

Antique & Classic ❖ TIMES ❖

October 2021

A publication of the Montana Pioneer and Classic Auto Club



John Earls 1958 Chrysler
See story pages 6

ANTIQUE & CLASSIC TIMES

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

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MP&CAC OFFICERS

President: Dan Costle
1610 Gates Dr.
Opportunity, MT 59711

Vice President: Doug Winz
3218 S 7th West
Missoula, MT 59804

Secretary: Bill Caffyn
2515 4th Ave So
Great Falls, MT 59405

Treasurer: Mary Seelmeyer
1210 Ave B NW
Great Falls, MT 59405

Fashion Consultant: Kathy Meuchel
577 Sky Way Drive
Hamilton, MT 59840

Editor: Jacques Rutten
PO Box 900
Lewistown, MT 59457
publisher@lewistownnews.com

Website: Greg Wood
gw4300@gmail.com
montanapioneerandclassicautoclub.org/

CHAPTER REPORTERS

Anaconda-Butte..... Joni Ehman
Billings Roger Thomsen
Bozeman Stu Coleman
Great Falls Kurt Baltrusch
Hamilton Joann Hosko
Helena Paul Christofferson
Kalispell..... Dave Cooley

Lewistown Jordan 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 third Tuesday 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

Hallelujah! We finally completed a great tour without covid cancelling us!

Thanks Great Falls for your perseverance & hard work!! And thanks to those that were able to participate and support them! The tour and Fort Shaw were well worth the trip.

Missoula is scheduled for Spring of 2022, & Billings for the Fall of 2022. Please plan to attend.

Sadly, due to health reasons Fritz has resigned from the vice presidency. We appreciate his past service! Thankfully Doug Winz has "volunteered" to be the interim V.P. Thanks Doug!! (actually, I think he just wanted to be able to eat first again...) While I'm at it, I also need to thank Bill Caffyn for taking on the daunting task of secretary! Another "volunteer" and he's already in the swing of things doing great. Thanks Bill!! And as always thanks to our other officers that spend their time helping our club.

As we have not been able to conduct "business as usual", a motion was passed at the board meeting for all other offices to remain in place until we can get back on track with nominations, elections, etc. A nominating committee has been appointed to consider more "volunteers".

Hopefully we have at least a couple more months to enjoy the weather & keep the old iron running about. Remember to be on the lookout for new members! Be a promoter and an advocate for our club(s) So until next time stay healthy & safe!! Happy motoring! Dan

In Memory

Jill Owens

Ray Woody

Wes Tintinger

Jay Robertson

Bob Smith

EDITOR'S NOTE

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

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

January Issue: Dec. 20th

April Issue: March 20th

July Issue: June 20th

October Issue: Sept. 20th

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

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

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We will send a confirmation email when we receive it.

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Attn: Antique and Classic Times

Thank you for your help!

Club News



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

As this hot, dry, smoky summer draws to a close, I can't find much upon which to report.

Prior to the smoke, which has been with us most days since July 1, we held a late, late brunch (2 PM) at the home of Bill and Kathy Meuchel. Bill grilled the breakfast meats and cooked the pancakes, and Kathy took care of the rest of it. Shirley Sorenson provided a tasty topping of strawberry/rhubarb sauce for the pancakes. It was a beautiful June 13.

The club made plans to drive to the Gates of the Mountains on July 21. By the time that day arrived, we were deeply into the heat and

smoke and haying for some, and only four cars and seven people who had already been on the boat ride multiple times were available, so we cancelled out.

Our August 15 meeting took place at the Babcock/Hosko museum in Grantsdale. Again, Bill did the honors with hamburgers on the grill. Potluck contributions rounded out the menu. We made plans for the Ravalli County Fair, September 1-4.

Considering the many days of heat and smoke we have had, the Fair days were pretty "fair." The club worker bees emerged from their hives and set up our vehicle

display, then brought cars and took turns keeping one eye on the display and one eye on the people. A few drove cars in the parade. Bill and Kathy parked their fifth wheel and lived at the Fair for most of six days. Not enough money to get me to do that, although, many years ago in a different life, I did spend a few nights on watch duty. Workers, watchers, and displayers were generally the same people: David Anderson; Richard Babcock and Joann Hosko; Arlene Beavers, Boyd Cobb; Dan Dutton; Ross and Wendy Dutton; Lee and Shirley Hopkins; David Ross; Bob Schumacher and





Diane Stenerson; Bob Thorson; David Vial; and Wes and Debbie Young. Bill and Paula Wright were welcomed as new members when they signed up at our table at the Fair.

Seven of us motored to Great Falls for the September 10-12 tour. A little rain shower cleared much of the smoke, and it was a sunny and pleasant weekend. Well, if you discount the nearly constant wind. Bill and Kathy (1956 Ford Sedan), Ross and Wendy (1936

Cadillac Coupe), Dan (1937 Cadillac Sedan), and Dick and Joann (1952 Chevy 2 Door Sedan) represented the BVDs. We toured to Fort Shaw National Historic Site, very interesting, and new to me. Visiting a military cemetery on September 11 was poignant. The tour numbers were not huge, but it was nice to catch up with the people we had not seen in two or more years. Lots of talk of illness, COVID, aging, loss, and inquiries into the welfare of those not pres-

ent. It was good to be alive and well and present. It was like a reunion or homecoming, and those who could not/did not attend missed out on something a little bit special.

I will sign off as I need to get this submitted and move on to other duties. Take care, have a good fall and early winter, and we hope to write to you again for the New Year. I can hardly bear to think of winter, but it will come, regardless.



Bozeman Antique Auto Club



Stu Coleman

The post covid-19 car shows have certainly increased, but methinks we are just between waves of this nasty stuff, I am afraid we are in for a rough fall and winter season, so if you haven't, please get your vaccination, we will all be safer then. Enough on that subject.

On August the 7th 15 club members made their way to the home of the Cases, Dan and

Martha, for a potluck and home made ice cream. There was some vintage iron in the driveway, but to my way of thinking, the featured car was the coming out of the yellow 1977 MGB roadster with the Chevy V6 with a four barrel and 5 speed automatic. There wasn't enough room under the car, so the twin exhaust system was brought out under each rocker panel as side pipes. I don't

think I would want to challenge the Yuill's MG at a light!

The club enjoyed a drive to Virginia City and the Vigilante's Car Show in July. There were 19 members and 5 antique vehicles, several of which were entered in the show including the Hintzpeter's 1978 Corvette, Hovey's 1968 Cadillac convertible and Ray D'Ardenne's 1953 Chevrolet 3100 pick up truck. The

show featured about 50 cars and trucks which is real decent for a Montana outing. Richard Vinton attended the Melville Car Show and reports a good turn out there and it is a show to watch in the future.

Various club members also participated with vintage vehicles in shows at Aspen Point and The Lodge retirement homes and assisted living places in Bozeman where the residents are always so appreciative. Some of the antique machinery that made an appearance were John Earls' 1958 Chrysler 300 D, the Hovey's brought both the original 1965 Barracuda and the 1968 Cadillac convertible out and the Dorgans a 1952 Chevrolet sedan.

This gang does love ice cream, because on August the 25th Richard and Karen Vinton hosted an old fashioned ice cream social. The Vintons furnished the ice cream and everyone brought their own favorite toppings to go with it. There were at least 15 in attendance, and there was a wide array of goodies to smother your ice cream with. Some scattered rain made its appearance, but it did not dampen the crowd's enthusiasm as the festival was moved inside Richard's spacious garage. And there was a surprise in store for Jan and Pres Erv Hintzpeter when Erv's sister showed up with a chocolate cake to honor their 52 years of marriage! Chocolate cake and ice cream, it doesn't get much better than that.

And what better place to view Richard's recreation of a Diamond T truck from an International cab.

Oops, I have that wrong because Diamond T in the 1950s made cabs for Internationals, Macks and others. So Richard was just reversing the process and converting this International back to where it started. He fabricated the complete bed and liked his work so much that he produced another for a friend's Diamond T.

And speaking of Erv, last quarter I mentioned that while having a club function at the Hintzpeters, he was good enough to show me the car he drove to high school, now in his basement garage. It was a 1949 Packard Super model sedan. Well, he has decided to part with this long time family member and if you have always wanted to move up to a Packard, here is your chance. His home phone number is (406) 763-4723. And if you have doubts about owning a Packard, just "Ask A Man That Owns One"!

There are certainly a lot of things going on and this quarter always features Bonneville, that is if the rains stay away and the salt is right. Roy Tunby Jr. made the trip this year said it was good and that means fast. If you have never experienced Speed Week, it should be on your bucket list for sure. Our favorite team to watch is the Montana Fast Four who normally race a 1929 Dodge roadster 4 cylinder that consistently runs over 150 mph. But this time they brought a steamliner fabricated from an airplane fuel tank running a supercharged highly modified Ford flathead V8. "Pedro" Peterson topped the 200 mile per hour mark and won his "red

cap" with membership in the 200 mph club, but Chris King was just under that elusive mark. Pedro also recorded a two way average of 235 and said he lost traction after 230 and thought the machine was capable of 250 under the best salt conditions. He said he could feel the rear wheels spinning after 230....Yikes!!

One fall event that did not take place this August was the club's annual trip to Yellowstone and Roosevelt Lodge to enjoy a dinner meal and to kick back for a spell on the rocking chairs on the front porch. Unfortunately it was a casualty of covid-19 as the lodge changed to carry-outs only and no indoor dinning at all. The rustic cabins surrounding the lodge didn't even open this summer, again a result of the pandemic coupled with lack of staff. The company took advantage of the covid pause and moved the lodge parking area down the slope and re-vegged the old parking lot. Now you have to walk further, but it sure looks a heck of a lot neater. Maybe next year?

The Yuill's opened their beautiful home for a September pot luck and meeting. 27 club members gathered along with a neighbor of the Yuills, and no ordinary neighbor was he. He drove his 1939 International pick up truck to the afternoon affair. The truck has the patina of age and rust, but oh so much character! You see, hidden under this dent and patch welded body lies a late 1990s GMC chassis complete with a V6 with automatic. I am not sure what the dash was from, suspect it was from the same S-15

GMC that donated its engine, but it matched the personality of the little truck.

We are sure blessed with a plethora of skilled and competent mechanics in our club. There are Mopar experts, and Ford experts, and some just all around great mechanics. And many problems get discussed and resolved over breakfast on Tuesday mornings. Being somewhat mechanically challenged, I am a prime recipient of their expertise. Thank goodness for those breakfast tech sessions!

Ever have "seller remorse" ? Well John Earls did, and in fact, so did the entire club when 13 years ago he sold his beautiful light green 1958 Chrysler 300 D! No ordinary 300, but thought to be one of the first to have the Chrysler fuel injection system. They were electronic in nature to be sure, but used the only available technology of the

time, transistors, and they were subject to heating and therefore unreliable, unlike the computer systems of modern vehicles of today, but Mopar was definitely trying. When John bought the car the injection system had been taken off and was replaced with the straight line standard two four barrel carbs. Wait says you..... didn't Chrysler have the two four barrel cross ram set up? Nay, not until 1960 and it was on the Hemi-Wedge engines. But back to John's situation.

Well Bob Woodburn of Bozeman, of old car fame, called John and told him that HIS 1958 Chrysler was coming up for sale at the Arizona Mecum Auction! He checked and sure enough it was. So John went to Arizona, bid, and got his car back. Yeah, yeah some things had been changed like it now had wide whitewalls on wire rims, a new windshield, and

the brakes had been redone. but he said the engine oil was black and looked like it had never been changed. And it had an increase of 4,000 more miles, from 66K to 70. It had been sold to a fellow 300 Club member in California then to an overseas individual who placed it in a museum in Florida and then finally back to Arizona for the auction when the Florida storage was lost. John is happy, and so are the club members, ah love it lasts forever!

Remember to be careful out there and keep your hands on the wheel and your eyes on the road. Again, get those shots against covid-19 if you haven't already, none of us are really safe until all of us are safe!



John Earls, reunited with his beloved 1958 Chrysler 300 D



Capital Carriages

Paul Christofferson, Reporter (pachris1972@gmail.com)

This article must start on a somber note, our previous president, Wes Tintinger passed away unexpectedly on August 11th. He will be sorely missed by all in the club. With a great story at hand, or possibly a slightly off color joke, he faithfully attended the club meeting and functions. As president of the club he coordinated our most recent car show and worked tirelessly to attract new members. He loved his classics including a 1917 Oldsmobile M 37 and 1958 Cadillac 60 Special (previously owned by a good friend of my father's). He also spoke frequently of a 1956 Chrysler 300 that he loved and still wanted to reacquire. There's quite a story, or two or three, behind the Chrysler. Now it will be up to his surviving wife Katie or his children to pass his stories on! Wes's funeral was well attended by club members and included music by the Helena Barbershop Quartet, of which he was a former member. Unfortunately I attended my wife's family reunion in Grand Forks North Dakota at the time of the funeral and missed it.

Our most recent club event included a drive to Lincoln for lunch at the Wagon Wheel Inn. Although Jeane Didrikson expected us all to enjoy one of their famous burgers most ordered the lunch special chicken

breast sandwich. I think she is over it by now! We followed this with a stop at the High Country Trading Post and a drive to the Avon Café for Pie and coffee. What a treat. Some of us then stopped at the Beautiful Things Antique Shop, also located in Avon, while Jerry and Sharon Burrows headed directly back over MacDonald Pass to Helena. Unfortunately it was a very hot day and they drove their non-A/C 1963 Falcon Futura convertible. The only old car on the drive (because of the heat), she performed like a champ. When asked why they didn't drive with the top down, Sharon replied "that's fun for a few miles but not longer than that" (paraphrased). Our next short jaunt is planned for September 25th and only goes to the much closer destination of York Montana, and old placer mining town not far from Helena's Lakeside. Unfortunately I never remember to take pictures of our outings. I promise to do better in the future!

Jorgies Grill (Jorgensons) is again the site of our monthly meetings with the time moved to 12:30 instead of our traditional 2:00 PM. Like others we experienced decreased attendance in the recent meetings with Sharon Burrows and me as the only board members attending. I

understand the fear some still have regarding public events but personally hope we can all soon move beyond this. Overall membership has dropped but we are experiencing some interest in people either joining or rejoining the club.

Now to the "goings on" in the club. Randall Vogel fought with a convertible top on his 1960 Thunderbird over the last five years. He disassembled the top several times and bench tested the 22 electrical components including switches, solenoids and relays. He replaced many of these with new parts without succeeding in getting the top to work. Totally exasperated he finally paid Tom Chitwood to fly to Butte (Helena's Airport was closed for paving). Within a few hours Tom had the top working. Two of the new parts Randall purchased would work when bench tested but no under load. It was a fairly expensive operation as Randall paid for travel, food, lodging and wages but Tom got the job done. Now to get the car painted and on the road!

My photo for this month is of my current driver car, a 1972 Lemans (recycled from the club's monthly newsletter), with my son driving, as he left for college in Missouri (quite a few years ago as evidenced by the old CRT in the back seat). The



car's life, first in Montana, and then in Missouri, as the primary transportation of a college student, led to the currently

existing need for some body work and a repaint. Go figure! Other than new tires and other minor work this is on hold until

I complete my 1965 GTO and get my 1949 running again!



Vintage d' Fenders

Joni Ehman, Reporter

It has been a pretty good few months. The weather has been beautiful, minus the smoke, and there have been a lot more chances to get out and see everyone's beautiful faces. In July we had a nice potluck up at Lost Creek Park. The turnout was good and the food was delicious. You can't go wrong eating dinner with

a waterfall in the background. In August we had a lovely dinner at Jim and Debbie's house. Man o man what a view! It was so peaceful and just beautiful. Got to see a little bit of wildlife along with some pretty awesome cars. Lots of good conversation and some pretty tasty food. September is pretty busy with the fall tour and

some other events that we didn't have a get together but we will get back on track next month. I hope everyone had a wonderful Labor Day weekend and spent some much needed time with friends and family. Hope everyone is safe and staying healthy.



Goggles & Dusters

Roger Thomsen, Reporter

Summer events are back this year! In spite of COVID.

In Billings the All Original Car Show came back for its 13th show. Al Jenkins idea for a show for mostly original cars is alive and well. The show on July 17th took place at Billings North Park. There were fewer cars than in the past, but still drew over 125 cars. The format was basically the same and featured cars 90% or more original or restored to original. There was also a class for survivor cars – never restored. It was fun to see these untouched original cars.

Summer weekends are loaded with car shows. Everything from local church or bar sponsored shows to major city-wide shows. Several cars from Billings drove to Dillon for their Dillon Days show. It turned out that Whitehall had scheduled their show the same day. That resulted in a smaller show in Dillon – but still fun. Our crew drove 547 miles round trip to attend the Dillon show. My fully restored 1956 Mercury received an award for “Best Work In Progress”. Having a little fun with me? Greg Childs insists that I lacked a rear license plate frame and that made my car a work in progress. He gave me a frame– so now it's completed!

Perhaps the biggest car show around was the Miles City Car Show on September 11th. This show is free to enter if you



1956 Mercury “Best Work in Progress” car



Miles City Car Show

register prior to September 1st. There is no judging or trophies. They just give away money and a free lunch, plus coffee and donuts. They give away 30 - \$50 bills. It's a drawing for registered car owner. This takes place in Riverside Park in Miles City. This year there were well over 200 cars present.

Another sort of car show occurred in Billings on August 1st. The Yellowstone Roaring 20's Car Club held its annual "Picnic in the Park" at Pioneer Park in Billings. They invite members of all of the old car clubs in Billings. This usually results in 80 - 100 old cars showing up. The Roaring 20's provides the fried chicken,

burgers, and brats. Everyone is invited to bring a dish to share. Lots of food! After missing last year it was nice to get back to the park. Just for information there are at least 5 old car clubs in Billings: Roaring 20's, Goggles & Dusters, Model A Club, Early Ford V-8 Club and Studebaker Club. I only belong to 4 of these clubs.

Sometimes there are moving car shows. The Model A Club holds a poker run each year. A good sized group of Model A's start from one members house and stop at 7 members houses for a card and refreshments. One stop includes lunch and there seems to be food available at

the last stop. Everyone pays \$5 to play and the money is split at the end between the high and low winners. This years poker run started in Billings Heights and went as far Rockvale, then back to Billings. Along the way a bonus is that we get to see members shops and collections.

Now it's time for some Fall events. We're looking forward to a color tour - perhaps 100-200 miles to see the Fall colors. Plus lunch of course.

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.



Miles City Car Show

Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



Wow – it seems like summer just got here and now we are finally looking at cooler days and possible snow, which is more welcome this year than ever. It will be remembered as a hot summer filled with forest fire smoke along with the resurgence and fear of COVID 19. May everyone stay healthy.

Great Falls finally hosted a tour after being delayed by the COVID epidemic and it was great to see people out and about. It was a very busy weekend in Great Falls with many other things going on and unfortunately our tour of the historic Adams barn was cancelled at the last minute. However, Dan Barnhouse did a great job of arranging for the tour at Ft. Shaw and Carol Rustad and her helpers did an outstanding job of organizing the tour. The food was great and with all that was going on in Great Falls, there were plenty of things to do and see.

We lost long time member Jay Robertson August 12 and he is remembered as the 13-year secretary for the MPCAC, as well as being on the board of the Russel Country Credit Union for many years. Jay started with the Montana Air Guard at an early age, and also had a washer/drier repair service for many years. He was always willing to help anyone and Jay and wife Helen were active with many

Skunk Wagon activities. His auto interests focused mostly on Chrysler products, but he had more recently bought an early-80's Cadillac Eldorado for his tour car. He will be missed and our condolences go out to Helen and the family.

I had a great meeting with Dick Dohrman to discuss the issue of attracting new members and he had some good ideas. We are not alone and this issue is especially concerning with groups like the Shrine or Elks who do so much good around the country and depend on members. We do need to make our meetings more enjoyable, to have more events around town, and to open up to the younger set whose ideas are much different than ours. While some of us don't like the idea of wild paint or coffee-canned Camrys, we need to be open to what these younger people enjoy.

The Wednesday night shows at Chateau were well organized and attended but I only got to drive to one of those. Lucky for me, as I drove my Packard back in the darkening evening, with marginal lights, I thought I might leave it at John Rummel's for the evening. However, as I turned into John's area, I found that the decision was made for me, as the old Packard had broken a rear axle and I was just able to coast into John's driveway. The car has broken down twice in my 53

years of ownership, both times due to a broken axle. I bought an extra this time!

We had an enjoyable Model T tour in SW Montana September 13-16 including a drive through the Centennial Valley. We saw the farthest reaches of the Missouri River and we got to try out maneuvering in deep sand on the route. Our guide said to drive through it quickly, but Arnold and Christie Schlagel hit it a little too fast and we have a good video of their escapade. Luckily, only Arnold's pride was hurt as the sand caught the front wheel and sent him sideways. While the Model Ts all did well, leader Dave Cooley's modern pickup truck required an expensive repair in Dillon and he got to hang around a few extra days.

A stop at Fritzes Auto Repair always gives me Times fodder, and this time was no exception. Mike and Seth had been working on an Avanti which had been stored for some time and told me about a 68 Coronet big-block Convertible that had just appeared, as well as a nice 68 Impala Convertible. I also heard about a very nice 57 Bel Air 2 door hardtop fresh out of California and saw another 57, a red convertible, that no one seems to know about. We hope to see these cars out and about and to encourage the owners to join the club. Mike was also working on

Mary Seelmeyer's Pacer which has had an electrical Gremlin for some time but they know how to exorcise that. Harold Woyth picked up a last year (1979) VW Beetle which, because of serious top issues, will remain an open convertible for some time.

Seth also told me of an Opel GT which will be for sale soon. These iconic cars were called "Baby Corvettes" in the day, as they resembled a miniature Sting Ray. He said that years ago back in Ohio, they had one with a 350 V-8 which would have made it keep up with most Corvettes. He also had a friend with a similar engine in a Triumph TR-6 but the friend's wife put the kibosh on that.

John Rummel bought an exquisite 1955 DeSoto Sportsman

two door hardtop. He has known about the car for many years and it is in fantastic original condition with about 30,000 miles. It was bought new in Great Falls at Jardine motors and you can't beat the red and white colors.

I had mentioned in an earlier Times that a friend bought her grandpa's 55 T-bird and is using it as a driver. Unfortunately, the Fox Farm Deer Herd got in her way and she has a nice dent in the front panel. The dent can be fixed but that is one of the perils of the old car hobby, especially as the wild game herds are at their peak.

Dick Dohrman told me he has his first car, a 58 Impala Hardtop with a 348 and many options. He bought -the car in 1965 and parked it in 1972. The infamous

Turboglide transmission turboed out many years ago and he replaced that with a power glide, another of GMs successful, but outdated transmissions. The shift quadrant on these cars had a "GR" where the "L" normally would be, and that stood for "Grade Retarder", I guess to be used going down hills. It would be good to see that car, and others in the garages around town, out and about.

Here's hoping for a return to a more normal year and more old car activities.



John Rummel's 1955 DeSoto



Central Montana Trail Dusters

Jordan Stilson, Reporter

The Central Montana Trail Dusters continue to meet once a month at various places. In July we met at Stilson Ranch and got to enjoy a little thunderstorm so there wasn't very many cars that came, but we will take the rain anytime. In August the Trail Dusters went to Judith Gap and enjoyed homemade pizza and again the weather was not favorable (there seems to be a theme here) so people enjoyed fellowship inside.

The Chokecherry Festival on September 11th was a great event. There was just over 50 cars that came to the car show, but there was lots of vendors and people, despite the decline in cars from previous years. The car show doesn't have awards and is just for fun and most people stayed well past the allotted schedule because there was so many people enjoying the cars.

The club met in Hobson at Tall Boys and enjoyed that trip; there was only 4 people that drove their classics due to the road construction. In October the days continue to get shorter and that will most likely be the last car function for the year.

The Trail Dusters club continues to get new members and we are always excited to see new faces and new vehicles. There has been several members that have passed away this year which is always sad. A special tribute goes

out the families of Jill Owens and Ray Woody.

As fall approaches enjoy your

cars while the weather is still good and take time to enjoy your club events. Be well.



Chokecherry Festival Car Show



Missoula Hellgate Auto Club

Perry Francis, Reporter



Michelle and Loren Leiby's 1954 Ford F100 on this years Cruzin' The Flathead poker run.

The June meeting was held on the cool lawns of the Rocky Mountain Museum of Military History (RM-MMH) at Fort Missoula. Our members are still a bit nervous about indoor meetings so this was a perfect outdoor venue for a summer evening. The club provided pizza and after a short meeting museum board member Stan Cohen and museum executive director Tate Jones conducted private tours inside the museum. Longtime Hellgate Car Club member Stan's tour featured the USS Missoula and the story of the first flag raising by the Marines on Mount Suribachi, Iwo Jima. Western Montana is proud of this ship and the role PFC Louis Charlo (USMCR, KIA) played in the raising of this historic first flag.

The Historical Museum at Fort Missoula along with the RMMM staged an abbreviated 4th of July

program this year featuring mainly old machinery, a steam powered sawmill, museum exhibits and old cars. Doug Ruffato brought his 87 Chevrolet and your reporter brought his 1935 Ford. The day was concluded

with a memorial tribute to our long time former club member Marvin Troutwine. For many years Marvin had owned and operated the iconic Case steam engine that powered the Fort Missoula saw mill and chugged each day at many Western Montana Fairs in Missoula. The engine is now owned by Mar-

vin's son Bruce, also a Hellgate Car Club member.

Our first summer tour was scheduled to the Lochsa Lodge on highway 12 in Idaho on July 17. It was cancelled at the last minute because of forest fires. A combination of smoke, low visibility, possible delays and temperatures in the high 90's caused us to decide to try again on another day. This day came on August 14 when nine intrepid members ventured into light smoke for lunch at the Lochsa Lodge. Making the trip along the curvy scenic highway were: Fred and Mary Williams in an 87 El Camino, Larry and Bev Berry in their Corvette, Burns and Sharon Wryn in a 51 MGTD, Perry Francis and Stan Cohen in a 59 Triumph TR3A and Jim Valeo in his 55 Jaguar XK140.

On August 28 fifteen club members in seven cars participated in the annual "Cruzin' the Flathead" poker run around Flathead Lake.



Perry Francis' 59 Triumph

This event is sponsored by the Mission Valley Cruisers and they always do a fine job which was helped this day with "top down" weather for over 40 cars and 89 poker hands played. Hellgate club members did not win anything at poker, which is not unusual, but Larry and Beverly Berry's 59 Ford Galaxie and your reporter's

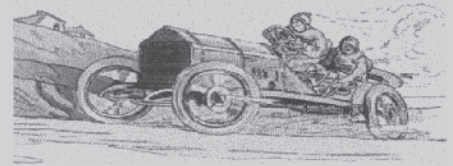
59 Triumph TR3A were selected as "favorite" cars. These selections came with gift certificates to be used at the bar/restaurant/poker card stop where the selections were made. Interestingly, the Berry's award was retroactive to last year as Larry had won it then but was not aware of the fact and did not claim it. The proprietor has

a long memory and recognized the car again one year later.

Five cars and seven members attended the September 10-12 Fall Tour in Great Falls. One of the benefits of belonging to the MP&CAC is the opportunity to learn a little of the history in and around our Montana towns as provided by tours given by the host club.

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



Our tour to the Stonehenge Aircraft Museum on June 18th went well. We had only 9 members on the trip, mostly because most of us had already seen the collection. We met on the East side of the Glacier High School Parking Lot and left in a group at about Noon with perfect weather. We took Old Reserve Road and the Farm to Market Road from Glacier High School up to where it joins US 93 North of Whitefish at Mile Marker 139 – a scenic way with little other traffic. We arrived at the Museum at about 1:00 PM and ate our picnic lunches on the second floor deck of the Museum building, a very pleasant place to be. We were guided through the collection at 2:00, which took about an hour. I'll say again, it is a very important collection and it is very well displayed – well worth seeing.

After viewing the collection we were offered the opportunity to go down to the full sized replica of the original Stonehenge in England, again very well worth seeing,

and which most of us did. A good day by any measure!

BOB SMITH'S MEMORIAL

As one might expect, there were a lot of people who were anxious to pay their respects to Bob, to his family, and to do it with other Club members. Under the guidance Bob Peters, friends and relatives and members of the Northern Rockies Chapter of the Antique Motorcycle Club of America, the Rocky Mountain Model T Club, the Flathead Pioneer Auto Club, a Blacksmith Club, and probably a few more groups, gathered in the parking lot at Smith's fuel station in Kalispell. Present were a good number of Motorcycles, Model T Fords from as far away as Great Falls, and antique cars. At about 4:00 PM on Thursday July 9th they all lined up and formed a procession down to the Pond Pavilion at Woodland Park, a great tribute to Bob and the Smith family. It looked like about 200 people to me.

Family members and friends then rose to tell stories, recall

memories, and give testimonials as to what a fine man Bob was, how much they appreciated him, and what they had learned from him. It was obvious that Bob had been a significant part of their lives and that he would be sincerely missed. The family had baked multitudes of awesome cookies which the crowd barely managed to dent. Bob and Glenda's three daughters and the 5(?) grandchildren in attendance all bore evidence of their being raised in Bob and Glenda's best tradition.

TED SCHABERT'S CAR COLLECTION

As promised, Ted's collection was fabulous, featuring not just excellent automobiles, but great "Automobilia", boats and "Nautica", "Aeronautica", etc. To get there we had to drive to Ted's place on Ashley Lake, a very dusty and not too wonderful dirt road, so most drove modern cars. We met at the Glacier High School Parking Lot and followed each other there and back. Your Secretary forgot about

it completely and missed the event, much to his regret. Slim chance, I suppose, but here's hoping we will have a repeat performance one of these days. There were 10 cars that went that day - there must be SOMEbody else that missed it!

AUGUST MEETING AT JOHN BARR'S "BARN"

It was "hotter than a two dollar pistol" on August 1st when 14 members gathered at John and Mary Ellen Barr's "Barn" for our August meeting. As always seems to be the case, the Barn was immaculate and filled with immaculate cars of every type, and the Barrs prepared all kinds of treats for us. There was little need for hot coffee, but they had made Iced Tea which hit the spot. We had a brief Club Meeting, most of which was taken up with conversation about plans for Club Events for this Fall.

RUMBLE IN THE BAY CAR SHOW

This on again/off again event is back on for real. According to the flyer they sent to our President, Jeffrey Sweet, it is scheduled for 7:00 AM to 4:00 PM MDT on Sunday September 5th, the day before Labor Day. The Flyer says "Downtown Bigfork"- I'm sure it will be easy to find! These are "Big Doin's" with lots of cars to see.

GSRA SEPTEMBER MEETING

Our September Meeting was to

join the Glacier Street Rod Club's annual Toys For Tots event. It was on September 11th and began with a Poker Run starting at 10:00 AM, at the Kalispell Dairy Queen. The Glacier Club said we in the Flathead Club would be most welcome for any or all of the event. The Catered Lunch (by DeSoto Grill) is free to those who donate a still new "Automotive Toy" in its original box and wrapping. The Main Event (Luncheon) started at noon and was at the home of Carter Colby and his parents at 465 Cayuse Lane (Not far from Lake Blaine.) The response is always phenomenal, usually reaching over 500 toys donated. It is a huge event, attracting virtually every gearhead within striking distance - a great chance to catch up with old friends. Your Secretary was on his way to the Annual Fall Tour of the Rocky Mountain Model T Club, so he was unable to attend or report on this great event.

OCTOBER BREAKFAST MEETING

We were hoping to arrange something for Saturday October 2nd for our October Breakfast Meeting. We use that occasion to bid farewell to our Snow Birds heading South and to nominate and vote for Club Officers for the 2021-2022 Year. Those with Political ambitions please note. Vice

President Chuck Covey has been searching for a venue for our Breakfast Meeting as we feel we aren't a big enough show to interest the Buffalo Hills Golf Club these days. He has checked into Nickle Charlie's and Syke's, both of which have the facilities to host a Breakfast Meeting, but he has not been able to find anything. We therefore will hold a regular meeting at the Flathead Bridge Club building at 2:00 PM on Sunday October 3rd, which would certainly be better for Nominations and Elections than our normal Breakfast Venues. We won't have a chance to enlist volunteers to bring snacks to go with our coffee, so if you would like to bring something, please do so and it will be received with enthusiasm!

GSRA 40th ANNIVERSARY EVENT

Beginning at 8:00 AM on Saturday October 9th at the Northwest Montana Fairgrounds in Kalispell the Glacier Street Rod Association will be hosting an Indoor Car Show to commemorate their 40 years as an active Car Club. This should be a great event with Rods recent and classic on display. Gearheads - Don't miss it!!

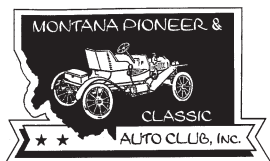
Trade Winds

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.

- WANTED -

WANTED: Top irons/bows for early Dodge 4 cylinder touring.

Call Dan Costle, 406-439-2671



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