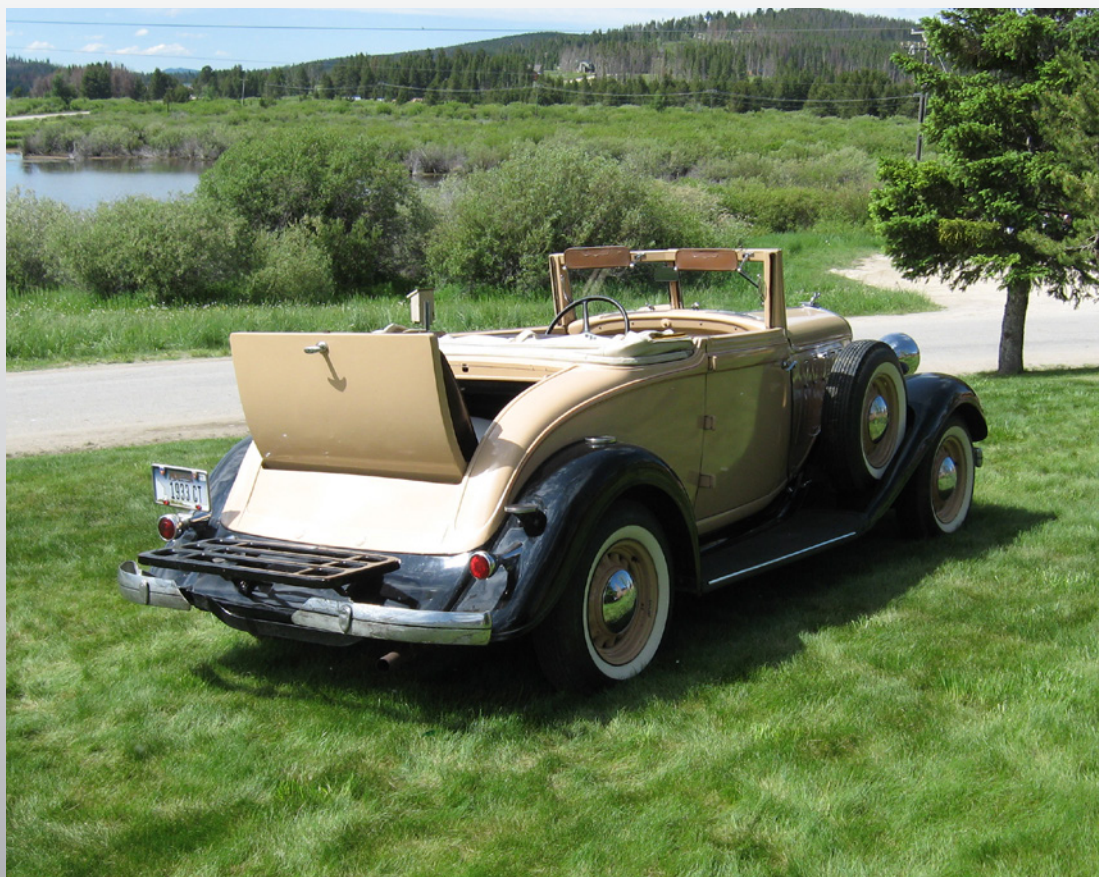


Antique & Classic ❖ TIMES ❖

October 2020

A publication of the Montana Pioneer and Classic Auto Club



"1933 Chrysler CT"

ANTIQUE & CLASSIC TIMES

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

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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, what a year so far, and it's not over yet! Between the "covid", the smoke, & the elections, one wonders what's next. As we've been unable to conduct any club business this year, existing officers will remain in place. As always, thanks to those that volunteer their services! Maybe next year will return to a semi-normal state.

As this is the last issue until January, Happy Holidays to all! Please stay healthy & safe in the upcoming months.

Dan Costle.



Photo courtesy Dan Costle

In Memory

Gary Seelmeyer

Al Jenkins - Honorary Member

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:

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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!

Club News



EXHAUST

BITTERROOT VALLEY DUSTERS

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

Life may be a reality show and right now it may seem to be passing before our eyes in slow motion. It doesn't give us much subject matter to report. Were one a Steinbeck or a Hemingway, (sorry, I am dating myself) one might fabricate a story worthy of reading. As it is, I will have to just jot down the few, mundane experiences we have had this summer. I've heard we don't have to count ourselves a year older in 2020, as we didn't really use this year. Why did we have an appointment calendar, when the many activities we scheduled were then cancelled? Dick and I had had seven possible tours in the works.

After no meetings in April and May, and a drive-about to the Mission Valley and over to St. Regis, on June 14, we decided to actually hold a meeting on July 19. Lee and Shirley Hopkins, Florence, hosted a potluck featur-

ing Apricot chicken. There were fourteen in attendance. Tables had been set to allow distancing in an airy garage, so we felt safe. We actually had two birthday cakes, celebrating the July birthdays of Joann Hosko, Richard Babcock, Kathy Meuchel, and Allan Dutton. We had planned to discuss the Ravalli County Fair, but of course, that was cancelled. Instead, we decided to do a little day trip, to get out of town.

On August 2, five cars met at Murdoch's, Hamilton. They included Bill and Kathy Meuchel's 1956 Ford, Dan Dutton's 1973 Camaro, Ross and Wendy Dutton's 1960 Thunderbird, Bob Schumacher and Diane Stenerson with his 1969 Buick, and Richard Babcock and Joann Hosko with his 1985 El Camino. Shirley Sorrenson rode with Bill and Kathy. With COVID, we decided to head to Lost Trail Pass, then over Chief Joseph Pass, rather than going

into Idaho. We stopped at the Big Hole Battlefield (See photo). Next, we proceeded to Crystal State Park. The good news was it was too full of people and cars, and we continued on to Lupine Campground, where we had the picnic area totally to ourselves. It was about 95 degrees in the valleys that day, but cooler at the higher elevations. There is a nice cross-country warming building there, and clean restroom. It was a beautiful experience. We continued on to Wise River. The majority then wanted to head back to Wisdom, and home over Lost Trail, so we did. It was a nice little interlude away from the current realities of life.

We decided to attempt an August 16 meeting at Summerdale Park. It is a bucolic little County-owned park, just northeast of Corvallis, and a fairly well-kept secret. So well-kept only eight of us attended, in spite of



nice weather and a beautiful setting. At that point, we decided to schedule the next meeting as our annual steak fry. Typically, that takes place in October, but we thought this year it might be better to try for a possibly warmer, earlier date that could be conducive to open air and distancing. David Anderson generously agrees to host this meeting each fall, at his beautiful property on the banks of Skalkaho Creek.

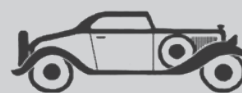
The steak fry was held today, September 20. Twenty-five attended. After several days of California/Oregon smoke filling our Valley and obliterating the view of the mountains, we had a refreshing shower yesterday morning, and today was a lovely, partly cloudy, and warm early autumn day. Somehow, Dave always seems to have the weather gods on his side. We elected officers and MPCAC directors,

who are the same as last year. Surprise! We aren't feeling very original, I guess.

Our plan for October 11 is a drive over to the Lochsa Lodge, Powell, Idaho, for eating and meeting. We hope for fall colors, no snow, and safe travels. We will let you know how that goes, in the next newsletter. Until then, we wish all MPCAC members a safe and healthy future. Take care.



Bozeman Antique Auto Club



Stu Coleman, Reporter (atascoleman@wispwest.net)

Well the Covid-19 thing has certainly not abated and one wonders if it will increase with the coming cold and "regular" flu season. This writer and Jeanne are continuing to keep our heads down in an effort to not tempt fate. Hope you are also taking the crisis seriously and doing everything to stay safe and healthy. We need everyone around to enjoy next year's old car events.

Although BAAC events certainly have been curtailed they have not disappeared. Now I have to admit to sheltering and we have not been active in club activities, so I have to thank Karin Ludeman and Rose Cain (AKA President Rose) for keeping me apprised of club happenings. So as I report, these are shared words with my compatriots.

On a beautiful summer day, July 18th, the Hintzpeters hosted a club noon potluck at their amazing home along the Gallatin

River south of Bozeman. Erv and Jan provided the hamburgers and sausages and members attending brought appetizers, salads, and desserts. There was even some ladder ball and cornhole games set up and participated in. That is always such a nice setting with the soothing noise of the river ever present.

Peter and Susan Holmes were in attendance at the Hintzpeters, and we welcome them into the club. You see, they are from England and maintain property here in Montana as well. Because of virus restrictions, they have found their visit here somewhat extended, which is a benefit to us as they are delightful people indeed. One of their cars is a "baby-bird", 1957 I think, which is back in England at this time. Richard Vinton suggested an impromptu old car gathering in the now abandoned K-Mart parking lot in Bozeman to replace the canceled

Cars-on-Main Show. But alas, it also fell by the way side, yet another causality of the virus.

The Hintzpeter affair was followed by a short tour on July 29th up through the Bridger Canyon, through Kelly Canyon and then back to Bozeman and the Genuine Ice Cream Shop. The two most liked items among the membership is old cars and ice cream! Our hearts go out to the folks of the Bridger community as the 8,000 plus acre Bridger Creek fire has wreaked havoc on that beautiful area and some homes, but thankfully no loss of life.

The Tuesday morning breakfasts at Four Corners have continued with Deb (our special waitress) serving guard to ensure tables are some distance apart and limited to 10 per table. Numbers vary depending on how safe members feel. A nice surprise occurred one morning as Margie Kankrlik donated a box

full of car related detailing and cleaning supplies she had in her garage. She and her now passed husband were members of the club with a very elegant 1920s Rolls Royce. And Bill and Madonna Yuill brought their neighbors, Ray and Sharon, to breakfast the other morning to share old car camaraderie with the gang. They have a 1939 International pick up truck in original shape, no I mean in very original shape.....rusty with little or no paint left!

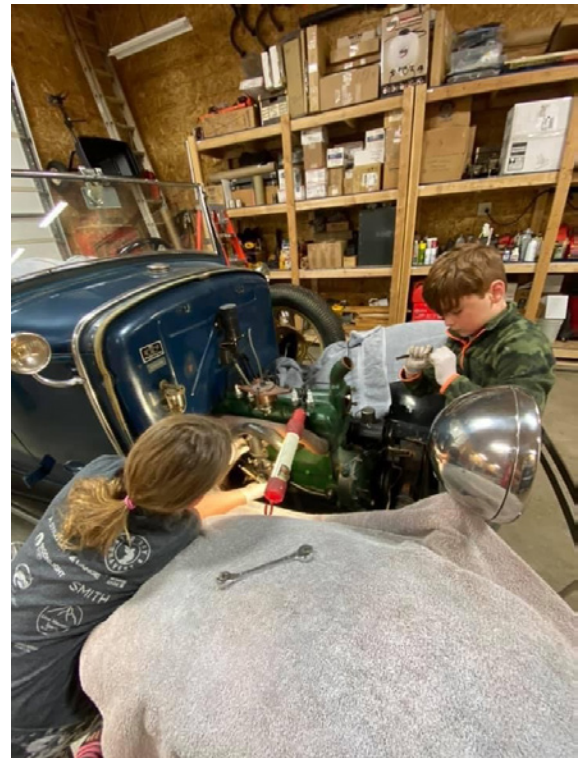
On Saturday August 15th, the club enjoyed a tour from Bozeman through Four Corners, Churchill, Manhattan (Montana not New York), Logan and then to Headwaters State Park. There lawn chairs were set up at an acceptable social distance and self-brought lunches were enjoyed. Good visiting and a meeting took place and I am told that only one uninvited mosquito showed up!

There have been few car shows that have taken place but one was the Zoot Show at Four Corners. For the uninformed (yours truly included), it is a software company. Zoot Enterprises made their parking lot available and Mr. Nelson (owner of Zoot) contributed funds and much needed porta-potties (a needed item for old folks!) There were also food trucks present along with about 80 cars. Our very own Louis and Sharon Cantarutti's 1937 Ford Fastback Street Rod was awarded Best of Show which was a very cleverly made trophy of transmission gears. Organizers were so pleased with the turn out and show that they have said same place and time next year!

In this hiatus of events, some things car wise are still being done. Bill and Madonna Yuill's two sons and daughters-in-law were here for a visit and the boys set to work on Bill's 1977 MGB roadster project. You remember, it was transplanted with a 3.8 L V6 with an overdrive automatic. They accomplished more work on the car before heading home and Bill now has it at a local shop having wiring done while he shops for a set of tires for it. Soon, very soon, we will hear it roar to life.

And the Cases have been reunited with their red Cobra roadster, well to be precise, Martha's Cobra as Dan's is blue. You remember as they were leaving the Manhattan Potato Festival car Show last year, a Buick driver took a corner too sharp and collided with the left front of the Cobra. They searched around to find a repair shop to do the work as not just anyone has the expertise to work the aluminum body that original Cobras come with. That search lead them to a shop all the way back in New Hampshire where the repair was completed.

And while we are on the Case subject, Dan has spent some time on the other Ford in their stable. After too many years of not receiving his undivided attention, he, with eager grandchildren assistance, has the 1930 Model A Phaeton up and purring. The grandchildren were then reward-



The Case's grandchildren hard at it on the Model A.

ed with a ride around the neighborhood. This was Dan's father's car and was restored back in the 1970s, but sat too many years after that. It is a rather special vehicle as it was at President Roosevelt's Georgia retreat, Warm Springs, and was used as a "loaner" car for invited guests. That A carries a lot of history to be sure. And now is on the road once more.

Richard Vinton has been sequestered in his shop with continued work on his Diamond T. He started with an International cab, which Diamond T manufactured and then sold to International and Reo which they then called their own. He is converting this one back to a Diamond T. What parts he can't find..... he makes like a bed! Here at the Hornet's Nest activities have centered around our 1949 Pack-



Dan and Martha Case's touring in the 1930 Model A Phaeton

ard Eight Deluxe. I have hung the headliner (what an ugly job that was) and carpet is next. The Packard, the cheaper Eight model with the Super and Custom on the five inch longer wheelbase, is a 2 door fastback model called a Touring sedan. Paint has been applied and chroming done, so attention is focused on the interior. It is the smaller 288 cubic inch straight eight with overdrive with the bigger models receiving the 327s.

The last BAAC event of the quarter on the 19th was a tour lead by Bill and Cathy Dorgan driving their 1993 Cadillac Fleetwood Brougham sedan. It started in Four Corners and went over hill and dale while members picked up cards for a poker hand. It was \$5 to play for pay and another \$5 if you wanted that extra magical card. Things ended up at the Belgrade Park for a lunch and monthly meeting on a smokey, blustery, drizzly day. The winners, you ask, Sharon Canterutti best hand, Patricia Pruitt next and husband Dave third. Funny thing,

none of the winners are poker players. Yeah, beware of the person that comes to the poker table and says, how do you play this game!

When I was a kid one of the things I looked forward to each year was the debut of the new cars in September. My future brother-in-law would take me with him as we would go around to the car dealers and look at the new year's offerings. I was crazy enough to gather all the sales literature, take them home and cut out the cars and paste them in a scrap book. My mother threw all that "trash" away when I left home for a hitch in the Army. Boy would I like to have all those scrap books now! My point here is that I studied those brochures and I knew as much or more about those new cars then the salesmen did that were selling them.

Why am I mentioning what a crazy car kid I was back then now, is with all the car shows canceled a guy gets hungry for some car things to do. And if to answer that need, Pate Auction

of Helena put on an on line auction of what was left of Tack Van Cleve's auto memorabilia and cars in early September. Tack was a friend of mine as he was to many of the old car guys and he liked a number of different and interesting makes and models including foreign brands.

Jeanne and I went over to the Van Cleve Otter Creek Ranch near Melville on viewing day to have a look see at the cars and parts to be sold. We went as much to get out of the house as anything else I guess. Tack lost his house and some out buildings and cars some many years ago to a fire that swept through the area. I never thought he landed back on his feet after that disaster. Anyway the cars were parked outside and the parts were in buildings with lot numbers on them.

The collection of parts in the lots did not seem to have much rhyme or reason to them. The cars were sometimes listed as 1951, 1952, or 1953! Sometimes misidentified completely, for example there were three AMC Pacers and they were listed as 4 cylinders. They were all 6 cylinders as I am not sure they ever put a 4 cylinder in a Pacer. Point being, most of the car guys there, myself included, knew more than the people selling those items!

I would have liked to have seen the lots of parts separated out and put with that particular vehicle for sale. That way a buyer could be sure he or she would have those parts for that restoration right with the car. Bet the price would go up for the vehicle with the parts included and the

auction company would realize more money than the vehicle and the lot of mixed parts sold separately. Why not hire a car guy (or girl) to sort all that stuff and put it with the particular vehicle it belonged to before the auction. Okay, I am off of my soap box for this issue! Stay tune for the next one.

We salute David Pruitt on his four score and one decade milestone of birthdays. President Rose baked a cake for Dave and brought it to the Tuesday morning breakfast, but Dave wasn't there.....so the members ate it! And yes, at 90 he is still wrenching, on tractors, but that is okay too. Congratulations Dave.

Now a word of thanks is in order. It is difficult enough to lead a group, like a car club where officers are volunteers in normal times, but especially challenging now. And we want to take a minute to thank President Rose Cain for her dedicated leadership and tireless effort to hold this club together through the viral pandemic, planning activities

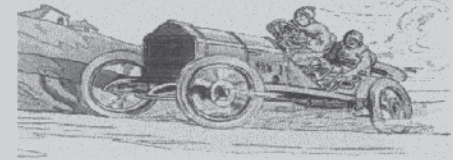


Stu and Jeanne Coleman's Covid-19 Project, a 1949 Packard Eight Deluxe Touring Sedan

that are safe for the membership yet keeping our antique car spirit front and center. Thanks you President Rose from all you.

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



Thanks to the Corona Virus, it's been pretty dull around here as far as Old Car Activities go. For our July Mini-Tour we proposed we visit Gil Mangel's excellent Museum ("Miracle of America Museum") in Polson, which has something from household goods to militaria and a tugboat for everyone to enjoy. For motorheads, there are cars, motorcycles, and an encyclopedic collection of Snowmobiles to check out. Again, the fear of the Covid-19 kept everyone away except for our President, Merry Nelson, and her husband, Leon.

We didn't even try to put on a Club Mini-Tour for August or September, but a few of us went to

the Glacier Street Rod Association's "Toys for Tots" Breakfast at Colby's and the Evergreen Show & Shine on September 12th. We are trying to have our traditional "October Breakfast" on October 3rd when we bid farewell to our Snow Birds, pay our dues for next year and elect new Officers. The jury is still out pending determination of how many members will attend. The Corona Virus strikes again!!

Speaking for himself, your Correspondent and most likely others are taking advantage of this quiet time to catch up on the many accumulated old car projects needing attention out in the garage, which isn't all bad. The '17 Model

T Depot Hack has new front wheel bearings, for instance. We should be ready with some new iron to drive this coming Spring '21!

Not having had any meetings all Summer, your correspondent doesn't have much news about happenings with the members. We do know that our member, Ivan Polus, had a bad fire in his shop which robbed him of a lot of tools and equipment and damaged his 1925 Dodge Depot Hack so it needs some pretty extensive restoration, which his daughter is excited about taking on. Ivan's '26 Canadian Model T Four Door was in another building, so it wasn't damaged at all.



Capital Carriages

Glyn Verzatt, Reporter (verght@bresnan.net)

MEETING: September 15th at noon. South east corner of Memorial Park, bring lunch, beverage, lawn chair, MASK, and maintain social distances. Depending on the weather, no plan "B" at this time.

AGENDA: Nothing specific at this time

MINUTES: Capital Carriage's August 16th meeting 2020

Meeting called to order around 2:20 P.M.

8 members present.

It was decided to have another meeting? Get together on 9-15 at noon, same place in Memorial Park (south east corner). Sharon gave a report on the state of the club Treasury, \$2,099.90 in the bank. Dues are due beginning September first. Dues are \$39.00 a couple and \$33.50 single. Check the last roster for personal information and correct any problems at the time dues are paid. For the next meeting bring your lawn chair, sandwich and beverage.

Jeane brought cake for everyone.

Meeting adjourned around 3:30.

Well the club has not been doing much, our President has been working on his GTO when he has a chance. Jeane had the Green car out for a spin on meeting day last month. Wes has had his 68 Cadillac out and about on several occasions. 3 to 4 of us meet for coffee at Super One Friday mornings around 9.

The Earl Ebert Memorial turned out well, about 75 people and a pretty good-sized bunch of cars turned out. They had a good lunch, BBQ burgers' and such and followed protocol which gave attendees a chance to visit.

Along that line I had an E mail from Joann Hosko of Hamilton, their club has had several open-air meetings and a couple of club drives around Hamilton and into the Big Hole country. Joann tells me they are still working on the engine swap they are doing on my old 52 Chevy. Running into

some problems and have only driven it locally. No details on what kind of problems although there was a serious rear seal leak after the engine was rebuilt. They are replacing the old 216 CI with a newer full oil pressure 1954 235 engine.

When I first purchased the car, we took a club trip to Virginia City, Bost's, Olson's, Barnekoff's, Infield's Belva and I. Car ran fine until we stopped at a memorabilia shop near Sheridan. Could not get it to restart but learned a lesson about old cars and starting old hot cars. A couple of weeks later after replacing an ailing radiator we were coming home from Phillipsburg and the generator pulley split and threw a chunk of metal through my nice new radiator. Had a tow from Basin home.

Today's Wise Thought

As my mother always used to say, the older you get the better you get unless you are a Banana!





Goggles & Dusters

Roger Thomsen, Reporter

Another three months have passed and many of our normal events have been cancelled due to COVID-19. Our club has made an effort to at least have meetings. Our June and July meetings were held at the Roaring 20's club house. We did a short driving tour each time and brought our own brown bag meals. There was plenty of space to socially distance ourselves. At least we could see each other and talk.

In August we made a change. When we were planning to host the Fall Tour, Doug Braun had offered to host a lunch at his Model T Museum in Columbus. That would have been August 23rd. So we changed our meeting date to August 23rd and Doug hosted a lunch meeting at his museum.

We met at Laurel in our old cars, then traveled the old highway to Columbus. Doug had the door

open and was ready to show us his treasures when we arrived. Doug has at least one Model T for every year they were produced – 1909-1927. Many of them are true show cars – either fully restored or nice originals. Doug also has a few other brands in the museum. The most notable is a pair of 1913 Chevrolet “baby grand” cars. One is a 1913 that is in VERY nice condition – a barn find stored for 91 years. The second 1913 is also



Model A's at the Isaak Walton Inn at Essex, MT



Cattle drive by Philipsburg

a very good original car in very usable condition.

Doug and Shirley treated us to a good lunch. We held our meeting and spent time socializing. Too bad the rest of you had to miss out on our planned tour.

Not all of the local car clubs stayed home. The local Model A Ford Club took off in June for a 5 day tour. The first day seven Model A's started west with a turn to Clyde Park and Wilsall and north to White Sulphur Springs for lunch. After lunch we headed north over Kings Hill toward Neihart and Monarch. All the cars were running good,

but mine wanted to get rid of its coolant. So a stop was made to add water. Then on to Great Falls for the night.

The second day we left for a trip to Essex. Our first stop was at a collector's place at Fort Shaw. Lots to see: oil cans, signs, trucks, tractors, and a collection of magnetos. We traveled on to Fairfield, Choteau and lunch at Dupuyer. We gassed up at Browning, then on to the Isaak Walton Inn at Essex. This is a vintage railroad hotel originally built to house railroad workers. The high point of the evening was the arrival of the AMTRAK

passenger train from the east. It did stop and pick up a passenger.

The next morning we headed for West Glacier and a side trip into the park. After a two hour wait we were allowed to travel into the park as far as the lower end of the Going to the Sun road (it was still not open). After a short walk in the woods we toured back to the Lake McDonald Lodge, then back for a late lunch in West Glacier. On to Big Fork via Creston and a thunder storm.

The fourth day took us to Butte by way of Seeley Lake, Drummond, Philipsburg, and Anaconda. Between Drummond and

Philipsburg we encountered a cattle drive of 200 or so Red Angus. Cows were all over the place. We moved slowly through the cattle and found lunch at Philipsburg. After lunch the Finlen Hotel in Butte was our goal for the night. They said it was their best night in a month.

On our final day we used the Interstate to get over the



Miles City Car Show

hill due to construction on the old highway. Jerry Koch had a flat tire near Whitehall. After that it was an uneventful run on home to Billings.

Our final event for the month was a trip down to Miles City for their annual car show. Our group usually likes to stay on the back roads. This time we left Billings on the old highway to Hardin. Then on to Crow Agency for a rest stop. We turned east to Busby and Lame Deer. At the roundabout in Lame Deer we turned north to Colstrip – a pretty valley. After lunch at Forsyth we stayed on the old

highway as far as Hathaway. On to Miles City and happy hour at the motel!

Saturday morning a couple of hundred cars headed for the park. This is a free show if you register before September 1st. After that it costs \$25 to enter. The park has lots of room to space out the cars – “socially distancing”. At 2:30 they give out a large number of cash prizes. We spent a second night in Miles City so we were able to watch the cars leave the park. Sunday morning we headed straight back to Billings using two lane roads where we could. We

were home by about 1:00 PM.

On a sad note – my dear friend Al Jenkins passed away in early September at the age of 99 ½. Al lived a great life and we will all miss him. He was State President of this club for two years and served our local club in many capacities.

Over the past several months we have lost three other members. Doug Miller, Bill Downs and Jim O'Donnell. They all passed away during this time period. Our club will miss them dearly.

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

Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



As the pandemic forges on, old car activities have been very limited. Our local club meetings have been held at local parks with picnics followed by normal meetings. The forest fire smoke has been considerable around Great Falls which also affects summer activities.

There were several Wednesday night shows at Choteau and also Saturday shows by Mackenzie River Pizza. We also had parades at a health facility – we just drove past several times and the residents enjoyed seeing the cars. These events were sponsored by the other clubs in the area but all clubs were invited.

Fritz Seitz has had his 1931 Cadillac on the road but it needed

some brake work so it went back to the shop. Bob Dige and Mel Rustad have been doing some work on Bob's cars and Al Smith has his 1938 Plymouth Coupe looking good. They are all looking for Mopar/Borg-Warner overdrives to make the cars more comfortable for tours. Charlie Aron is working on his 1950 Buick Convertible but is also helping his son with an MGA and his daughter with her VW Vanagon with a Subaru engine conversion.

Model T folk did go on a mountain tour in early September. Dean Hershey organized the tour which included stops at Elkhorn, Comet, and other Ghost Towns. We also drove to Ringing Rocks near Butte which was a good test for the old

Fords. We were a couple of weeks early as the BLM closed the road for repair starting the week after we were there. Dean inadvertently left his dog Molly at the site and Molly rode down the hill with the Kellys and seemed to enjoy their attention.

The Skunk Wagon club plans to host a dinner in November for those members in the club who helped with the swap meet over the years. There are plans for a smaller swap meet in 2021 depending upon COVID – watch for more information on that.

We look forward to getting through this pandemic and are hoping that things will return to normal – the sooner the better!





Central Montana Trail Dusters

Sie Schindler, Reporter

The CMTD club is still active. There's not much going to any car club events within the State because most were canceled. The Lewistown Chamber canceled the 4th of July parade so the club along with locals, did what I would say Love America parade. We did an All American parade with flags on all the vehicles. There were 4-wheelers, motorcycles, political signs on vehicles. It was a very great event. We did not get a permit, we just did it, also drove by some of the rest homes and they enjoyed it. Then later that day we drove to Denton, MT and got to do their parade. Our July Thursday evening drive and dinner was at Winifred MT with a fair turnout. The meal, Mr. Carr's pizza, was all right and the drive was nice.

Our August meeting was at the Longbranch in Denton, MT with a social and brisket sandwich. Very good and again a fair turnout with

all rules that eating places had to obey. Our September planned car show and shine was held along with the Lewistown Chokecherry Main St. event. It was a very great time with vehicles from Great Falls, Shelby, Billings, and local area along with a 1015 International truck that was purchased new in the area, and used to deliver coal into town. The family had a small coal mine on the property. I remember the old truck in Lewistown parades 50+ years ago. It was the vehicle that was to see again, the family still has it but it's in the Great Falls, MT area. The September drive and dine was Hobson, MT. Club members Dale & Kathy Longfellow held a social time at his new garage/storage building; a very nice deal, thanks for the social. Then the dinner was across the street at the Tall Boys Bar and Restaurant, with pulled pork sandwiches and very good dessert. Very great at-

tendance and a very nice evening.

The October meeting will be held at Larry and Kathi Carrell's, the home of the Mustangs and Cougar vehicles. Larry contacted the club and told President Dan that this will be the last meeting with the Mustangs and Cougar collection. They consigned around 80% to the Mecum Auto Auction Company and will be held in January 2021 at Kissimmee, FL. So Larry told Dan bring your cameras for the October meeting and pot luck. They are not getting out of collecting vehicles just changing. The collection will be missed in the area, thanks to Larry & Kathi for the pot luck meetings, and State club tours there over the years. The year is about over with and the club did mostly local things. It truly was a different year. Stay safe, healthy, have fun and drive safe.





Missoula Hellgate Auto Club

Perry Francis, Reporter

On the third Monday of August we had our annual ice cream social, but in a slightly altered format. The Wintz's provided us with a large tree shaded lawn with lots of room for social distancing. The ice cream selection was reduced to ice cream bars in wrappers and on a stick for COVID precautions. We had a modest turnout as many of us are still a bit on the cautious side. The highlight of this annual meeting is always the election of officers for the coming year. The officers will be: Doug Winz, president; Fred Williams, vice president, Karen Winz, treasurer and Cathy Smyers, secretary. If these names sound familiar it is because there was no change from last year. Hats off to these folks for stepping up for another year.

For perhaps what will be our biggest event of this abbreviated year, twelve cars joined the Mission Valley Cruisers on their annual poker run cruise counter-clockwise around Flathead Lake.

Those joining were: Larry and Beverly Berry, 59 Ford Galaxie; Sam Johnson, 89 Oldsmobile; Harley and Janelle Jones, 66 Corvette; Loren and Michelle Leibe, 54 Ford Pickup; Dave McIntosh and Julia, 63 Corvair convertible; Norm and Cathy Smyers, 65 Corvette; Jeff Stevens, 60 T Bird; Richard and Marcia Twilde, Porche Speedster with top down all day (about three hundred miles); Mary and Fred Williams, 87 El Camino; Frank and Sharon Wrynn, 51 MGTD with a brand new hood (English for convertible top) and the club cub reporter drove his 59 Triumph TR3A. A well rounded selection of about forty five classic cars participated and ninety five poker hands were played. Some of our members came close to winning the prize for worst poker hand, but unfortunately they were not playing horseshoes.

September 5 was the last Saturday evening Missoula Cruisers Reserve Street Cruise. This has been a surprisingly successful

event all summer with many classic car drivers, both lone wolves and members from various clubs, enjoying the warm summer evenings. Several of our members participated off and on, but Doug Ruffato with his always handsome/beautiful 1959 Corvette Convertible was the most regular participant.

The photographs revive the old debate: which is the best to own, a genuine antique automobile or a replica? On one hand there is nothing like the joy of owning, driving and maintaining a car just like Henry wanted it ninety years ago. On the other hand it is nice to drive at freeway speeds, not have to maintain an inventory of parts and worry about being left stranded by the road. Both cars turn an equal amount of heads. Both sides can win this debate.

In closing, if you have not done so recently, please take a look at the club website www.montanaandpioneerclub.org. There is a lot of interesting up to date stuff, both new and old. MP&CAC webmaster Greg Wood puts a lot of time and invaluable expertise into this site. You will not be disappointed.



1931 Ford Glassic Replica owned by Richard Santorno.



Vintage d' Fenders

Joni Ehman, Reporter

What can i say about the last few months....We have had excessive heat one day and snow the next. We have gone from beautiful clear skies to smoke filled from the wildfires but, even with mother nature and COVID trying to discourage us we have still had several good outings so far in 2020. We had a nice trip

around Louie's Loop (in memory of Fred Bull). The turnout for the Laid-Back Car show and Swap meet in Anaconda was great. Beautiful cars and lots of stuff to look at. We took a scenic drive to Virginia City then headed up north to Lincoln for the Rod Run. There were a lot of exciting people and tons of cars to see. They ranged

from muscle cars to hot rods to rat rods. It was a lot of fun.

Fall is creeping up on us. The leaves are starting to change and it soon will be time to put the toys away and get ready for winter. I hope everyone is staying healthy and having fun!

Hi-Line Auto Club

Jim Kralic, Reporters



Vintage and Antique Vehicles Encountered in the West

Following World War Two American automobile manufacturers began to convert their manufacturing from producing various military machinery, aircraft, armament, etc. meeting the demands of the war effort, back to the production of automobiles. One can imagine the challenges of retooling the manufacturing facilities to once again producing automobiles for the public that had gone without a new production automobile since early 1942. The retooling was slow, and most manufacturers built the same car models that came off the production lines in 1941 with little changes through 1948.

During the latter part of the Sec-

ond World War and immediately following, the Ford Motor Company went through the worst period in its history. When founder Henry Ford's son Edsel, the president of Ford, died in 1943, Henry again assumed the presidency. He

was 80 years old and clearly not fit for the job.

He was under the strong influence of Harry Bennett, head of Ford's Service Department (internal company police), an unsavory character intent on gaining the



1947 Ford Coupe Laramie County Wyoming

presidency of Ford by being old Henry's sycophant. While production chief Charles Sorensen, a 40-year Ford veteran and Henry's most loyal employee, was busy keeping war production going, he was losing the internal political war to Bennett.

The U.S. government became so concerned about Ford's chaotic management and its potential impact on war production it released Henry Ford's 26-year old grandson (Edsel's son) from the U.S. Navy to assume control. Old Henry stubbornly clung to the presidency, although the company was really being run by Bennett and Sorensen. In 1945 with the "persuasion" of his wife Clara, and Edsel's widow Eleanor, he reluctantly stepped aside to make way for Henry Ford II.

Henry Ford II began as executive vice-president and became president of Ford in 1945. He had the right instincts; his first administrative act was to fire Bennett. Sorensen had been allowed to drift away during old Henry's dotage.

Under young Henry's leadership, and the outstanding management team he built up, Ford gradually pulled out of the organizational morass that was reportedly losing the company \$10 million per month.

The priority for all auto companies when the war ended in 1945 was to get back into civilian production to satisfy a starving market that had not seen a new car since February 1942. Ford was the fastest, rolling its first 1946 Ford off the assembly line on July 3, 1945. It was presented to U.S.

President Harry Truman.

The 1946, '47 and '48 Fords, slightly warmed over 1942s, carried Ford over until the arrival of its real company-saving, all-new 1949 model.

The Ford Motor Co. had redesigned its 1941 models from the bottom up. The stronger, X-braced frame came from the Mercury, and the bodies were bigger and roomier, thanks in part to a wheelbase increased from 2,845 mm (112 in.) to 2,896 mm (114 in.). But the transverse "buggy spring" suspension and solid front axle were still present, despite rivals Chevrolet and Plymouth both having independent front suspension since 1934.

The 1946s carried over the 1942 styling, the main difference being a horizontal bar grille replacing the vertical bar type.

Under the hoods of 1946 Fords could be found either six- or eight-cylinder engines. By far the most popular was the 3.9-litre (239 cu. in.), 100-horsepower V8 from the Mercury. In Canada, the old 85-horsepower, 3.6-litre (221 cu. in.) V8 was carried on until mid-1946, and the six was not made available.

The Ford six was a 3.7-litre (226 cu in.) 90-horsepower engine that been had introduced in 1941 as a replacement for the small, side-valve, 2.2-litre (136 cu. in.), 60-horsepower V8 that Ford brought out in 1937 as an economy model. The new six had good performance, in contrast to the sluggish V8 60 that had never enjoyed much popularity.

Ford offered a full line of 1946 cars, including a coupe, two-door

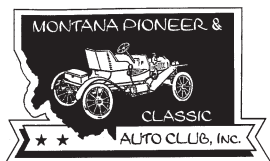
sedan (Ford called it a Tudor), four door sedan (Fordor), convertible coupe and station wagon. They came in two series: Deluxe, and Super Deluxe.

In 1947, Ford added an attractive Sportsman, two-door convertible trimmed in wood, a la Chrysler Town and Country and Nash Suburban. There was also a Mercury version. The Sportsman was a limited production model to generate showroom interest, even though shoppers overwhelmingly ordered the more mundane models.

Despite the Ford V8's vaunted reputation for high performance, those post-war models were not that quick. Road & Track tested a 1947 Ford in its very first issue, June 1947, and reported a zero to 96 km/h (60 mph) time of 21 seconds and top speed of only 131 km/h (81.3 mph).

In comparison, Road & Track (2/'55) plotted 15 years of Chevrolet performance and reported that a 1941 Chevrolet, which wouldn't be much different than a '47, would accelerate to 96 (60) in 18.8 seconds, more than two seconds better than the '47 Ford. The '41 Chev's top speed was 125 km/h (77.8 mph), probably a little slower than a '47 Chev.

Although the post war Fords had lackluster performance, 1930s styling, and antiquated underpinnings, those 1946-'48 Fords developed a reputation as solid, reliable cars. They were replaced in mid-1948 by the new '49 Ford, which was modern in every way.



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: 1917 Model T Ford Depot Hack "Woodie". Runs and drives well, body is an excellent reproduction (from a fine quality Kit), sound and attractive, has a starter, runs on Mag or Battery. All mechanical parts good. Great for Touring or taking kids or friends in parades. \$12,500. Call Dave Cooley at 406-253-7253. Kalispell.

FOR SALE: Original 1930 Model A Murray town sedan. Very good original condition, always stored inside, bought from the original owner in 1966. Body is straight and upholstery is outstanding. It runs very well but needs some brake work and TLC. \$7500. Call Kurt Baltrusch, 868-0735

Trade Winds

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– FOR SALE –



FOR SALE: 1930 Model A Tudor; all original, runs well, new seats, interior needs work. \$8500. Don Beller 406-257-3640 or 406-396-9490 (leave message) email donbeller46@gmail.com Kalispell - Flathead Pioneer Auto Club

Trade Winds

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– FOR SALE –

FOR SALE:

Vehicles:

1925 Ford T Coupe body & parts only with new wood kit not installed, chassis not Included. \$5000

1927 Ford T 2 dr Sudan, new restoration. \$14,000

1931 Ford A, custom built Woodie, B engine, twin X, 30% overdrive, pleasure to drive \$10,000

1931 Model A Ford 160B. Slant window 4 dr body totally dismantled many new parts \$20,000
invested selling price \$15,000

1937 Ford dlx Coupe fresh restoration of good original. \$24,000

1947 Mercury Convertible 2100 miles since complete restoration. \$30,000

1963 Ford Falcon convertible 200 6 cyl 3 speed, new radial tires. \$11,000

1966 Chevrolet C10 1/2 ton Pickup, 283 4 speed, very clean, original owner. \$8000

1973 Ford 3/4 ton with overhead camper 390 engine 63,000 miles, modern wheels, radial tires,
4 speed. \$6,000

Engines:

1966 Chevrolet 283 needs rebuild..... \$300

1959 Ford 213 \$150

1966 Chevrolet 327 heads only. \$200

1972 Ford 360. \$200

1964 Chev 6 cyl 292..... \$200

1941 Chev 6 cyl 217..... \$100

1972 Ford. 390 \$100

1962 Falcon 170 \$150

1966. Mustang 6 cyl rebuilt 250 \$500

1917 Dodge block w/ crank, flywheel/trans. \$100

1928 Buick 6 \$100

1928 Willys Knight w/frame/rad/trans \$200

1923 Model T..... \$400

1927 Model T..... \$600

1928-31 A engines (several) call and inquire

1933-34 Ford Sedan Potter Trunk \$300

cont.

Trade Winds

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– FOR SALE –

FOR SALE cont.:

Parts:

1957 Ford custom rear bumper and guards rechromed	\$200
Trumpet horn rebuilt fits early 30's mopar or GM.	\$125
1935 Studebaker Hubcaps great shape no rust	3 for \$75
Southwind heater with fittings	\$50
Collection of 100 headlight lens \$2000 value sale price \$1000. Selling as a lot	
37-38 Chev taillight assembly #595567 NOS	\$75
1927-28 Dodge Radiator with shell	\$100
5 tires 525-550-17 Garfield whitewall, new	\$500
Huge stock of gaskets (inquire)	

Contact: Harold Olson 206-278-7769 / hbolson48@icloud.com

– WANTED –

WANTED: 1927 Fordor. Randall Vogel, 406-266-3349