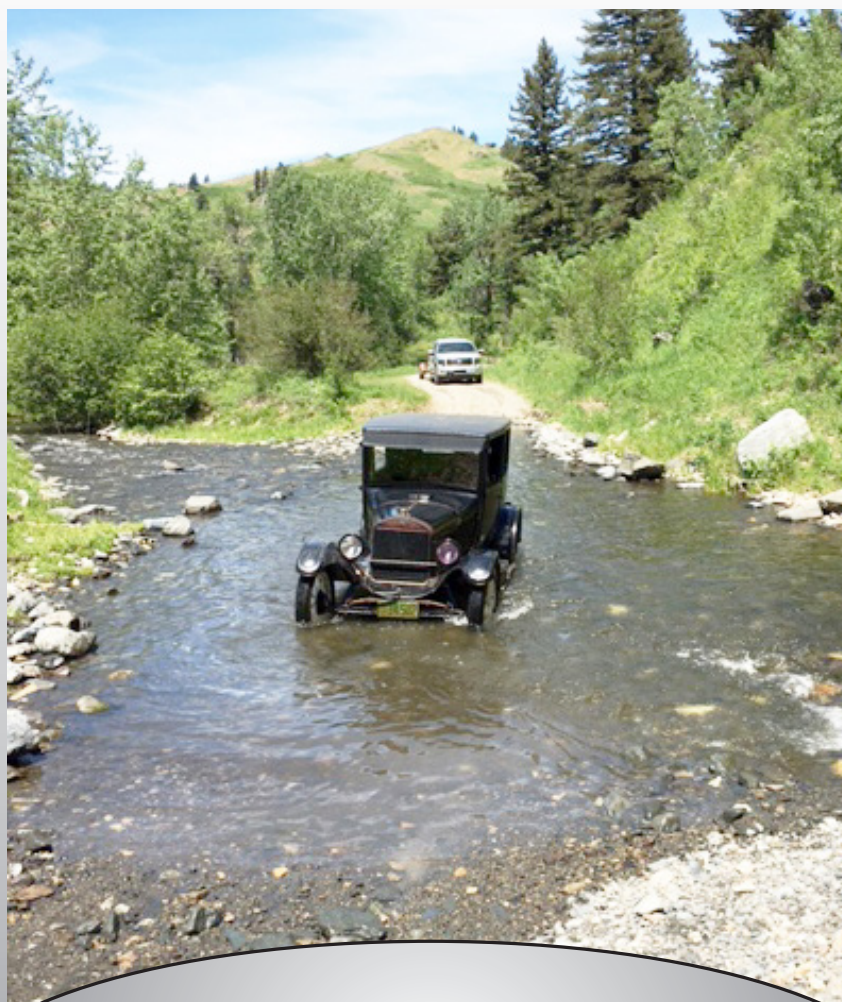


Antique & Classic ❖ TIMES ❖



**Vintage d'Fenders member Dean Hersey
crosses Upper Highwood Creek on a
Model T tour this spring.**

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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Kalispell..... Dave Cooley
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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



Sie Schindler, the longtime secretary of the Montana Pioneer and Classic Auto Club, was honored during the 4th of July parade in Lewistown. The parade down Main Street featured a variety of antique and classic cars, including several from the Central Montana Trail Dusters. There was also a car show in the park following the parade.



In Memory
Bob Smith
Evelyn Featherston

EDITOR'S NOTE

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

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

January Issue: Dec. 20th

April Issue: March 20th

July Issue: June 20th

October Issue: Sept. 20th

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

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

publisher@lewistownnews.com.

We will send a confirmation email when we receive it.

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

P.O. Box 900

Lewistown, MT 59457

Attn: Antique and Classic Times

Thank you for your help!

2021 MPCAC SUMMER TOUR

September 10-12, 2021 Great Falls, Montana

Tour Headquarters: Heritage Inn-1700 Fox Farm Road

Driver _____

Passenger Name _____

Driver's Address _____

Local Club _____

Phones _____ email _____

Vehicle Make _____ Model _____ Year _____

Insurance Carrier _____ Policy Number _____



Registration Fees

Number of Adults _____ @\$90 each \$ _____

Number under 12 years _____ @\$40 each \$ _____

Late Registration after August 15th _____ @\$10 each \$ _____

Total Enclosed \$ _____

Please make check and mail to the Skunk Wagon Car Club c/o Bill Caffyn, 2515 4th Ave. So. Great Falls, Mt. 59405

Are you planning to have your car judged? Yes___ Are you willing to judge cars? Yes___ No___

Are you planning to have a costume judged? Yes___ Are you willing to judge costumes? Yes___ No___

Miles driven to tour _____ Year of vehicle driven _____

Cars must complete Saturday Tour to be eligible.

Banquet Choice: Beef _____ Chicken _____ Special Diet _____

The Skunk Wagon Club will not be held Liable for any loss sustained nor can it be named in any judgment or suit. I affirm that my possessions are covered by all necessary property and liability insurance.

Applicant's Signature _____ Date _____

MONTANA PIONEER & CLASSIC AUTO CLUB SUMMER TOUR

Presented by the Skunk Wagon Club

SEPTEMBER 10-12, 2021

Tour Headquarters: Heritage Inn

1700 Fox Farm Rd. Great Falls, MT. 59404

Motel Accommodations

Heritage Inn: 406-761-1900

1700 Fox Farm Rd.

A block of rooms have been reserved till August 25th. Mention the Skunk Wagon Club.

Motel 6: 406-453-1602

2 Treasure State Dr.

Crystal Inn: 406-727-7878

3701- 31st ST. SW

Dicks RV Park: 406- 452-0333

1403 11 St SW

Tour Contacts

Bill Caffyn: 406-452-5789

Kurt Baltrusch: 406-868-0735

Carol Rustad: 406-217-1717



Montana Pioneer & Classic Auto Club Summer Tour

Presented by the Skunk Wagon Club

September 10-12, 2021 Great Falls, MT.

Tour Headquarters: Heritage Inn-1700 Fox Farm Road, Great Falls, Mt.

Friday, September 10th

3:00-5:00 PM	Registration	Heritage Inn
6:00 PM	Evening Meal	Moose Lodge (Black Eagle)
7:30 PM	Costume Judging	Moose Lodge
8:00 PM	Director's Meeting	Moose Lodge

Saturday, September 11th

Breakfast on Your Own

8:00 AM	Car judging and Late Registration	Heritage Inn
9:30 AM	Line up for tour	
10:30 AM	Tour of Fort Shaw	Fort Shaw
12:30 PM	Lunch and Fun Costume Judging	Fort Shaw
1:30 PM	JC Adams Stone Barn	Sun River

Free time to follow

5:30-6:30 PM	Social Hour	Heritage Inn
6:30 PM	Awards Banquet	Heritage Inn

Sunday, September 12th

8:30 AM	Breakfast and General Meeting	Heritage Inn
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Adjournment and Farewell

Thank you for coming and have a safe trip home.

Club News



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

Here we are, well into June, with a dusting of fresh snow on the Bitterroot Mountains and temperatures predicted in the 90s in a couple of days. Could this be climate change?

Slowly emerging from COVID, we decided the best way to get out without getting too cozy with other people was to take a couple of drives. On April 18, eleven adventuresome souls in seven vehicles headed north toward Lincoln. Initially, we had planned to go only as far as the junction to Helmville, but then it was suggested that we visit the outdoor Blackfoot Pathways Sculpture in the Wild, just east of Lincoln. We drove into town and found a nice place to lay out our picnic lunches at Hooper Park. Almost immediately, a cold wind came up and dark clouds rolled in. For those of you who live east of the Divide, this may seem business

as usual, but we banana belt Montanans aren't so used to that. And yes, I know Lincoln is west of the Divide, but it might as well not be. Quickest lunch, shortest meeting we have ever had, before everything blew away. Then, crazy as we were, we stayed out in the cold and wind to explore the sculptures. I was looking for a particular one, by a now-deceased acquaintance, and of course, it was in the farthest corner. Having traversed MT 200 going, we returned home via MT 141 and 271 to I 90. Attending were Ross and Wendy, and Dan Dutton, Bill and Kathy Meuchel, Bob Schumacher and Diane Stenerson, Dick Babcock and Joann Hosko, Boyd Cobb, and Arlene Beavers and



her pup. The next morning, we had 9+/- inches of snow on the ground, here, at home, so we still lucked out.

For May, we planned another outing, this time to Deer Lodge, to visit the Old Prison Museums, which were scheduled to be open by the middle of the month. We chose May 16, but then as the day neared, the weather forecasts were for snow on the passes. Several phone calls later, the date was changed to May 23, which was fortuitous, because it snowed and rained on the sixteenth. May 23 was a beautiful spring day for a drive. The attendees were the same suspects as above, minus Arlene and pup, but plus Shirley Sorenson, and David Ross and Lori Vanderlinden, and a different dog. We stopped for brunch at Big Hole Crossing/Fetty's Restaurant in Wisdom, then on to near Wise River, across MT 569 to near An-



aconda, and followed the back roads into Deer Lodge. After a couple of hours at the museums, and a little antiquing by a few of us, we retraced our miles back home. It was a long day, and mechanically uneventful, which is good.

June 13 saw fifteen gather for a very late 2 PM brunch/meeting.

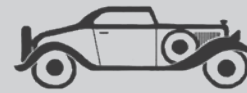
Bill and Kathy Meuchel hosted at their home, always a nice place to gather in the summer, with lots of shade, lawn, and beautiful flowers making a nearly-90 degree day bearable. Bill grilled sausages, bacon and ham, which was added to scrambled eggs and pancakes. Shirley Sorenson was unable to attend, but dropped off

some delicious strawberry and rhubarb preserves, great on the pancakes. We planned a July 21 drive to the Gates of the Mountains, for our next adventure. We will let you know how that turns out, in the next issue of the TIMES.

We hope to see you somewhere this year. Take care.



Bozeman Antique Auto Club



Stu Coleman

When last we talked which was the fall quarter (my great thanks to Karin Ludeman for addressing this column in my self imposed sequestering against the Covid-19 virus), I recounted a tale of the 1968 California Special Mustang that John Earls was working on. Now I find it necessary to relay to you another story involving another John and another Mustang.

Now if you know me, I love old cars and trucks, but find myself mechanically challenged and constantly in need of seeking professional help (for the cars and trucks.....not me). In fact the Tuesday morning breakfasts are really a confab for technical advice on this or that and I usually bring a list of questions to be answered to the get together.

Well, I was in one of those places and having trouble rerouting the master cylinder plumbing of the 1948 Hudson coupe after deciding to discard the hill-holder devise that was on it. So I gave John DeVries a call and went over to his garage and sure enough

he solved my problem. But, there in his garage was a 1970 Mach 1 Mustang in brilliant orange paint with black striping decals! Whoa said I, did you buy a Mustang?

No was the answer, as the car belongs to John's son, Mike and he had gotten it back from a restoration shop in Colorado. Much like John Earl's '68 car, this one had a ton of rust including trunk and floor boards and it was quite a project. The shop did an admirable job on it, but it was what they didn't do that bothered John!

He had Mike drop the car off and he looked it over as well as doing some upgrades mechanically.

John reminds me of the two brothers that run Kanthers in New Jersey that specialize in Packard parts. Their motto is "Do it once

and Do it right". That is John in a nutshell. He replaced the cast iron intake manifold on the Cleveland 351ci engine with an aluminum one and a rebuilt performance four barrel. He replaced pistons and rings leaving the bottom end in place. But then he got to looking at the body shop's work. Hmm, left bolts in the rear bumper loose, the grille didn't have all the bolts in it, the dash that had been removed while painting was missing several bolts, and on and on. So John basically went



John DeVries son's 1970 Ford Mach 1 Mustang

through the whole car replacing, tightening, and smoothing out a rather rough treatment given to the car after painting.

Did I mention he changed the dash instruments to the white background ones and installed a five speed transmission, and oh yeah, added those bright halogen headlights to the front end.

Some wise man (disclosure: It wasn't me) once said, "They are only original once!" And that is the way Marty Westland likes to keep them. He showed up for breakfast the other morning in a 1966 or maybe it was a 1967, VW Bug that only a hippie could love. And then when the club toured to Manhattan to have lunch at the Garden Cafe in the downtown part of town, he drove a 1965 Chevrolet 4-door station wagon with a "gold-like" sort of paint with lots of patina showing through. But beaters these are not, because they are mechanically sound and worthy of a road trip to New York! Take the Chevy for instance, Marty rebuilt the 327 small block and it runs like a top. It is hooked to a powerglide two speed and provides him with reliable transportation in an original vehicle!

Bill and Madonna almost made stardom in a movie being made in Bozeman recently. Well not really, but their car almost did. Seems the producers of said movie needed a yellow convertible and the Yuill's have a 1977 MGB that fit the bill. Remember that is the MG their sons squeezed a speed equipment enhanced Chevrolet V6 in. But it was not to be, as no one on the set could drive the car!

Oh well their loss! Incidentally, I ask Bill how the car runs and he said it is scary how fast it is!

And a little bit of work has gotten done here at the Hornet's Nest, with the 1960 Studebaker 259 V8 now snugly bolted into the 1959 2-door station wagon where a flathead 6 cylinder used to reside, a new aftermarket "under-the-floor" dual brake system and a set of dual exhausts on the 1934 Terraplane 2-door sedan and even some brake work on the 1965 Plymouth Barracuda. But now the garden and lawn season is upon us.....oh me, oh my.

The brake lines on the Barracuda were in bad shape and if you have ever bought straight lines from your friendly parts jobber and then tried to make them look like factory lines.....forget it! Thanks to John Earls, he told me about a place called Inline Tube and a call to them produced all the exact factory spec lines. These lines have all the correct ends on them as well. Well worth the \$141.00 plus shipping methinks.

Ray D'Ardenne used some of his year long covid down time to shop for more Corvettes. That makes a total of six of American's sports cars now and one of them he calls his "everyday driver" a 1996. The 1962 XKE Jaguar had to go to make room for the additional Corvettes, but he retained that very fine 1953 Austin Healey.

It was a snowy and cooler April day on a Saturday when the club met at the Hintzpeters in Gallatin Canyon south of Bozeman. Plans were to bring chairs and meet outside, but the weather said, bet-

ter meet inside instead. Although most of the snow had melted by meeting time (the Cases said they had 8" of it piled on a picnic table that morning), it was a nice get together. But the highlight of my visit was when Erv took me down two levels to the basement garage and his 1949 Packard sedan hidden among the garage things. I can't recall whether it was a Super or a Custom, but it was the long wheel base and not the shorter Eight series. It was dark blue and very original and Erv said he bought it for \$200 these many years ago and drove it through his school days. It was graced by the Cormorant hood ornament which has to be one of the more spectacular hood ornamentations of the industry.

And the club said good bye to one of their own as Joanne Nitcy announced that she was moving to Lake Dallas, Texas to be closer to her daughter and grand daughter. Lake Dallas is north of Dallas and she will retain Bob's 1955 Chevy pick up in the family. She parted with their 1977 Corvette to a local young man that was oh so pleased to be the new owner and a first time Corvette owner.

The buzz around Montana (and elsewhere as well) in May was the L. Matterson Estate Auction 22 miles north of the small town of Galata. Mr. Matterson lived up on the High Line, and maybe you knew him or at least about his vast collection of cars, trucks, and oil and gas cans. Stan Howe of Frontline Auction handled the sale. It was done on the internet as well, which is sure not my "cup of tea" but then I am old hat too,

as well as in person. Several members of the club attended to wit: Joe Ashley, the Vintons, Richard and Karen, and yours truly. Viewing was the 14th with the auction the next day from 10:00 AM till everything was sold (we left at 8:30 PM and it was still going strong).

What an array of “things” there were and what prices!!! Now Joe is an accomplished collector of vintage oil and gas signs and I considered him an expert in the field. He was prepared to bid \$3500 for a “Northern Power” gas sign and it sold for \$14,000! A Husky 5 gallon can of grease sold for \$400, and a damaged “Nash Sales and Service” sign I was interested in, for \$1400.

And the vehicles, Wow! A 1950 Hudson 4 door sedan (a #4 plus at best) for \$6100 and a pile of sheet metal once resembling a 1939 Packard 120 convertible coupe for \$7,000. After a Diamond T dual wheel stake body in decent but in unrestored shape, sold for \$13,000, Richard turned to me and said, “I have been pricing my Diamond Ts too low!” I don’t know, was it pent up covid isolation and buyers were turned free to spend that unspent money that caused the prices to soar, but the family of Leonard Matterson had to be elated with the results of the sale. I was glad to see friend and fellow Packard aficionado, Dick Dohrman of Great Falls, come away with the very straight, solid and original 1947 Packard Clipper sedan. For me, the post war Clipper with the full rear wheel cut outs was an impressive car indeed. It will receive the care it



The Brain Trust at Erv's garage trying to solve the 1964 Riviera's heating problem.

deserves with Dick and as Hager-ty Antique Insurance says. “Buy What You love”. Unfortunately a tragic after note to the auction was the passing of Stan Howe shortly after the sale.

Speaking of pent up covid frustrations, the car shows and tours once more abound in Montana and BAAC has certainly roared back into the fray. On June 12th the Club met at Erv's Four Corners garage for a tour to Twin Bridges and a picnic lunch on the banks of the Big Hole river. Unfortunately the trip was not uneventful for two members. Ray D'Ardenne was driving his 1996 Corvette when he suffered a “road alligator” attack from a truck going the other way. Right as Ray was abreast of the truck a tire blew and part of the carcass hit his car. Thankfully it just marked the side and that polished out.

Stu and Jeanne Coleman's problem was more serious with the 1964 Buick Riviera. The radiator boiled over before reaching Erv's garage, but with that much expertise waiting in the parking lot, the heavy money was on a faulty thermostat. With tools furnished by Tom Crystal, the thermostat

was removed and things seemed better. Erv furnished two gallon cans of water, just in case, and the tour commenced toward Twin bridges. But alas, it was not to be for the Riviera and the Colemans turned back at Whitehall and limped home with numerous stops to replenish the radiator. Oh me, Oh my, bad leak, head gasket, plugged block, only time.....and money will tell.

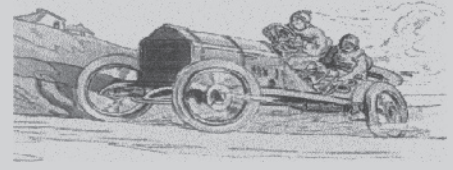
Lastly I received a nice note from Dwight (“Dewey” as we all know him) Adams, and he has changed residences. Formerly at Aspen Point in Bozeman, He is now in Helena at Touchmark and close to son Charlie and his wife Marianne. He sent me a great photo of he and Lois in front of their 1934 Ford 2 door sedan that he bought with service pay when he mustered out. Unfortunately the copy is of poor quality or you can bet your money I would have submitted it to the Times. If in Helena drop in on him to visit, I know Jeanne and I will.

And on a get well note, member Ward Thompson in Ennis recently slipped while exiting a truck and broke his leg. But Ward always does things in a big way and this was true with the break! It was the big upper leg bone just below the hip and required screws and pins to make it right. He is under the care of his Butte doctor and a full recovery is expected.

Remember to be careful out there and keep your hands on the wheel and your eyes on the road.

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



It was a pretty chilly early Spring day on April 11th with clear crisp air and frequent spells of sunshine when 8 stalwart members of our Club gathered for our April Meeting. The experiment to see whether anyone would bring goodies to have with our coffee ended in failure in spite of the splendid results witnessed at our last meeting when 5 of the seven attendees brought treats.

At about 2:00 PM President Jeffrey Sweet called the meeting to order and requested that Secretary Dave Cooley read the minutes of the last meeting. He did so, and took the liberty of making a few announcements including the following: Gardner's Auction will be selling some interesting old cars this week. He also had applications for space at the GSRA's Swap Meet (This year on May 22nd and 23rd at Olson's Pioneer Park), and confirmation that Mark Nelson is planning to host the Nelsons' Potluck Picnic at Finley point on May 23rd. Dave also read Bob Smith's Treasurer's Report.

Duane Markuson said that on May 15th Stan Howe of Helena ("Front Range Auctioneers") will be hosting an auction of the estate of Leonard Matteson (25 miles North of Galata) which includes a number of antique cars and trucks.

Duane also said that he and Patty are looking forward to host-

ing our May meeting at their new improved garage. At 2:00 PM on Sunday May 2nd we will gather at their Garage. Merry Nelson and John Barr volunteered to bring treats to have with our coffee.

There was much discussion about the future of our club brought about by the poor attendance at our last two meetings (7 and 8 members), and the fact that we have only 27 Dues paying Memberships, several of which are in their 80's, and few of which are interested in putting on State Tours. Few members want to withdraw from the state Club, but few are pleased to pay the new higher State Club Dues. We are hopeful and are anticipating that our attendance will improve when we get into warmer weather and can go on mini-tours with our cars. We hope that delivering the State Club Publications by the Internet as well as the resulting reduced Dues will be met favorably by the membership.

Perhaps at our meeting on May 2nd we can settle on some interesting Club mini-tours to take this Summer. We have lots of good ideas including the Stonehenge Aircraft Museum in Fortine, Mr. Schabert's antique car collection by Ashley Lake, Hot Springs, Camas Prairie and Dixon, tours of members' garages, etc. etc.

Your Secretary returned from our Chapter Meeting of May 2nd, 2021, and I wanted to pass on

the encouraging message I came away with. The meeting was hosted by Duane and Patti Markuson at their recently completed garage at their home in Whitefish. There was a lot to be happy about.

First of all, the Markusons' hospitality was fabulous. Everyone was made welcome, shown the excellent nature of the Garage and its contents (mostly Corvettes) and multiple curiosities, including a cannon, a number of neon Chevrolet garage signs, and a 1925 Model T Pickup. The "shop" was well equipped and lined out, including a major hydraulic lift and plenty of storage and operating room.

Secondly, there were 13 members in attendance, which is 86% more than turned up in February and 63% more members than came to our April meeting. That is spectacular growth by any measure. Although the Bridge Club venue is warm and dry, it can't compare to having a meeting at a member's garage. This jump in attendance happened in spite of dire warnings of bad weather, and even a little rain. Most of the vehicles brought were Collector Cars. No doubt the improved attendance was a result of the relaxation of the Covid threat and the lure of seeing a fresh place, a new garage, and cars. Remember, these are all features we can add to any or all our meetings, merely by changing our venue to mem-

bers' garages.

There was a noticeable elevation of spirit, a sense of excitement about possible mini-tours for the rest of the season and everyone's joy of being back with old friends again. We talked about possible Tours, including a few new ones like a visit to Ted Schabert's collection by Ashley Lake (bring your plain old "modern" if you don't want to abuse your collector car on the dirt road). The Stonehenge Aircraft Collection by Fortine was mentioned a few times (paved all the way). That is a very well displayed collection of interesting and important aircraft. My friends include a couple of knowledgeable career pilots who are now in the Aircraft Museum field, and they take their hats off to the Stonehenge Museum.

The most important message of the day for your Secretary was that among other things, the cold, wet blanket of the Covid threat is falling away and as it fades, it was obvious that our Flathead Pioneer Auto Club has survived, and the members are ready to start up again. There wasn't much enthusiasm to host a State Tour at this point, but all were anxious to get back to our local chapter activities. What a welcome message! Our Club isn't dying – it's just waking up after a long comatose period imposed by the dire circumstances of a pandemic. The members responded with enthusiasm when given the opportunity – we only recently were given permission to assemble in groups, restaurants are opening, venues are opening, the world is waking up again. My guess is that our

numbers will continue to swell as we start to have fun again.

Let's think of fun things to do with ourselves, our friends, and our cars and bring our Club back to Life!! These ideas will fall on fertile ground, I'm sure. We have a new President who is interested in reviving our club and who no doubt can bring new ideas to our mix and can help in this effort in a major way. He has already come down firmly in favor of the effort to save money by distributing the State Club publications electronically.

Our current Treasurer, Bob Smith, having been incapacitated by illness, we decided to act in accordance with Bob's wishes and install an Acting Treasurer for the foreseeable future in the person of John Barr. John is not only willing but very much able to perform those duties, and he was elected to do so by unanimous vote of the membership in attendance at the meeting.

Our next event will be the Nelsons' Pot Luck Picnic on Finlay Point on Sunday May 23rd. There will be about 40 cars to check out, a silent auction (funds go to the Polson Food Bank), a vote for the People's Choice Car, a great outing, about 100 fellow car folks to visit with, and a good start for the 2021 Season.

The weather did not cooperate at all with our plans for a fun picnic! There was a light drizzle while your Secretary was getting ready to drive his 1926 Tudor Model T from Creston to the picnic. By the time he got to Bigfork, there was a full-blown Spring Rainfall going on with nothing but dark clouds

in sight. Reason prevailed, and I turned back to Creston to try it again in my 2005 Honda Element.

With much windshield wiper action, I arrived at Nelsons' on the Finlay Point Road in good form at about 11:30. There was a grand total of 3 non-Nelson antique cars in the yard, and everyone was huddled into the Shop enjoying the fire in the stove. The Nelsons had anticipated a full crowd, so there were multitudes of meat balls on the table and some goodies the guests had brought, mostly desserts.

It was a relatively small turnout, which made it easier to catch up with everyone, but it wasn't the big event it usually is. Mark and his sisters had cleaned up the Shop, just like they always do, which took just as much work as it usually does. Because there were only 3 non-Nelson antique cars waiting to be judged, Mark decided to make the People's Choice selection by popular acclaim (applause). This resulted in a really nice original Model A Sedan winning the prize. Our own Club took the Women's and the Men's drawings with Merry Nelson and Dave Cooley bringing home the bacon. The Silent Auction was mostly populated by old books and magazines about old cars from the Nelson collections, all of which sold well.

Our original plan was for those who went to the Nelson's picnic to get together there to decide on which mini-tours to go on and when to do them. There were only 5 of us there, not a sufficient quorum. The job of selecting tours and dates was still undone, so we

needed to make other plans!

The man who knows the most about our local back roads and Mr. Schabert's antique car collection is our Vice President, Chuck Covey. It would be your Secretary's suggestion that Chuck be asked to head the Tour Selection Committee and call a meeting of the Club Officers and Directors (and anyone interested in participating) to discuss and select tours for this Summer and pick dates to have them. In the past we have gathered at Roseauer's Coffee Bar

and have picked a number of candidates in half an hour to an hour. The membership then voted on the proposed candidates, coming up with 5 or 6 favorites. This year a call to Chuck revealed that he and President Jeffrey Sweet had already decided on a destination - the Stonehenge Air Museum in Fortine, and a date, Friday June 18th, for our first Mini-Tour for 2021. Your Secretary called Jeri Talcott of the Stonehenge Museum, and we are now on their schedule for Friday June 18th.

So there we have our first Mini-Tour of 2021. The Air Museum is first class - well lit, well described, and including rare and excellent aircraft. If you haven't been there, you are in for a treat, and if you have, you'll enjoy having another look. I used to fly World War II aircraft and I have friends in the Air Museum field. They have told me and I agree that the Stonehenge Air Museum gets high marks for both content and presentation.



Capital Carriages

Paul Christofferson, Reporter (pachris1972@gmail.com)

Since last April the Capital Carriages club met every month with our May meeting attended by the largest number of members. The classic cars driven to these events included; Jeane Didriksen's 1970 Plymouth Duster, Jerry and Sharon Burrow's 1963 Ford Falcon/Futura convertible (once with the top down!) and my (Paul Christofferson's) 1972 Pontiac Lemans. The club met for several meet and greets with only Jeane's Duster and my Lemans being driven to these events partially due to our extremely hot weather. Sometimes riding in an older car when the temperature approaches 100 degrees out loses its appeal. My 1972 arrived from the factory with air but the compressor and other parts were not present when I purchased the car. I recently scrounged up enough parts for the air's reinstallation (I

believe) but need to hire this out as it is one project I won't attempt on my own.

Since the Covid 19 shut down we continue to encounter difficulty finding locations for our meetings. As I left my house for the April meeting I received a call informing me that the restaurant closed for the day due to staffing shortages. Luckily a nearby restaurant remained open so we simply moved across the street. Our May meeting was scheduled for our normal 2:00 time, but the restaurant we planned to meet at established a new mid-day closing time of 2:00. I learned of this a day prior and moved the meeting time to 1:00, after contacting all but one club member by phone. I since received a phone number for the lone member that, for privacy purposes, held it back. At least the Park had not closed for

our June outdoor meeting, even if the weather hovered in the 90's. With Montana's low humidity, moving the table in the shade, and a nice breeze, it really felt pretty comfortable.

Our meet and eats are encountering low attendance. This always fluctuates with the popularity of the eating venue and weather factors. As a result attendance varies from only the scheduler attending (on occasion) to over a dozen members. I do my best to attend but occasionally factors outside of my control prevent this. I am not sure how to address this issue. Declining participation and membership represent two issues we need to address as a club. I believe there is hope on the horizon with a notational resurgence in interest in hobbies, including old cars, resulting from the large amount of time Americans spent

at home during the Covid shutdown. Hopefully the rekindling of interest in these personal time activities continues.

On a personal note, I continue to work on my multiple car projects around a minor indoor remodeling and two outdoor building projects. At the machine shop, my

1965 GTO's original 389 awaits assembly into a long block. I am not ready for it yet but I am excited about getting it back in the car. When I disassembled it in preparation for the machine shop I determined the rebuild could not be avoided. A limited slip rear end rebuild may be required also. Un-

fortunately it is harder to find an assembly for the 3.23 gear ratio that for other lower (numerically higher) gears!

Here's to a great summer for all of you from the Capital Carriages Car club members!



This photo was taken a few years ago by Paul Christofferson's nephew, showing 3 of his Pontiacs. "I still own the 1965 and 1972 Pontiacs in the photo. I later sold the 2002 Trans Am to my nephew, Shane Boushey because it was no longer comfortable for my wife to climb in and out of. I later learned that it is a very special car because they put a 450 horse corvette motor along with the matching transmission in the car at the factory. It was one of the last Trans Ams made and running out of the Trans Am drive trains at the factory in Canada the decision was made to put the Corvette drive trains in the few remaining cars on order. Unfortunately I did not particularly care for the car because it did not have good street manners! Unbelievable power with the 450 horse Corvette motor."



Vintage d' Fenders

Joni Ehman, Reporter

Happy summer car club enthusiasts! I hope you are having a great start to your summer.

Everyone in the Vintage D'Fenders Car Club kicked off summer right.

In April we had our meeting at The Haufbrau. The food was delicious and the company was even better. Got to catch up with

some members we haven't see in a while.

In May we had an awesome potluck, with very tasty food, and a bon fire at camp Costle. We had a great turnout. Got to see lots of members and had good conversations.

The Johnson's hosted the June meeting at there humble abode.

It was a gorgeous night to have a picnic and sit by the fire. It was a beautiful night and we even got to see some stars.

We are hoping to get out on the open road and do a few rides before the summer is up. I hope everyone has a wonderful and safe 4th of July.



Goggles & Dusters

Roger Thomsen, Reporter

The cars are out and on the road! The summer touring season is here.



Fort Phil Kearny - Wyoming

Our first outing was for the annual Broke After Taxes stew feed and tour. Jerry Koch has the secret recipe for the stew and he did his best by far this year. The Goggles & Dusters sponsors the feed and invites all of the other old car clubs to join us. We started the day with a short tour around the area (60-80 miles). This year I led the tour to Laurel, Park City, and back to the Roaring 20's Club House. We generally have two tours – one for the faster cars, one for the slower (Model A type) cars. This year we combined it into one tour – faster cars leading and “slower” cars behind. I have noticed the slow cars are not that slow.

A group of Model A people took off to Sheridan, Wyoming, on May 11th. We spent two nights in Sheridan. The idea was to see some of the local historical

sites. On our first afternoon we stopped at the King Ropes store and museum. They showed us

how they make the lariats. They start by twisting the rope, then waxing it, and then finishing the lariat. Their museum has hundreds of historic saddles, plus guns, tools and other interesting historical items.

The next day we toured out to Fort Phil Kearny, the wagon box battle site, and finally to the Fetterman massacre site. The Indians lured the troopers out from the fort and killed the whole group of 86 troopers. Very interesting historic sites in beautiful country.

For lunch we toured to the TA Ranch which is about 15 miles south of Buffalo, Wyoming. This is the site of the end of the Johnson County cattleman's war. After lunch we toured the ranch – you could still see the bullet holes in the house and barn. You should look up this piece of history – very interesting.

On May 22nd Goggles & Dusters members drove to the Heart Mountain

Internment Camp site near Powell Wyoming. At its height there were 15,000 Japanese Americans living there during World War II. At the time it was the third largest city in Wyoming. The museum there tells the story of the camp very well. They have re-created one of the barracks where they lived. We certainly mistreated our Japanese Americans during that time.

On June 5th & 6th we attended the Roaring 20's Swap Meet and Auction. The swap meet was back in fine form – many parts changed hands. The auction had fewer cars than normal, but sales were good. There were many very nice cars that crossed the block. One of our members bought a 1972 Dodge 2 door hard top with only 13,000 original miles. It looks like a new car!

As you can see, we get out and drive our old cars. I hope you all are doing the same!

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



Monument at Fetterman massacre site - Wyoming

Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



I am not sure things are back to normal - instead they just seem to be more hectic! COVID took away the year of 2020 but now seems to have condensed hours to seconds.

Long time member Evelyn Featherston passed away June 5 after a stroke. Several of us went to Stan Howe's last auction which was for the Leonard Matteson estate near Galata. This auction took all day and I am sure took lots of Stan's time and effort but his passing was a surprise. Along with these members, the MPCAC and the Rocky Mountain Model T Club will certainly miss Bob Smith from Whitefish who died from prostate cancer June 6.

Seth Long's brother and father found that a motorcycle ride from Ohio to Montana in April might not be a good idea. They made it here between storms but the ice and snow changed their return trip to a car ride. Some years ago a friend and I left for Alaska May 18 in a local blizzard but the weather cleared north of the border and it was 82 when we got to Fairbanks and dry until we crossed by into Montana. You never can tell!

Last quarter I had reported that I thought car prices were stagnant but since then things seem to have gone crazy. I saw a motorbike

that could have been bought for \$300 some years ago go for over \$11,000 and a 1961 Dodge Dart went for \$43,000. There does not seem to be much rhyme or reason to the sales. Early Ford Broncos appear to be strong while Toyota 4x4s have dropped off from their peak. Auctions might be a nerve-wracking way to sell vehicles!

Harold and Betty Olson are selling lots of items on line at Springhill Auctions - Harold Olson". The first phase is on line now and consists of a wide variety of collectibles from drugstore items to car parts and tools and closes July 10 at 5 PM.

Bill Caffyn was driving his 1968 Pontiac LeMans Convertible to Billings when the center rumble strip became rumblrier than it should and he found that the suspension had failed and left the front end dragging on the pavement. After some failed attempts to get a wrecker, he finally got it loaded and home. It is great that Bill is still using his cars daily.

Several members won trophies at the annual car show at the Great Falls Custom car show at the fairgrounds. The 1966 Ford Convertible, which Homer Christiansen had previously owned and toured with for many years, won the most original trophy.

That trophy shows how popular the 60s car still are, but it is hard to deny that the most original car there was Jim and Annette Terry's 1915 International. Their car is mostly wood and is in incredible condition.

After a year of COVID inaction, the Rocky Mountain Model T Club sponsored a last-minute back country tour out of Great Falls. Eleven cars participated and the first day included 9 crossings of Upper Highwood Creek along with several miles of slow driving. The only issues were a worn timer on Dave Cooley's car and disintegrated band on Pat Kelly's roadster. Both were fixed and continued on the tour. Another highlight was being arrested by a backwoods cop in a 1941 Plymouth police car. The club has switched mostly to backroads tours because of the increasing number of accidents on the more travelled roads. MPCAC members included Dave Cooley, Dean Hershey, Arnold and Christie Schlagel, John Rummel, Harry Mitchell, and the Baltrusch's.

It is great to be getting back to the normal car activities and especially seeing the people involved with the cars!



Central Montana Trail Dusters

Jordan Stilson, Reporter

The Central Montana Trail Dusters have been enjoying being able to meet. Each month a member of the club arranges a place to meet and have dinner trying to keep the individual cost down to under \$15 per person. Local restaurants from around the area are always so accommodating and love to see the older vehicles. In April the designated place to go was Brooks Market in Lewistown. The weather was still questionable at the time so there were not very many old cars, but still 30 people came. In May the dinner was hosted at the Long Branch Bar in Denton with 40+ people in attendance and numerous vintage cars driven to enjoy the nice day. The next meeting was held at LBM in Lewistown with cruising of Main Street first and pizza after. We may not meet that often, but lately every time we meet, we have a lot of people come to socialize. The club keeps growing! We had several people join over the course of a month.

The Trail Dusters are excited to celebrate the 4th of July with a parade and car show hosted by the Chamber of Commerce. Some other events may occur over the course of the summer like the fair parade at the end of July and possibly a car show on Main Street hosted by the downtown association. Don't forget about the Chokecherry Festival on September 11th! We are always happy to

be part of events to draw more people in with the old cars and new cars.

Happy Trails as they say and have a good summer and enjoy your vehicles and pray for rain.





Missoula Hellgate Auto Club

Perry Francis, Reporter

We held our first meeting of the year on May 17 in the William's garage/museum. It was great to gather again for our traditional May meeting and to see what additions Fred has made to his collection of service station artifacts and memorabilia. We skipped the traditional pot luck but contin-

ued the "mystery car" tradition. This year the unknown car that was unveiled in the garage was a 1956 Porsche Speedster Replicar owned by Richard (Dick) Twilde. Dick took questions on the car for about a half hour from an interested crowd. We are fortunate to have him in our club as he has dual membership with the Bitterroot Valley Dusters. The success of the meeting was further evidenced by collecting a record Fifty Fifty pot. Fifty Fifty drawings are a club tradition dating to as far back as anyone can remember. Karen Winz, our long standing treasurer, told us that this was the largest pot ever recorded and she has a long memory.

The car show was a fundraiser for Montana Auto-

motive Technologies, a nonprofit corporation that supports vo-tech training in auto mechanics for Missoula High School students. Montana Automotive Technologies organizers said it was one of the most "eclectic" collections of cars that they have seen at a car show. There were restored and unrestored originals, slightly modified, highly modified, really creative rat rods, hot rods, drag racers and jacked up trucks. It seemed that there was lots of mutual interest between car owners and spectators both young and old in viewing all categories. Many cars were from out of town and probably never seen before in Missoula.

For July and August we have a fairly full schedule of events and we are looking forward to the Fall Tour in Great Falls in September.



Dick Twilde Tells Us About His 1956 Porsche Speedster Replicar.



Greg Wood acquires a 2004 Thunderbird

Hi-Line Auto Club

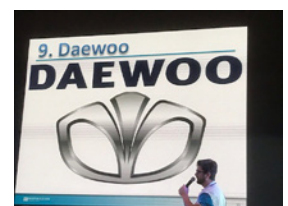
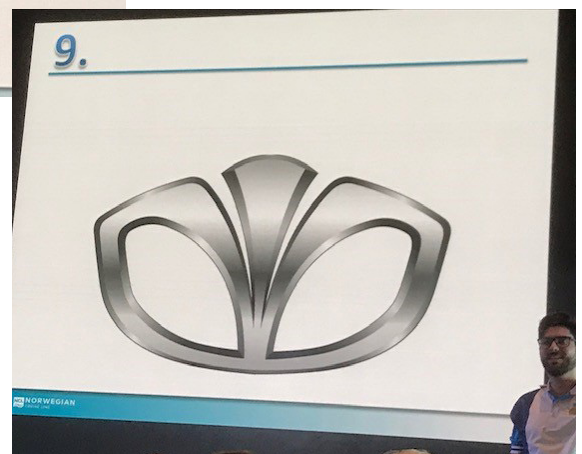
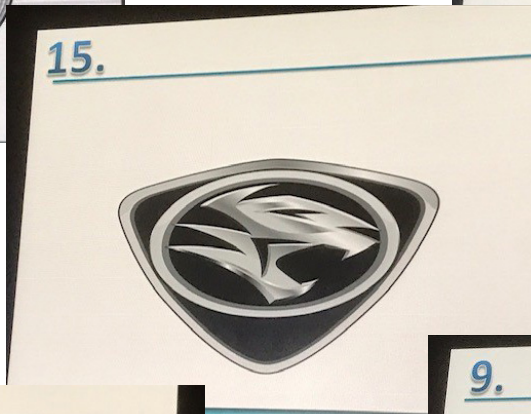
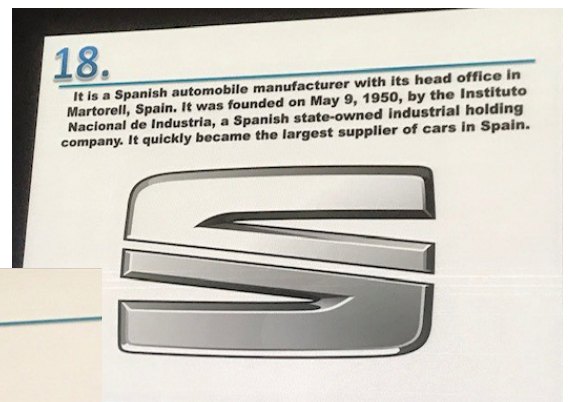
Judy Tempel and Jim Kralic, Reporters

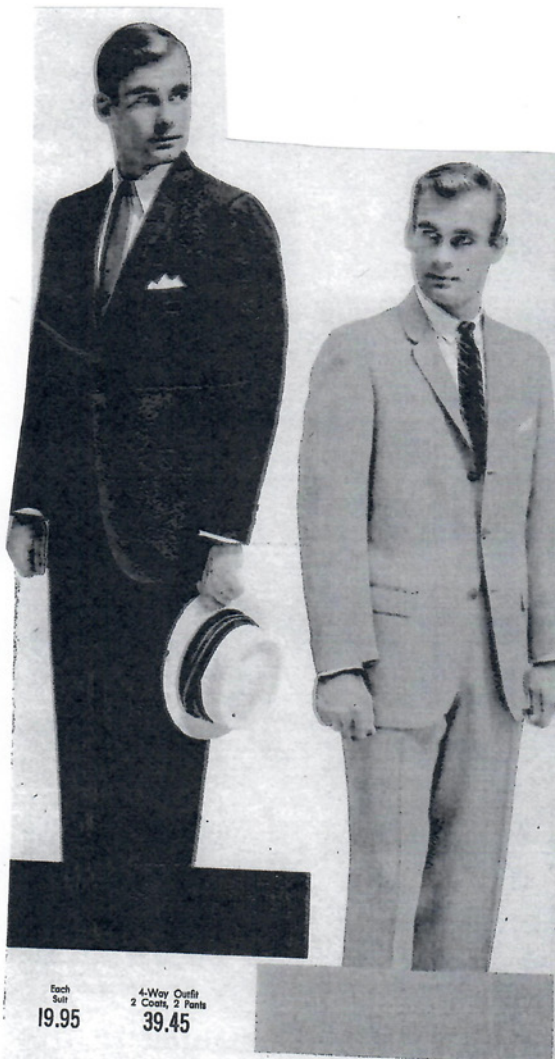


While on our Panama Cruise there were game events each day. Russ was never too excited to go down and participate but I love games - so if we weren't on a shore adventure I'd go down to

play. One day there was a "How well do you know your Cars?" game. Russ, having a great interest in cars...especially older and odd, thought this would be a fun game. So we headed down to

watch. The intro included a clue and a picture of a car insignia. So below are some of those pictures. Answers are on the bottom. Don't cheat! (Russ and I did not do very well!!)





Hi
These pictures are from a 1961 Spiegel Catalog.
The styles in the 1960 remind me of my mom and my sisters. Especially the shoes and chunky jewelry

Kathy

Each Suit 19.95 4-Way Outfit 39.45
2 Coats, 2 Pants

YEAR 'ROUND GABARDINES

Complete year 'round wardrobe—one low price outfit you for dress or sportswear. Two trimly tailored suits of wrinkle-resistant rayon and acetate gabardine, in 3-button single breasted model with natural shoulders, narrow lapels, full rayon lining. Pleated trousers; zipper fly. Dry clean. To order, see Chart 1, page 552A for size information.

SOLID-TONE GABARDINE with the tasteful good looks and comfortable fit you're sure to like! Perfect for dress or business wear... color coordinated to mix with the brush-tone suit described at right. Colors: Navy Blue or Medium Brown. 40 Z 155A. (9 lbs. 14 oz.)... Each Suit 19.95 SAVE MORE! (9 lbs.).....2 Suits 39.45

BRUSH-TONE GABARDINE—with random fabric shadows of deeper shades... and wrinkle-shy smoothness. Year 'round weight makes it a smart choice. Color compatible with solid-tone suit described at left. Desert Gray or Desert Tan (med.) 40 Z 155A. (9 lbs. 14 oz.)... Each Suit 19.95 SAVE MORE! (9 lbs.).....2 Suits 39.45

SAVE ON THE "WARDROBE." Double the wear—order 2 suits, wear as 4 outfits! 40 Z 171A. State sizes and color of each suit. (9 lbs.).....2 Suits 39.45



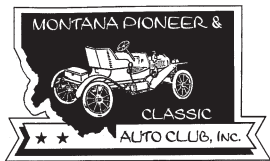
1 SHEATH SOCIALITE. Imported Moroccan! Irish linen takes the new, easy line to beauty—very relaxed, softly draped... makes any little afternoon party important! You'll create new charm every time with just a change of accessories. Wrinkle shy; hand wash. Minnie Yellow (shown), or Lilac, Mauve, Junior sizes: 9-10, 11-12, 13-14, 15-16, 17-18.
12 Z 110. State size, color. (1 lb 6 oz).....12.95
10 Z 111. TALLS (over 5' 7 in.) 12, 14, 16, 18, 20.....13.95
SPLASHY PRINT TURBAN in cotton pique. (1 lb 6 oz) 19 Z 428M. One size fits 21 1/2-22 1/4 in. head.....7.97

4 VIVID PRINT ACCESSORIES in cotton pique.
BAG sparkled with a patent plastic frame and handle. 19 Z 428M. Print (shown), 8x10 in. high. (1 lb 2 oz).....F.R. Tax incl. 7.97
BCW PUMP... pretreated with patent plastic. Wear-O-Lite sole; 2 1/4-in. heel. Sizes: 5 1/2, 6 1/2, 7 1/2, 8 1/2, 9. Med. width to fit A.B.
14 Z 428M. VIVID-PRINT... State size, width. (1 lb. 9 oz).....7.97
JEWELRY... Coco-Sage beads with Jet Black. F.R. Tax incl. 54 Z 881M. 3-strand necklace. 17 in. 5.97
54 Z 881L. 18 in. 6.47 54 Z 881L. 24 in. 8.00



1 POKIE doubled are the 1961 new here. Pink or Blue, ea. on White. Mauve, Junior sizes: 9-10, 11-12, 13-14, 15-16, 17-18, 20. State size and color.
11 Z 7154. (14 oz.)...4.77
HALF sizes short under 5' 8 in.) 14 1/2 to 24 1/2. Chart, pg. 555.
11 Z 7153.....5.37

4



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: 1976 Fairlane 500 Convertible restored \$2,500. 1921 Buick Touring Model 45. This car is unrestored and 99% complete, with new wheels & tires \$5,500. Call Randall Vogel at 406-266-3349.

– WANTED –

WANTED: Older Montana and Wyoming license plates. One or a bunch - call Roger 406-656-1521 or e-mail to rathomsen@msn.com

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