

Antique & Classic ❖ TIMES ❖

January 2021

A publication of the Montana Pioneer and Classic Auto Club



SIE SCHINDLER
1938 ~ Nov. 16, 2020

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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Helena Glyn Verzatt
Kalispell..... Dave Cooley
Lewistown Jordon Stilson
Missoula..... Perry Francis
Hi-Line Judy Tempel and 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

It's with great sadness that I mention the passing of Sie Schindler. His dedication & service to the club(s) was extraordinary! I was informed that Sie was secretary for 25 years! Wow! Sadly we've lost too many members, good friends, & great people this last year. We'll miss them all. Our deepest sympathy is extended to family & friends.

Now, 2020 is finally over, and 2021 has to be better right?? (I'm cautiously optimistic.) Hopefully everyone had a great holiday season.

Now is the time to get any tinkering done, as spring will be here before you know it. Due to the lack of elections & current covid conditions/restrictions, there will be no spring board meeting or installation dinner. The roster printing will be delayed to allow more time for dues & updates. Please get them in ASAP if you've not already done so. The spring tour in Great Falls is still tentative, more to follow as more is known.

I'm looking forward to taking the cars for a ride & seeing everyone soon. Until then stay healthy, safe, & happy motoring!

**The Roster is being
Postponed because of
the COVID virus. Some
people are not paying
their dues to see what
happens this year.**

In Memory

Don Leuty

Pat Blade

Sie Schindler

Bob Nitey

Danny McGuire

Ivan Polus

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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Attn: Antique and Classic Times

Thank you for your help!

Club News



EXHAUST

BITTERROOT VALLEY DUSTERS

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

I have procrastinated until nearly the eleventh hour to get this written, and as I have committed to this task, I will submit something. Sometimes, these days, one feels as though one should be committed. To use one of the buzz word expressions of the day, I guess I have COVID fatigue – just tired of masks, looking askance at people who don't/won't wear them, can't visit who we want, can't be visited by them, confined, unsupported by local officials whose job it is to support citizen well-being. It could be worse. We could live in an apartment in a city, no transportation, no way to get away from other people. Okay, off my soapbox.

Our only club activity of this quarter was a nice little drive we took to Lochsa Lodge, Powell, ID, on October 8. It was a bit of a smoky day, but otherwise pretty and pleasant. It turned out to be one of the last good touring days of the season. There were sixteen of us – David Anderson, 1965 Impala; Bill and Kathy Meuchel, 1956 Ford; Ross and Wendy Dutton, chauffeuring his parents, Allan and JoAnn Dutton,

1960 Thunderbird; Dan Dutton, 1973 Camaro; Bob Schumacher and Diane Stenerson, 1969 Buick convertible; Richard Babcock and Joann Hosko, 1952 Chevy; Lee and Shirley Hopkins, Shirley Sorenson, and Arlene Beavers, driving slightly less collectible vehicles. We were fortunate to be able to dine outdoors on a balcony with beautiful surroundings. No bears joined us from the nearby woods, but they could have. The worst thing was a spider that dropped down from the umbrella over our table. I'd almost rather deal with a bear. Almost.

At our meeting that day, we tentatively planned a Thanksgiving dinner/Christmas Party set for December 6. But as the day drew closer, the COVID numbers in Ravalli County climbed rapidly, and both of the venues we could use had been closed due to COVID. It just didn't seem worth the risk to get together. Even though we like to think of ourselves as young-at-heart, most of our hearts aren't so young. Kathy is keeping the ham and turkey she purchased, on ice, just waiting to be cooked when we think it is safe to do so. Maybe we

can have an April 4 Easter feast, or a feed somewhere outdoors. We can only hope.

Rereading through the October TIMES, I acknowledge Stu Coleman and Roger Thomsen, on their abilities to find something interesting about which to write. The Bozeman club always seems to have people working on car-related projects and Stu reports in detail. I know some of our members are quietly working behind the scenes on their cars and parts. But I never seem to know the details of what they do. I often don't know what Dick is up to when he says he's "Going out to the shop." And just as well. The more one knows, the more one is expected to participate. I'm pretty good at writing checks, and I love to travel in reliable vehicles. I think those are good contributions. Then



there are those from the Billings and Model A clubs, who bravely travel in these uncertain times. I would love to eat out and stay somewhere besides home overnight, but just not so confident of those accommodations. In fact, we have often wondered about those many motels/hotels we have stayed in, in better times. We haven't heard of any negative results from the above tours,

so guess they gambled and won. More power to them.

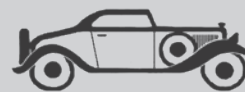
On a sad note, our club lost one of the last of our Charter members, Pat Blade, to COVID, in October. The late Art Blade and Kyle Babcock were the founders of the BVDs, in 1974. Art and Pat were voted as Honorary MPCAC members in 2016. Time marches on.

We hope this Holiday Season finds you all safe and well. We

use those words over and over, but in a time like this, they take on different meaning. We always know deeply down that we don't know the future. These times take away the feeling of control we often think we have. Enjoy as much as you can while you can, and we truly hope to see you in the spring, or at least, by summer.



Bozeman Antique Auto Club



Stu Coleman, Reporter (atascoleman@wispwest.net)

It isn't getting any better, is it? In fact it is getting worse and health officials say we are headed into a especially critical indoor/holiday season. We continue to be held captive to the deadly covid-19 woes. But now is not the time to let our guard down, now that we can see a vaccine on the horizon. Of course we have to let the first responders and health professionals be first in line, those that take care of us, but we senior citizens won't be far behind hopefully. Then maybe we can put 2020 behind us and get back to something like normalcy. Unfortunately, the club has experienced some members falling ill to the disease and several having to be hospitalized.

The Club held a Poker Run on September 19th, but it was dampened with some rain drops. And Tuesday morning breakfasts have continued at our favorite watering hole, the Korner Kafe at Four Corners, but under the watchful eye of Betty the owner-operator, ensuring proper distances are maintained and things are always spic and span. I am thinking we should

make her an honorary member of the Club since she is always in attendance every Tuesday morning!

BAAC did find it safe enough to venture out for a fall outing on October 10th. It started with a gathering at Story Mill Park on Bridger Canyon Drive in Bozeman where everyone maintained a respectable distance but still afforded camaraderie that has been missing. The tour involved 15 people, 7 vintage vehicles and some modern iron (or should I say plastic!) We toured up Bridger Canyon Road to view the fall colors until it changed to the black and gray of the recent fires.

You could see the strategies employed by the firefighters, as large swaths would be burned with islands of green where houses, barns and outbuildings were still standing. Oh there were homes burned for sure, some 28 I think, but the crews did an amazing job to save what they did. Sad but becoming the norm I am afraid.

From Bridger Canyon Drive we turned onto Brackett Creek Road and proceeded over rolling hills which is a nice drive any time of

the year, but especially nice in the fall in an antique vehicle along with like people.

We car people have it better than most methinks, as we hunker down in place. Can you imagine being sequestered in a studio apartment in the heart of New York City! In fact maybe some things that haven't been attended to for years are now getting attention. And one of those cases is John Earls. You see he has been working off and on for years (more off than on by his own admission) and now has turned much of his attention to a 1968 Ford Mustang restoration. Without getting into too much detail, John agreed to restore the car for his sister, who has since passed away, and the project has lingered for 20 plus years. The car was brought into John's care in 1989 and sat.....and sat.....and sat.

John's mother bought the car in 1970 for the sister and so it has a solid family history going back to that year. But sister wasn't too kind on the car and most persons would have said, "too far gone, not

worth the time and money"! So why save it?

The body was riddled with rust and required two replacement front fenders, floor pan (the depressed portions), rockers and the like. The trunk and panel below it had been damaged in a collision. Both bumpers need replacing as well as the gas tank. But why restore a Mustang that far over the hill, because it is a "California Special" that's why, and it says so right on the rear quarter panels. The California Specials were a one year only with a mere 4018 produced out of the San Jose, California assembly plant. And the coupe



*John Earl's 1968 Ford Mustang
California Special*

was the only body type given this treatment. This Special was equipped with the 289 V8 with a two barrel and the C-4 automatic transmission. The Specials also had special treatment of the rear deck, using a fiberglass trunk deck lid and Shelby style tail lights. Actually the tail lamps were borrowed from the 1965 T-Birds albeit without the sequential turn light feature.

John won't go for a repaint of the light yellow exterior color which is decent and to do so is very costly anymore, but it now sports a new headliner and upholstery as well as NOS external trim where needed. The original 289 engine can still pull the car around but is tired and has had some major repairs along the way to keep it running.

John has a fix for that too, as right next to the car in his garage sits a 351 Cleveland. Now if you know anything about John, he is a detail man and everything he works on will be correct and well done. As they say in New Zealand, "Good On You John". I for one would love to see (and hear) that California Special this summer.

BAAC has changed leadership at the top and Erv Hintzpeter will replace Rose Cain as President with the other officers staying the same. Mel Howel will continue as President in Charge of Vice, Bill Dorgan will handle the club's finances and wife Kathy will continue to be Secretary. Yours truly will continue to tickle the computer keys as Times reporter and Karin Ludeman will remain as "Woman That Takes Care of All Details", AKA Girl Friday. We sincerely thank President Rose for her exceptional leadership for the past several years, a job well done indeed.

Our annual Christmas party was held on December 6th at the Korner Kafe with 18 in attendance. Because of the current pandemic and the need to exercise due caution, Betty had a sit-down dinner rather than a buffet style meal. She out-did herself (as she usually does for the club), and had the tables beautifully decorated with red and green tablecloths, candles, and greenery. The club collected food items for the local food bank and a table was set up to receive them.

And Rose, what can you say about this woman's ability to entertain members and to make everyone feel welcome. She had several paper puzzle games and prizes and everyone went home with a bag of nuts, candy and an orange! The door prizes, miniature Christmas trees with battery pow-



Christmas Party at Korner Kafe

ered lights, went to Linda Dean and Ward Thompson.

It is sad to report that BAAC member Bob Nitcy passed away on November 27th. Bob had been fighting cancer for some time. And we also lost a former member that had since moved to Arizona, Danny McGuire. Danny left a few years ago for warmer climes, but when he returned to visit, would always grace us for Tuesday morning get togethers.

I again thank Karin and Rose for providing information on club activities to this reporter for this quarter's contribution to the Times.

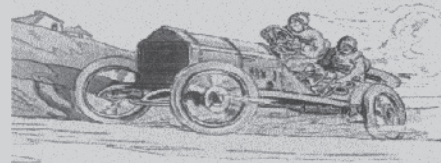
Remember to stay safe and healthy as we are about to get through this thing. We need everyone in 2021 for a great old car year.



*Richard & Karen Vinton displaying
their matching Diamond T jackets*

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



The nasty Covid-19 Virus is still with us, so again, we didn't get much old car stuff done over the last three months. We couldn't gather enough members to make it worthwhile for the Buffalo Hills Golf Club Restaurant to prepare a breakfast for us, so we cancelled our October Breakfast, one of our most important doings where we elect new officers for the year ahead, pay dues, and bid farewell to our snowbird members for the winter. We did still need a meeting, so we met at our regular place, the Flathead Valley Bridge Club Building, at 9:00 AM on Saturday morning October 3rd. At 9:00 AM on that day we had 13 members drinking coffee, eating treats, and getting ready for our meeting.

Shortly after 9:00 AM, President Merry Nelson called the meeting to order. The first order of business was to bring us up to date on our Chapter's proposal that the State Club transmit the Roster and the TIMES to the membership electronically rather than by mailing out hard copies. This would save a lot of money and render the recent large rise in the cost of dues unnecessary. Jeffrey Sweet made a motion that we propose "going electronic" at the next State Club Meeting (April), Dave Russell seconded the motion, and all but one member present voted in favor of it. Your Secretary ran across the electronic version of our October "TIMES" on the Internet. Two things: it's much better than the printed version includ-

ing photographs in COLOR, and it already exists in electronic form on the MPCAC Website. Find it at: http://www.montanapioneerand-classicautoclub.org/wp-content/uploads/2020/10/October-2020_Antique-and-Classic-Times-1.pdf and see for yourself!

I think it was Art Olson who reported on Chuck Covey's grandson, now 16, who is learning how to drive his 2011 "Stick Shift" Subaru and is doing well with it. It's fun to remember the thrill of learning to drive your first car (in my case, also a "Stick Shift" – my Mother's 1953 Plymouth four door "Cranbrook" Sedan - Wow!!).

The next order of Business was to hold our Election of Officers for the 2020-21 Year. Merry, who has served as President for 4 years, wanted to retire, and our Nominating Committee (mostly Dave Russell) proposed Jeffrey Sweet as a willing candidate for the Presidency. The Nomination was seconded, and Jeffrey was elected to be our new President. The other Elected Officers: Vice President Chuck Covey, Secretary Dave Cooley, and Treasurer Bob Smith, were all willing to serve another year and were re-installed by voice vote.

We learned that the State Club has moved their Tours forward one year in order to be able to hold the Tours they had to cancel in 2020 due to the Covid-19 Virus. This means that whatever Tour was scheduled for Spring, 2020, will now be held in the Spring of

2021, and so on forward.

Our member Rob Desch, who is also very active with the Glacier Street Rod Club, invited our members to participate in their annual "Pumpkin Run" on October 10th. He also mentioned that the Street Rod Club especially enjoys meeting at members' Garages, and he suggested we might give some thought to doing that. In the past we have done it only for our May meetings.

We decided that we would skip our usual November Meeting. We also decided we wouldn't hold our traditional early December Holiday Dinner this year, but we would instead hold a regular meeting on December 6th at 2:00 PM at the Flathead Bridge Club Building in Kalispell. We thought it would be fun if those that could and wanted to bring some of their favorite Holiday Treats would do so. This way it would be more of a party, and we could sample the holiday treats of other Members. We also decided to skip our January meeting, but will have our February Meeting at the Bridge Club Building on Sunday February 7th at 2:00 PM.

Since we decided all this, the Covid-19 virus has gained new strength in Montana, and the Governor has placed a 50 person cap on Public Gatherings and a 15 person cap on private gatherings like our Club Meetings. A couple of weeks ago, I called some veteran Members and Officers of the Club to see what they thought

about holding a Meeting. The consensus was that we should go ahead with the meeting, and those who had doubts about exposing themselves to the Virus could stay home. We have several old folks (over 80) and many holders of pre-existing conditions who are particularly vulnerable to Covid-19 and who might not want the exposure to others outside their normal sphere. We're sorry they don't feel comfortable joining us, but we most certainly understand their position, and won't hold it against them.

Six of our hardiest members gathered at the Flathead Bridge Club building in Kalispell at 2:00 PM on Sunday December 6th for our last meeting in this difficult year. Those attending were Leon and Merry Nelson, Jeffrey Sweet, Art Olson, Roxie Ming, and Dave Russell. Your Secretary was un-

able to attend, so former President Merry Nelson filled in as Acting Secretary and took the notes from which these Ramblings are drawn and which indicate that it was a good meeting with good participation from the members attending.

The group discussed the possibilities for Tours this coming Spring and Summer. One thought was that we maybe should check into bed and breakfast possibilities for just a meal on a Tour day. Leon volunteered to get together information for the Plains to Ronan tour from a few years ago. Dave Russell mentioned that a guy in that area has a collection of Gas Pumps, etc., which would be fun to see.

President Jeff Sweet told a story of losing the brakes on his Model A – the moral of the story was not to re-use cotter pins! Art Olson

told about driving a Model T to a parade and losing the brakes. The moral of Art's story was to always hook up an emergency brake, especially on a Model T. Just a note; On a 1,000 mile Model T Tour a friend of mine lost the service brake on his Model T and he finished the day (about 125 miles) using his parking brake, so it can be done!

President Jeffrey Sweet wondered if someone in the Club would be interested in doing a Facebook Page for our Club in hopes of generating more exposure and interest.

Our enthusiastic and always cheerful member Ivan Polus died on December 5th of a Cancer they discovered only about three weeks previously. Ivan was one of the first members of our Flathead Pioneer Auto Club, and we'll miss him.



Capital Carriages

Glyn Verzatt, Reporter (verght@bresnan.net)

Another year just around the corner. 2020 just about over with and no one is going to miss it. Some real hope for a vaccine and from what I read today shots will start very soon.a

We have not had a club function for several months, the last one being held in the open at Memorial Park. Later 8 club members took a drive to Lincoln and had lunch some of us inside the facility the others outside.

I have nothing else to report as the club officers have not told

me of any changes until at least spring. Dues have been collected and it seems we have sustained the number of members from last year's count.

The wife and I had our own family experience with the virus. Our daughter had it and 8 weeks into it was still feeling tired and run down but had been doing okay with all home care. On Friday after Thanksgiving our son in law called and told us he was taking her to the hospital. She was in around 6 days, two surgeries to

install drain tubes in her lungs. She had Pneumonia and some old infection that needed draining.

The good news is that the wife and I survived a serious illness of another sort on her part and today we are able to say we have been married for 68 years and still speak to each other.

No news from any one on projects or how they are coping with things so with that I am signing off until April at which time I am hoping to have some news to report.



Goggles & Dusters

Roger Thomsen, Reporter

The story for the past three months is mostly spelled COVID. Many of the normal events have been cancelled. Goggles & Dusters has held some meetings at the Elks Club. Food and drink has been available but attendance has been greatly reduced. We're looking forward to a better 2021 year.



*Roger Thomsen bought Al Jenkins
1940 Mercury 4 dr convertible*



*Jerry & Bobbie Koch in front of the Model A
they bought from another MPCAC member*



They are still out there - and For Sale

Some of our hardy souls have taken advantage of the great Fall weather by driving our old cars out for lunch. Can't let them rest too long.

After Al Jenkin's death several of our members helped to disburse the contents of his shop and garage. Al had accumulated lots of spare parts, tools specific to the old Fords, books, and lots of automotive related items. All car club members were invited to a Saturday morning dispersal sale with very attractive pricing. Once everyone had what they wanted, the remainder was purchased by a car club member. Al's cars had been left to his children. Most of them decided not to keep the cars and they have been sold. I was lucky enough to be able to purchase his 1940 Mercury convertible sedan (4 door convertible).

Club members have been tinkering with the old cars. I'm not aware of any major projects. Bobby Fedric has been going through the 1940 Ford convertible he bought from Al Jenkin's son. Brakes, oil, tires – seems like here is always something to work on. Jerry Koch continues to work on the 1929 Ford Model A Sedan he bought from a club member in Kalispell.

Greg Childs attempted to convert the clutch on his 1948 Hudson from a wet clutch to a dry clutch. After limited success he did add back some oil – now it works reasonably well. At least it is better than before.

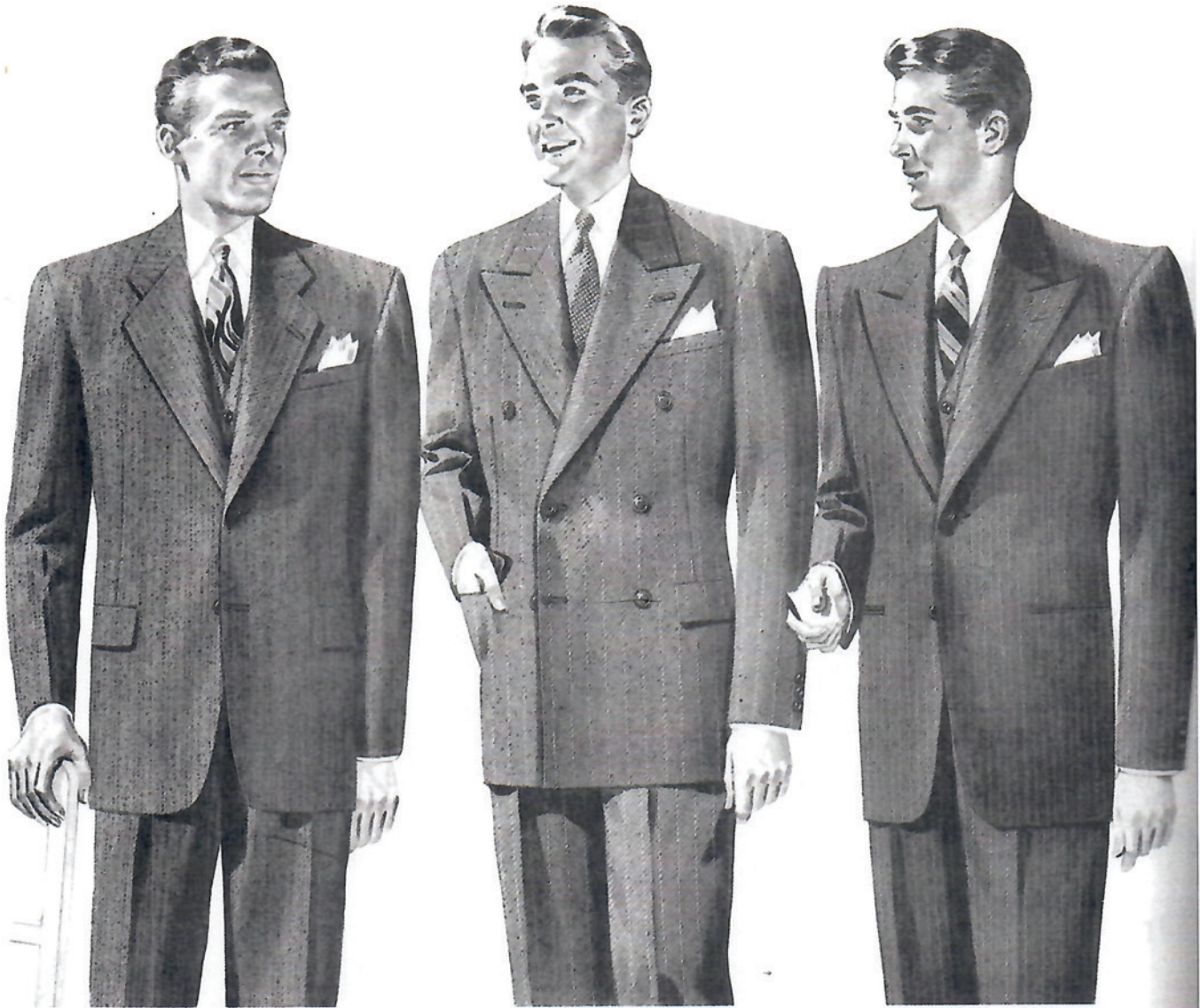
Larry Malmstrom has been working over Sue O'Donnell's 1930 Model A sedan. There was lots of deferred maintenance requiring attention. Last I heard Larry had solved most of the problems – the carburetor being the last item needing attention.

Neil and Vivian Schlaeppli sold their 1915 Overland to a local old car guy. He is delighted to have the Overland and we will see it driving around town. Schlaeppis had owned the Overland for 42 years. They are happy to see it go to a good home.

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



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Kerrybrooke
FASHIONS



Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



We hope everyone had a Merry Christmas and that you are all looking forward to a better New Year with some return to normalcy. We are looking forward to being able to congregate as we miss seeing all of the old car group.

Carol Rustad was diagnosed with cancer in October and had successful chemo treatment. She was scheduled to have surgery in Billings in mid-November but both her and Mel came up COVID positive so that was delayed until December 17. She was not affected but Mel had a slight case. Her surgery was successful and she has had a good prognosis. She will undergo additional chemo in January.

COVID has also struck other members. Ray Leonhardt spent considerable time in the hospital but with oxygen and treatment is doing better, and hopes to be back to normal by July. Other members have also had it with milder cases.

We are hoping to hold the spring tour in Great Falls in June but only time will tell. There will be more information in the next issue of the Times.

Fritz continues to work on his 1931 Cadillac and I suspect that car will appear on a Model T tour once we get back to normal. While somewhat newer than Ts, it is amazing how more intricate it is. In jest, I think that the rear

axle weighs as much as a whole Model T!

Mike McGeorge is also working on his Model T and it is coming along well. The running gear is finished and the body is back on. John Rummel had bought this car some time ago as a supposed all original car, which it was, but it needed a restoration, and John traded it to Mike for work done on John's 50's Ford convertible. Mike hopes to have it ready to tour this summer.

Sue Smith's 55 T-Bird has a long history of issues and after three starters, different batteries, and much work by many, the guys at Fritz's converted it to 12V and that has made quite a difference which they hope will cure the problems. There was good reason that the industry went to 12V in 1956 and as time goes on, good 6V components are getting harder to find.

Along those lines, Mary Seelmeyer had an electric fuel pump put in her Mercury. I have used electric pumps on my newer old cars and have a prime switch installed so that I can fill up the carburetors with fuel and get instant starts even after the cars have been idle for long periods.

While we often struggle with what "improvements" we make on old cars, I think that anything that keeps the cars on the road is good. I also have deep appreciation for those who can restore

their cars to 100% original condition as that is often very difficult.

Marcy Duffner had told me about a widow friend who had a Model A that she needed to sell, and what I found was a mostly original 1930 Murray Town Sedan in very original condition. Her husband had owned it since 1966 and had rebuilt the engine and done some other work, but most of it was still as built at the factory. It was easy to get running and the engine was tight. The interior was in especially good condition, and it would be a good car to clean up and use as is. After trying to sell it locally, the Ford dealer in the widow's home town in Iowa heard about the car and bought it and intends to restore it and use it in his business.

Charlie Aron has interrupted the work on his 50s Buick convertible to build an addition to his garage. He says that this was a bad time to build as COVID drove up material costs, especially OSB panel, which tripled in price. Charlie is multi-talented at whatever he does, and the garage looks great. He has two other car projects to get back to – helping his son restore an MGA and his daughter install a Subaru engine in her VW van.

Remember to pay your dues as soon as possible! We hope to see you all in 2021!



Central Montana Trail Dusters

Jordan Stilson, Reporter

The Central MT Traildusters met last in October at Larry and Kathi Carrell's. The Carrell's had a large collection of Mustangs and Cougars that are being sold in the Mecum Auto Auction in January of 2021 in Kissimmee, FL. The collection will be missed, but we look forward to the next projects that Larry will bring in to work on.

The club normally has a Christmas party in December, but with the large spike of Covid in Fergus County in the last few months we decided to cancel the party. The Kiwanis toy drive is something the club participates in every year and this year was no exception. Thanks to all the folks that help create a special Christmas for those less privileged kids. The Lewistown Chamber of Commerce did extend an invitation to bring cars to the Christmas Stroll. Santa



Santa in Stilson's 1964 Ford

rode in the back of Dan and Sherry Stilson's 1964 Ford F100 which was the highlight of the parade for sure. Dale and Kathy Longfellow brought out their 1946 Chevy coupe and joined in the parade as well. Most other people already had their cars put away for the winter.

One of the

founding members of the Central MT Trail Dusters and an active member of the Montana Pioneer and Classic Auto Club, passed away in November. Sie Schindler will be greatly missed in so many ways.



Sie Schindler's 1968 Impala

We look forward to a new year and hope that we can meet again in person for our next meeting in April. Have a good winter and be safe.



Dale & Kathy Longfellow's 1946 Chevy Coupe in the Christmas Parade



Missoula Hellgate Auto Club

Perry Francis, Reporter

Well, we can summarize the abbreviated year 2020 in one short paragraph. In January and February it was business as usual with our winter pot lucks and planning for a great summer. Then the pandemic struck and we cancelled everything until June when we had an outdoor meeting, picnic and tour at Traveler's Rest State Park (Lewis and Clark) in Lolo. Then in August we had an outdoor ice cream social meeting and then a poker run cruise around Flathead Lake. In September we had a nursing home tour and an aborted attempt to participate in the Montana Car Club Expo, aka the Mall Car Show (more on that below). Everything else was cancelled, i.e. meetings, tours and regrettably our Christmas party. Some members did, however, stay fairly active participating in non-club car activities.

The much anticipated Missoula Mall Car Show, postponed from April, was rescheduled and held on the weekend of September 26-27. The Hellgate club entered six cars: 1954 Ford pickup (Michelle Lieby); 1968 Corvette (Harley Jones); 1959 Corvette (Doug Ruffato); 1975 GMC Sprint (Tony Sietz); 1966 Corvair Corsa (Dave McIntosh); and a 1952 MGTD (Frank Wryn). All went well on Saturday, but overnight and early Sunday morning a major problem occurred. A Toyota hybrid had been left Saturday night with the battery plugged in and it caught fire causing major damage to the car. The fire department responded and along with the mall's sprinkler system a lot of water was dumped. Damage from the water and fire caused the mall to be shut down all of Sunday and damage was done to the mall

floor where the Toyota had been parked. The show was cancelled and all cars were removed from the mall Sunday morning. Fortunately, no other cars were damaged although some got very wet. Because of the fire and for other reasons we believe that there will be no future mall car shows.

Regretfully, we have to report that Sam Johnson passed away in September. Sam was a past president and one of the pillars of our club and also one of the most long tenured members. We will miss him and his nice collection of Oldsmobiles.

By April 2021 when the next issue of the Times comes out we hope to have deleted the lost year of 2020 and have a nice plan for state and local tours, car shows, meetings and all the other events that we enjoy. See you then.



Vintage d' Fenders

Joni Ehman, Reporter

Hello everyone! I hope you all have been staying safe and healthy.

We had a wonderful dinner out in October. We went to Sparky's Garage and our turnout was really good. There was lots of laughter and happy conversations.

With the Covid-19 numbers rising we decided not to have a

meeting in November.

Our December meeting was a nice night out at Barkley's II. The turnout was a little small but it was still filled with great food, conversations, and memories.

We would like to send our condolences to the Leuty family. On December 1st we lost Don Leuty, a long-time member,

friend, and past president of the Vintage D'Fenders.

As we get ready to ring in the new year we are hoping to see some of the wonderful faces of friends that have hunkered down and did all they could do to stay healthy.

Merry Christmas and Happy New Year!

Hi-Line Auto Club

Judy Tempel and Jim Kralic, Reporters



Sometimes the great article is the “real story”. Hi-Line Car club has several serious car buffs and antique vehicle enthusiasts. Many projects - in various stages - sit in workshops and garages awaiting the “real story”. Our meetings include many “Where are you with the ???, Did you find the fender? What about the interior? And sometimes...just sometimes there is the finished project to share and enjoy! This is just one of those finished project-“real story” articles!

Fred and Elva Elling, longtime Car club members shared the following:

1954 was a good year in the north Joplin country so Paul Johnson bought his first new pickup. It was

a 1954 short wheel base, 3 speed overdrive to be used mostly to go from the town of Joplin to his farm 20 miles north. It was purchased from the IHC dealer in Joplin.

As time went on he passed away and his son took over the use of the pickup and his brother in law repainted and took the dents out, now it looked like new again, as time went on it went down the ladder from town to farm to become a fuel wagon, then a rock picking vehicle, then it was getting tired and old... was backed against the fence for 40 years, Paul's daughter thought it might make a nice pickup

for a grandson so her husband spent 3 years rebuilding and restoring it. Turned out good, the grandson was thrilled with it and her husband just got tired! The pickup will be staying in the same family.

Please enjoy these pictures - as we did - of the finished project.



Vintage and Antique Vehicles Encountered in the West

Mercury underwent its most extensive redesign in a decade for 1957 and for the first time since 1940 did not share body shells with Ford. Dubbed “Dream Car Design”, the new Mercs had flamboyant styling on a wheelbase stretched three inches to 122 inches. Also new for 1957 Mercury built a series of automobiles named to commemorate the creation of the Interstate Highway System and thus the Turnpike Cruiser was born and was marketed as the flagship Mercury model line, slotted above the Montclair.

In total, 23,268 examples of the Turnpike Cruiser were produced over two years. For 1959, Mercury discontinued the Turnpike Cruiser, phasing its content into the Park Lane product line.

While sharing much of its body with the Montclair, the Turnpike Cruiser was distinguished by several exterior design features. Although not legalized across the entire United States until 1958, quad headlamps were fitted as standard equipment (the only 1957 Mercury to do so, as well as one of very few cars from that

year to be equipped as such); for states that still allowed the use of single headlights only, the Turnpike Cruiser also used the then-standard singles setup. In place of contrasting paint, the scalloped tailfins were gold-anodized. Distinguished by its retractable “Breezeway” rear window, the Turnpike Cruiser received a separate roofline, along with a windshield curving into the roof; the windshield was among the first to use tint to reduce solar glare. As a consequence of the compound-curve design of the wind-



1957 Mercury Turnpike Cruiser Convertible Ford Dealership Cheyenne Wyoming

shield, Mercury added rooftop ventilation intakes to the Turnpike Cruiser to cover a body seam (in a secondary function, each intake also housed a radio antenna). Coupled with the retractable rear window, the Turnpike Cruiser was among the first cars to offer flow-through ventilation; air conditioning and power side windows were an additional cost options. For 1958, the Turnpike Cruiser adapted the styling changes of the Montclair and Monterey, shifting the grilles into the front bumper. The rear fascia incorporated multiple changes, as the gold-anodized trim was removed from the scalloped fins; "rocket-style" taillamps were added. To distinguish the model line from the Montclair (and Park Lane), the Turnpike Cruiser was given gold trim for its badging (including the Mercury "M" grille badge).

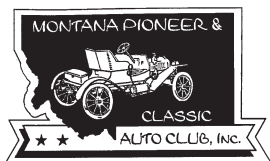
The interior of the Turnpike Cruiser offered several features

distinct from other Mercury sedans. To aid forward visibility, a flat-top deep-dish steering wheel was fitted (to match the curve of the instrument panel). Alongside a tachometer ("to measure engine efficiency"), the instrument panel was fitted with a clock to calculate average speed and a trip odometer (effectively, a trip computer). One of the first memory seats, "Seat-O-Matic" was programmable and moved down and back when the ignition was off. Another unique feature dubbed the "Automatic Chassis Lubrication System" allowed for chassis lubrication operated by a push button on the dash. While not equipped with cruise control, in 1958, the Turnpike Cruiser (alongside all Mercurys) was introduced with a programmable speed warning, setting off a warning if a preset speed was exceeded.

The Turnpike Cruiser standardized several Mercury safety fea-

tures, including a padded dashboard (and dashboard gauges), a deep-dish flat-top steering wheel, and safety door locks; seatbelts were optional, alongside a safety harness for children. Nearly 10 years before their introduction, the design of the taillamps performed as side marker lamps.

During the 1957 model year, a convertible (called the Convertible Cruiser) was offered on a limited basis, serving as one of the first replica pace cars. The 4,125 pound Convertible Cruiser was fitted with a new 368 cubic inch motor, a four-barrel carburetor, dual exhaust and 9.75:1 compression ratio. It was rated at 290 bhp at 4600 RPM and 405 foot pounds of torque at 2800 RPM. A plaque on the right rocker arm cover identified it as a "Turnpike Cruiser Engine." The Cruisers used a Merc-O-Matic automatic transmission with a, new for 1957 Keyboard Control Panel. This Convertible Cruiser was one of only 1,265 Turnpike Cruisers built and carried a list price of \$4,103. All Convertible Cruisers were offered in Sun Glitter yellow and were fitted with the optional continental tire kit and illuminated trunk ornament. Somewhere between 700 and 1000 of those (or all of those since there are no exact records) came with Pace Car Applique Kits if you so opted to dress your car up like the original one that appeared at Indy. Some dealers did so to attract attention at their stores while others thought it to "garish" to drive down the elm-lined streets in 1957 suburbia looking like they should be in a Sal Mineo film.



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.

Happy New Year!