Down  
When You Stood Me Up*

*I Live Where The Cars  
Are On Blocks And  
The Houses Are On Wheels*

*Grandma Dipped Snuff*

*If You Can Read This Bumper  
Sticker I Have Lost My Trailer*

*Who Is Going To Carry Out Your  
Garbage When I Am Gone*

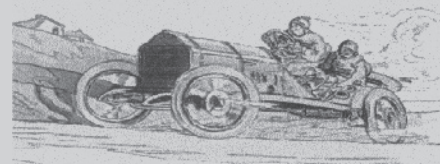
*I Made The Prison Band*

*I Met My Girl In The  
Porta Potty Line*

Well stay healthy, and remember to keep your eyes on the road and your hands on the wheel!

## Flathead Pioneer Auto Club

Dave Cooley, Reporter ([cooley@centurytel.net](mailto:cooley@centurytel.net))



The biggest News of the year seems to revolve around the advent of the Corona Virus, or Covid-19, which seems to be cancelling every event happening after March 1st, 2020. For us, this meant we cancelled our April and May, 2020, meetings. Not only did it no longer work out for the Markusons to have us gather at their Garage in May, but also your officers decided we should continue to avoid having our rather elderly (sorry about that!) membership incur additional risk of the Covid-19 Virus by gathering in numbers be-

fore we get an "all clear" from the State and Federal Governments. We didn't want to accelerate the intensity of the Montana Covid-19 infection "wave" by violating the current "Social Distancing" directives. Their medical staffs no doubt know more than we do about when it's OK to gather. Speaking for our elderly, if we get it, we die, so the consequences of error are severe!

We haven't had much activity for quite a while, thanks to the Covid-19 Virus that has been terrorizing the Nation for the last few

months. So far, in Montana we have been relatively free of it, but because of a recent 8 case spurt in Ravalli, for several days the TV News had us as having the highest proportion of new cases in the Nation – we were the only state with over 50% new cases. When you start with 15 cases, 8 more cases cause over 50% growth – not good, but not exactly ravaging. Our Club membership, being certainly "old" (over 65), and frequently with "pre-existing complications", would be counted as an "at risk" population, so we must



remain cautious about our exposure. For this reason, officers in the Old Car Hobby have been cancelling meetings and events like the Eureka Rendezvous, Great Falls Swap Meet, MPCAC Annual Meeting, MPCAC Spring Tour in Great Falls, Nelson's Picnic, etc. The Glacier Street Rod Association Swap Meet (May 16th) did happen as scheduled at Olson Pioneer Park near Kalispell, and seemed to be well attended with lots of things and cars to see and buy. It was an outdoor event, which helps with regard to exposure, and "So Far, So Good" as far as spread of the Virus is concerned. Our exposure here in Montana is benefited by the fact that so far we have few cases in the State – when the Tourists get here from all over the country (and the World) to see Glacier, the risk will probably be higher.

With these things in mind, we decided to have a simple, low exposure, outdoor Tour on Sunday June 7th. We limited it to Members and kept it outdoors or in large spaces, so our risk of exposure would seem to be minimized. We kept the meeting on a Sunday as usual, and had it start at 2:00 PM so the Church-Goers could join us. No restaurants, no crowds, easy to stay 6 feet from each other, etc., etc. These conditions don't make for an adventurous expedition type cruise, but it would give us an opportunity to drive our cars, visit with fellow members, and discuss and make possible plans for other Summer mini-Tours.

A small, but hardy and courageous crew gathered at the former Shopko Parking Lot in time to

leave at 2:00 PM on Sunday June 7th. The Stalwarts consisted of President Merry and Leon Nelson in "modern", Treasurer Bob and Glenda Smith in their 1937 Buick Four Door, Founding Member Art Olson in his 8 cylinder Model T Coupe, and Secretary Dave Cooley in his 1926 Model T "Tudor" Sedan. It was a chilly day with heavy and light running Showers. The goal was Dave Cooley's garage at the Creston Center (the Pavilion at the Hatchery was still closed) following paved, low traffic, back roads all the way. The drive to Creston went without mishap or incident with the possible exception of a few bumps in the road East of the Old (New) Steel (Concrete) Bridge across the Flathead where new pavement was being laid.

Once at the Creston Center, everyone checked out the contents of the buildings. The most popular car was the 1937 Dodge Convertible Sedan Dave had recently purchased from the widow of an old friend of almost 60 years. It's not quite as wonderful as it was when Dave first saw it, the most glaring fault being a tenacious and very noisy Bendix, but a nice car nonetheless.

Probably the most popular item was Dave's Trench Art Collection which he had out on tables in hopes of tempting a dealer to buy it a few weeks ago! "Trench Art" is the name given to art created by soldiers, sometimes in Trenches, but also by soldiers recuperating in Hospitals, etc. The term is also extended to art created by professionals for soldiers wanting souvenirs of their wartime experience. Perhaps the most frequently

encountered examples are decorated artillery shells from World War One. In earlier wars there are powder horns, decorated firearms, wood carvings, items made from soup bones, etc. Collecting Trench Art is a very interesting hobby, not only from the appreciation of the art created, but also from the History represented.

After an hour or so looking around we sat down for our meeting, the main purpose of which was to come up with a Mini-Tour for July. Taking a leaf from last year, we decided to schedule it for Sunday July 5th. Most of us are apt to be in town, and if you have 4th of July Weekend Guests, bring them with you – it's great entertainment for them! We thought it would be fun to go to Gil Mangels' Miracle of America Museum in Polson – there's something for everyone there, and your idle guests will love it. We thought it would be best to have everyone choose their own route and adjust their departure with the goal of gathering at the Museum at about 10:30 AM. That would give us lots of time to check out Gil's collections, and still be able to go to lunch somewhere (in Polson?) afterwards. Gil said he is open 365 days a year, and they open at 9:00 AM unless you want to schedule it earlier! He and his Museum are real assets for our area, and he needs to know he's appreciated.

Wash your hands a lot, Wear a Mask in Public, Stay 6 Feet Away and Stay Upwind of anyone you're talking with!!





## Capital Carriages

Glyn Verzatt, Reporter ([verght@bresnan.net](mailto:verght@bresnan.net))

It is that time again. July is nearly upon us and to date the Capital Carriages Car Club has done very little in the line of activity. Of course, most of it is due to the restrictions placed on activities.

Checking on car shows here and at other locations I found that several have been canceled including the "All Original Car Show" in Billings. I sincerely hope that the Blast from the Past and the Townsend Car shows will go on as scheduled.

Our annual get together with Bozeman/Butte has been set aside and no plans are being made here for the annual fall road trip to have lunch and show off cars with Great Falls.

Not much car stuff going on here, President Paul is working on his GTO and is into interior work right now. That work has been set aside while he recovers from Knee surgery. We have not heard from Dave Mitton who has a pickup under going restoration but assume that it is moving forward now that the party doing the work is back in town from a winter south of here. My efforts have been limited to getting the garage cleaned out and the work bench cleaned off so I can rebuild a couple of Chevy carbs and get them on the market. An unused work bench just becomes another table on which to put stuff.

Some time ago I offered an en-

gine hoist and engine stand for sale both locally and in the Classic Times. No takers at all so I offered them for free to the members of the Helena Street Rodders and they were gone in a day. Someone out there is still doing their own work.

I still see old cars on the road each spring, they then disappear not to be seen again until next spring. A mid 50s Pontiac station wagon is one of them. It appears to be all original and in fair shape. I see it each spring near here and then it is gone.

My brain is tired from trying to come up with stuff for this column so I am closing for now. See you next time.



## Goggles & Dusters

Roger Thomsen, Reporter

It's been a tough three months since my last report. Almost all of the old car events have been cancelled. Everyone around here has been concentrating on staying safe and well.

That being said, the garages have kept busy. Several people had major projects to stay busy with.

Jerry Koch has been upgrading his 1929 Ford Model A 4 door. He's gotten most of the glass replaced with safety glass.

The glass came with the car – but was not installed. It was a learning process to figure out how replacing the glass worked. He also got a new radiator and shell. The radiator shell was a reproduction. Repos are still a poor choice – but sometimes the only alternative. He had to cut ½ inches off the bottom of the shell where it meets the radiator. He also replaced the front splash apron and repainted the hood shelves. When you get a "new"

car, there are always many things to fix to your satisfaction.

I have had a 1955 Mercury for 22 years. It needed a total restoration. I just never got it done. I finally decided to sell the convertible and look for a 55 or 56 Mercury hardtop that was mostly done. I sold the convertible on Craig'slist in one day. Then I started looking . A local car sold before I could get it. So - On to the Internet and search. I found a couple of possibilities but they

were too far away. I didn't want to buy without inspecting the car. One car was near St. Louis – for sale by a dealer. A Google search led me to a couple of buyers not happy with the dealer. So – keep searching.

One car came up on e-bay and didn't sell. Then I found the same car on a national old car sales site. It looked really good in lots of pictures. I called Monday morning and talked to the owner. He had found the 1956 Mercury Montclair 2 DR HT in the California desert country. He had spent 6 years restoring it. He had done the body work and paint. He farmed out the mechanicals. Everything mechanical was rebuilt. It has new glass, new upholstery, new suspension, power steering, power brakes, new tires.

I called him back and negotiated a price. Did I mention he was in Chadron, Nebraska? That's only 450 miles from Billings – almost next door. This was the last week of March. I figured the COVID-19 might shut down travel so I'd better get going. Tuesday's weather looked good, snow on Wednesday. Jerry Koch and I left Billings at 5:00 AM with the car trailer. We arrived in Chadron at noon. After 2 hours with the



seller, we headed home – arrived at 10:00 PM – just ahead of the snow. I left it on the trailer – woke up to 3 inches of wet snow in the AM.

Since then I have done some fixing. New chrome on the rear bumpers and front bumper guards. Decorative Industrial Plating in Helena was looking for work – they got them back to me in 2 weeks. They did a great job. I had to get a new gas tank sender. Replaced the exhaust tips. Found and fixed a small problem with the front brakes.

Not everyone stayed home through the virus thing. In mid-May seven Model A Fords made a 3 day trip to the Judith Mountain Lodge near Lewistown. We left Billings in the morning, lunched



in Lewistown and on to the Lodge. We were the only guests. The food was good. The second night we had a singer present us with a 2 hour concert – good country music. We drove to Utica for lunch at the Oxen Yoke bar. Stop by and enjoy their ¾ pound burgers. You can count the hats on the wall while you wait for your food. They located a lady who opened the museum for us after lunch. It's small but has interesting "stuff".

So that's the news from Billings. See you down the road.





## Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter ([baltrusch@q.com](mailto:baltrusch@q.com))



COVID has pretty well decimated the summer activities for the Skunk Wagon group but things are loosening up and we hope will continue toward normal. The officers met recently and organized several cruises and picnics and we hope the Billings tour will happen.

Fritz Seitz has been taking photos of any events that do occur and those are available on the website. He attends most of other clubs' events and posts those as well.

What was to be the last and 49th annual Skunk Wagon swap meet was cancelled in April but members Annette and Jim Terry are working on a smaller meet in 2021. Our swap meet has been a great event, a very good fundraiser and a great social event but we were running out of helpers. Many other similar meets were seeing the same issues as the

Internet and available help were creating issues.

Values for many cars through the thirties seem to be slipping somewhat and some of the auctions show some very good deals but then the occasional auction furor that results in some very high prices. Predicting what will happen at an auction is very difficult but un-restored originals continue to be strong.

One event that was not cancelled was the Montana 500 Model T Race based in Helena this year and scheduled for just after this article was submitted. I may have commented before but Arnold and Christie Schlagel own the car that won the 1962 event. It would be fun to know more of the history of this car.

Another event that was held was the annual Missouri River antique

motorcycle run but attendance was limited, especially with the Canadian border being closed. John Rummel has organized this tour for many years and he held a picnic/meeting at his home where we got a garage tour as well.

There is a lot of talk about the use of old tires and many tires that appear to be good may not be. I have a very nice looking set of old Firestone tires that seem to be supple and have no age cracks but the rubber is very powdery. These tires would be great for a museum car but that is about all.

Aside from that, I know members are working on their projects but have not heard much because of the isolation. We hope you all stay healthy and look forward to seeing everyone soon.



## Central Montana Trail Dusters

Sie Schindler, Reporter

Boy what a change with the vehicle clubs this year. We miss the club's tours, shows and just seeing and driving those previous vehicles. As to any State club events, all have been cancelled for this season. I was hoping the Billings tour would not cancel but it also cancelled. The Lewistown club has been doing some more dinner meetings. The June meeting was at the Oxen Yoke Inn in Utica, MT. As always great food and enjoyed

the drive there. Our April and May meeting was just doing a Friday evening drive around town doing the 6+ ft thing when parked. Then on May 23rd the rest homes asked if the club would do a drive by with a set time so they could have their shut in's outside and that was a great turnout with 32 vehicles. So we are trying to be safe and follow the rules which is hard to do. Our July meeting will be at Winifred, MT, no date yet.

Our September car show and the Lewistown Chokecherry event is still on???

But as being the MT Pioneer and Classic club secretary it's been simple, as I see it without any board meetings the MP&CAC officers have another year and the Great Falls club will do the 2021 Spring tour and hope Billings will do the 2021 Fall tour. So for now drive safe, keep safe, and enjoy everyday.



## Missoula Hellgate Auto Club

Perry Francis, Reporter

Just as we feared, the annual Montana Car Club Expo, aka the Missoula Mall Car Show, scheduled for April, was postponed and COVID-19 has pretty much put a damper on our 2020 car club events so far. The new date for the Car Club Expo is September 26-27 and we are keeping our fingers crossed for that one. We had a meeting in February and have been dormant since, until June 19 when we had our first meeting since the pandemic shut us down. We have not been in complete isolation though as some of our more intrepid members have been participating in an interesting impromptu event that has been occurring on Saturday evenings on North Reserve Street in Missoula. It seems that a loose coalition of several local car clubs has been getting together once a week in a large parking lot to talk, kick tires, cruise Reserve Street and do whatever else old car buffs do when they get together. This gathering has been spontaneous and unstructured with no program or special organization or leadership, but the turnout of cars has been up to one hundred cars per evening.

Some viewers bring their chairs and enjoy the scene from the sidewalk. No known reports have been made regarding what the other vehicle traffic think of this event. Interestingly, a Montana DOT study shows that the top five most dangerous intersections in Montana are on Reserve Street in Missoula. The study (2014-2016) goes on to show that two other intersections in Missoula made the top ten so Missoula had seven of the top ten most dangerous intersections in Montana. As most people already know, you had better be on your toes when you negotiate Missoula traffic.

Our June 19 meeting was held at the Traveler's Rest State Park in Lolo. With the uncertain future that lays before us, there wasn't much to talk about besides the uncertain future. The Park Ranger

who was scheduled to give us a Lewis and Clark Expedition presentation was on sick leave so we improvised by using some of our members knowledge. Actually, it turned out rather well and for a change the weather cooperated for our walk through the park and picnic lunch. Fifteen folks turned out for this pleasant afternoon together. The group photo is in front of a key feature in the State park. During the entire Lewis and Clark expedition, only two bits of permanent evidence remain that have been identified. One is at Pompey's Pillar on the Yellowstone River (Lewis' signature carved in rock) and the other is here at the Travelers Rest camp sight--the camp latrine laid out with military precision in 1805 and used again in 1806.



*Some Missoula Hellgate members enjoy an afternoon at Travelers Rest State Park in Lolo.*





## Vintage d' Fenders

Joni Ehman, Reporter

Well, summer is finally here!! Hope everyone is staying healthy & getting some sun. We were all very sad to miss the swap meet & installation dinner. Our first meeting was held in June.

It was nice to see everyone & catch up on the happenings since the quarantine restrictions. We planned a trip in honor of Fred & journeyed Hamilton way to visit the Babcock collection on

the 20th. Many thanks to Dick & Joann for their time! They were very gracious hosts. Those of us that attended found it very fun, impressive, & interesting. There's a lot to see there!

## Hi-Line Auto Club

Jim Kralic, Reporters



Vintage and Antique Vehicles Encountered in the West

All of you out there who are car collectors, car enthusiasts, or just plain history buffs and can appreciate an old automobile, know of the famous Model

T. Most readers of our clubs in fact probably know considerably more about the Model T than I so I will not venture into all of the details about the venerable Model T of which my knowledge pales to most. However, I am honored to

discuss unarguably the most famous automobile ever produced in the history of man. I would like to focus on the innovation that the Model T created as one could write, and have written, complete books dedicated to this automobile.

The Ford Model T sold from 1908 through 1927 and was the earliest effort to build a car that most people could afford to buy. Some folks not in the "know" do not realize that the Model T was not the first car built in the United States. That designation is credited to Charles and Frank Duryea in 1893.

The Ford Motor Company was born on June 16, 1903 and the production of the Model T was preceded by eight car models through which Ford developed various aspects that would eventually come together as the Model T. Official Model T development began in January 1907 with



1922 Model T Touring located in Helena Montana

a team comprised of engineer Childe Harold Wills, machinist C.J. Smith, and draftsman Joseph Galamb. The team began operations in a small Detroit factory. The Model T was released to the public on October 1, 1908.

What made the Model T so revolutionary? I will discuss the top 10 Model T innovations that are still relevant over 100 years later.

**1. Mass production:** The moving assembly line wasn't new to manufacturing but the use of precision made common components to build cars on a continuously flowing assembly line was. Scale was multiplied and cost reduced which allowed Ford to build production plants all over the world. The initial cost of the Model T of \$950 dropped to \$260 within a decade. This amazing process created the opportunity for nearly every American to own a Model T.

**2. Vanadium Steel:** Around 1905 Ford became aware of this lightweight, durable, easily machined alloy steel which was developed in Europe and used on racing cars and premium priced vehicles. He knew that the material's high tensile strength would allow him to build a lighter, stronger, and better performing car. Ford and his team first tested the vanadium steel in their cars in 1906/1907 before deciding to use it on the high stress points of the Model T which included the crankshaft, the forged front axle, and the wheel spindles.

**3. Separate Head and Block:** The mainstay of the modern engine, Ford pioneered the use of

a removable cylinder head and cylinders that were cast integrally with the engine block. Prior to that car engines typically had their heads and block cast from a single lump of iron with separate cylinders bolted to the crankcase.

**4: Two-speed planetary transmission:** Not necessarily a Ford invention, the two-speed planetary gear box was extremely light, compact, durable, and inexpensive to produce. The most redeeming feature however, was that it was a breeze for people to quickly learn and use.

**5: Flywheel Magneto:** Henry Ford wanted mechanical things to be simple and reliable. The Model T had the ignition system magneto integrated into the engine flywheel. This helped to ensure that the Model T would reliably start anytime with its hand crank.

**6: Fully Enclosed Powertrain:** Unlike most other cars of its era, the Model T featured a one-piece steel cover enclosing the underside of its engine, flywheel, transmission and universal joint. This helped keep the Model T cleaner and more reliable than many of its competitors.

**7: 3-Point Suspension:** The Model T was designed with a suspension system in which the engine/transmission unit and front and rear axles were mounted in a triangular configuration, atop front and rear transversely-mounted leaf springs. The three-point arrangement gave ample axle articulation on rough terrain, while permitting the chassis to flex without twisting the engine.

**8: Left Hand Drive:** By placing the steering column on the left

side of the car, Ford spearheaded the left-hand-drive configuration. The T's astronomical success quickly forced standardization of the layout in the U.S. and European auto industries.

**9: Simple Serviceability:** With a few simple hand tools, some baling wire and the most basic mechanical skill, a Model T owner could keep the car running almost forever--which is what many of them did during the T's heyday and for many years after.

**10: Easy Modification:** As soon as the Model T's sales took off, mail-order companies sprang up to help owners modify their Fords for endless uses. With a few tools and a little time, the T could be transformed into campers, portable sawmills, tractor-trailer rigs, grain threshers, and sporty racers, to name just a few. Auto historians credit the Model T with launching today's multi-billion-dollar aftermarket industry.

One could go on and on about the products, systems, and businesses that were generated as an offshoot because of the Ford Model T. The creation of the national highway system quickly comes to mind. The Model T simply stated is one shining example of what made American entrepreneurship and enterprise such a strong force and helped propel our nation into what it is today. The Ford Model T, it doesn't get any more American than that!



# Gabardine Suits at Budget Prices

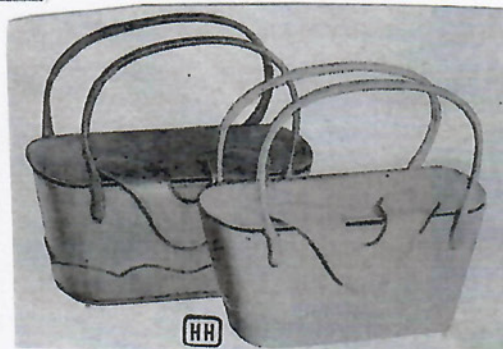
IN TWO FINE QUALITIES: RAYON 10.98, WOOL 17.98



## BUTTONS ACCENT A SHAPELY JACKET

**D** A myriad of tiny buttons garnishes the Jacket of this waist-minimizing Suit that's destined to play a major role this Spring and for many seasons to come. Shapely from collar to hem and styled in two fine qualities of Gabardine, its great value at either price is apparent. Fine workmanship includes deep hems, wide seams for easy altering, and a side zipper closing to assure a smooth slim skirt line. Ship. wt. 3 lbs. 2 oz. Colors: Red, Ice (lt.) Blue, Navy or Pink. Use Blue Blank. Misses' Sizes: 10, 12, 14, 16, 18, 20. See Chart 2, Pg. 46.  
FB 7260—Crease-resistant Rayon-Acetate Sheen Gabardine. Rayon Twill lined. State size, color... 10.98  
FB 7261—100% Virgin Wool Sheen Gabardine. Acetate and Rayon Iridescent Taffeta lined. Please state size and color choice..... 17.98

**HH** Softly Tailored Leather Handbag. Exquisitely fashioned in butter-soft Lamb-skin. Slim rolled handles. Flat mirror-back lid with graceful snap closing. Expanding 'mad-money' pocket. Scuff resistant New Zealand Leather. Rayon lined. Wt. 1 lb. 4 oz. White, Red, Navy or Black. Abt. 9 1/4 x 4 1/4. 30 B 4570—  
State color. 3.59



## BULOVA "AMERICAN GIRL S"

**1** The popular bracelet watch — a style that is just right for the smart costume look so fashionable this season. 10K rolled gold plate case in white (stainless steel back) or yellow. 1/10 10K gold-filled bracelet with removable safety chain. Hinged arms on bracelet will expand to fit any size wrist. 17 jewel movement. Only \$5 Down on Terms. Please state yellow or white gold when ordering. Postpaid.  
45 BN 1785L.... \$49.50



**U** 3.94

Smart Styles for  
Men and Women in

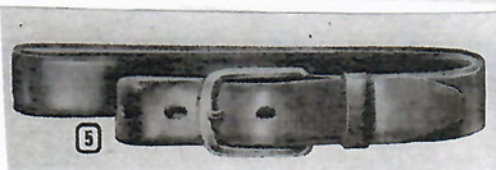
1954

Thanks  
Kathy





**G** Brent Crush-Resistant Fur Felt. Roll it up. Put it in pocket or suitcase. Always comes back to its factory-blocked shape. Water-repellent. Provides lightweight comfort. Blended color appearance. Durably constructed with Nylon thread. Inside Rayon Band is Chlorophyll treated. Stain-resistant outside band. Brown, Blue, Gray. Boxed. Sizes: 6¾ to 7½. 35 B 5334T—Ship. wt. 2 lbs. State size, color... 6.89



**S** Paris Expansion Buckle Belt. Handsome, fine quality Steerhide Bridle Belt. Expansion buckle allows for minor variations in waist size, making for greatest possible comfort. 1-in. wide. A good-looking and durable belt. Colors: Black, Turi Tan. Postpaid. Even Waists: 30 to 42. 35BP2716—State size, color. 2.50



**KK** STRAIGHT TIP OXFORD. Neatly styled at a price to fit your budget. Pliant Leather polishes to a bright shine. Wardolite soles outwear leather. Rubber heels. Leather insoles. Ship. wt. 2 lbs. 14 oz. Width E. Whole, Half Sizes: 6 to 11, 12. 24B6653—Black Leather. 24B6654—Brown Leather. State size. 5.89



**E** DOUBLE BREASTED STYLE. Modified Drape. Broad shoulders, full chest, tapered waist. Rayon-Acetate linings. Trousers have pleats, zipper fly. Ship. wt. 1-Pants Suit 5 lbs. 4 oz.; 2-Pants Suit 7 lbs. Sizes: Regs. 35-44 in. chest; Longs 37-44; Shorts 36-44.

BEST. 100% Wool Worsted Sheen Gabardine. Wards finest quality. Long-wearing fabric is superbly tailored. Resists wrinkles. Holds sharp press. No vest. Cocoa Brown, Lt. Gray, Skipper (lt. navy) Blue, Tan. Sizes, Wt. above. State measurements asked below; also color. Use Blue Order Blank.

MB 4090-1-Pants Suit. \$5.50 down or . . . Cash 54.75  
MB 4190-2-Pants Suit. \$7.50 down or . . . Cash 72.50

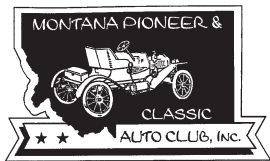
BETTER. 100% Wool Worsted Gabardine. Rich and long-wearing fabric retains shape; resists wrinkles, holds a fine press. Carefully tailored. No vest. Cocoa Brown, Lt. Gray, Med. Blue, Skipper (lt. navy) Blue, Tan. Sizes, Wt. above. State measurements asked below; also color. Use Blue Blank.

MB 3890-1-Pants Suit. \$4.00 down or . . . Cash 39.75  
MB 3990-2-Pants Suit. \$5.50 down or . . . Cash 51.95

GOOD. Durable, medium weight Rayon-Acetate Gabardine. Good draping qualities. Closely woven for long wear. Resists wrinkles. Well tailored. No vest. Cocoa Brown, Light Gray, Skipper (light navy) Blue; Sizes, Wt. above. State measurements asked below; also color. Use Blue Order Blank.

MB 2650-1-Pants Suit. \$3.00 down or . . . Cash 29.50





**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".

**ANTIQUE 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 \$25.00 Husband & Wife and/or Guest \$30.00  
: 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 –

**FOR SALE:** For Sale: 1955 Studebaker Commander Sedan, V8, auto trans, original unrestored car. True “shed find” with dust included, “ran when parked” years ago. Way too many projects! Would make a great driver car as is. \$3500.00 OBO Call Dan Costle, 406-439-2671

### Montana Pioneer & Classic Auto Club Fall Tour

Presented by the Goggles & Dusters Auto Club

August 21<sup>st</sup> – 23<sup>rd</sup> 2020 Billings, MT

Tour Headquarters: Billings Hotel & Convention Center

1223 Mallowney Lane, Billings, MT 59101

Friday, August 21<sup>st</sup>

3:00 – 5:00 PM	Registration	Billings Hotel & CC
6:00 PM	Happy Hour Snacks Show & Shine in Parking Lot	Billings Hotel & CC
7:30 PM	Costume Judging	Billings Hotel & CC
8:00 PM	Fireman's Meeting	Billings Hotel & CC

Saturday, August 22<sup>nd</sup>

Breakfast on Your Own

8:00 AM	Car Judging & Late Registration	Billings Hotel & CC
9:30 AM	Line up for tour	Billings Hotel & CC
10:00 AM	Leave for Columbus	Billings Hotel & CC
11:30 AM	Lunch & Fun Costume Judging Columbus Doug Braun's Model T Barn see many early Model T's	
1:00 PM	Tour Back to Billings – 1) via Red Lodge – 111 miles; 2) via Joliet – 60 miles; 3) direct to Billings – 41 miles	
5:30 PM	Social Hour	Billings Hotel & CC
6:30 PM	Awards Banquet	Billings Hotel & CC

Sunday, August 23<sup>rd</sup>

8:30 AM	Breakfast & General Meeting	Billings Hotel & CC
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