

Montana 500 Newsletter

Jul Sep 2010

Volume 10 no. 3



Montana Cross Country T Assn.
1004 Sioux Road
Helena, MT 59602

www.montana500.org

2010 Officers and Directors:

President: Mike Robison
Vice President: Tony Cerovski
Secretary: Jillian Robison
Treasurer: Janet Cerovski

Directors:
Rick Carnegie 2010
Dave Robison 2010
Tom Carnegie 2012
Doug Langel 2012
Janet Cerovski 2011
Mark Hutchinson 2010
Mike Robison 2011
Tony Cerovski 2011
Jillian Robison 2010

Meeting Secretary: Jillian Robison
Correspondence: Tom Carnegie
Newsletter Editor: Tom Carnegie

Membership dues \$10.00
Touring class: \$25.00
Endurance runner: \$35.00

.
Cover photo: The Mc Donalds from Canada.

EDITOR'S PROPAGANDA

Tom Carnegie

Well, this should get to you just about as you are ready to leave to head for the meeting in Missoula. Check the website for last minute updates. If you are unable to get to the meeting and have some ideas or changes you'd like to have discussed, you can talk to someone who plans to attend. I got a copy of the updated membership list and I have changed the director list to match that list.

President's Message

Hope to see you the 10th of October for the fall meeting. The 50th running of the Montana 500 was a blast. Montana is a wonderful state. It is amazing the difference in landscape between eastern and western Montana. I'd like to thank the Montana 500 board of directors, the Montana 500 Members, the Town of Fairview, Napa in Missoula, Rick Bonebright, the Rocky Mountain Model T Club, and my wife Jillian for their help in making the 50th a memorable event. I've had a extremely busy car-filled summer, starting with the Montana 500, then getting to enjoy another week in up in Whitefish, MT for the Western National Model T tour, and keeping extremely busy with the various car clubs in Spokane. It was really fun to see a few Montana 500 people at the national tour. It was also great to see how well those cars ran compared to the majority of the T's on the tour.

I've heard through the grapevine that Conrad, MT. or Dillon, MT. are the front runners to host the 2011 Montana 500. See you next summer.

Mike Robison

Winners' Speed Secrets Revealed by Tom Carnegie

I have been wracking my brain trying to come up with ideas for articles for the Montana 500 newsletter. Since there are several winning drivers in Spokane, I decided to ask them to list for me the top five “secrets” to a winning car, (that they would be willing to divulge). Some of the drivers declined to do so, but of those that did I have compiled a list with a bit of explanation. I have ranked and listed the top ten responses. What I indicated was that I wanted specific things, not general things like “make your engine breathe better”, or “reduce rolling resistance”.

1. Well broken in (minimum 500 miles) and test driven (at speed and distance) car. It seems that too many folks show up with an ill prepared car. The number one most important thing is to make sure that you have time to break in your car and work out the bugs.
2. Good coils and timer. A Montana 500 RS timer is recommended. Coils set up by amateurs or even professionals that are used to doing the job for “touring” T's are probably not going to make it. High speed operation demands incredible precision in the ignition system.

3. A good fuel system. One that is free of debris and flows well. That includes the use of a non-restrictive needle and seat, preferably an original Ford.
4. Top. Apparently the drivers feel a top reduces wind resistance. The results seem to reflect this. No one has won without a top since 2006.
5. A speedometer that reads in 1/10's. The thought is that as adjustments are made to the carburetor and such, results are indicated sooner.
6. Reground high-lift cam. The driver did not list which cam he recommended!
7. Bands not over-tightened. Presumably a no-brainer, yet people show up with their bands too tight.
8. Front-end alignment correctly set. As above, a no-brainer, but often overlooked.
9. Good cooling system. There are few things as miserable as fighting a bad radiator. Also it is potentially damaging.
10. Free-running rear end. Make sure that the gears mesh nicely and that the brakes are not dragging. Also, housings can be bent.

Our local group was discussing this subject and someone made the comment that an article could be written on practically every one of these items. At the very least, this is a pretty good start on a checklist of sorts when preparing your car.

2010 Montana 500 recap

Tom Carnegie

For the fiftieth Montana 500 we decided to retrace the original 1961 route. The original run was from Missoula to Fairview, so the fiftieth was from Fairview to Missoula. Sunday was inspection day. We met at Fairview where the town folk had a no host lunch set up. On Monday we met in North Dakota. Since we had to run through Sidney under time, we decided to skirt the city on a truck route. This route was longer than driving through town and was mostly 25 MPH. The route through town was shorter, but had several traffic lights. It was explained to all drivers that they were required to drive the truck route. Even though, several drivers cut the corner and went straight through town and gained an advantage of several minutes on the cars that followed the correct route. A discussion was held and the directors decided to throw out the first leg and start over again. The first car at the end of the scrapped first leg was Sergio Hernandez, with Garrett Green right behind him. Here are the times of the first leg, for those who are interested:

Sergio Hernandez	1:03:44
Garrett Green	1:03:51
Sheridan "Sonny" Bishop	1:06:01
Mike Stormo	1:06:24
Bill Mullins	1:07:39
Tom Carnegie	1:07:40
Nan Robison	1:07:58
Mark "Hutch" Hutchinson	1:08:04
Doug Langel	1:08:15
Jillian Robison	1:09:26
Rick Carnegie	1:09:28
Mike Cuffe	1:12:23
Mike Robison	1:14:40
Ed "Skeeter" Carlson	1:18:16
Glen Mc Donald	1:22:40
Dave Huson	1:24:46

We started fresh with the second leg. It was a short run of twenty-five miles from Richey to Circle. Second leg results:

Mike Stormo	0:30:21
Garrett Green	0:30:25
Mike Robison	0:31:02
Nan Robison	0:31:04
Sergio Hernandez	0:31:06
Tom Carnegie	0:31:10
Rick Carnegie	0:31:50
Bill Mullins	0:31:54
Sheridan "Sonny" Bishop	0:32:04
Mark "Hutch" Hutchinson	0:32:12
Doug Langel	0:32:14
Jillian Robison	0:32:27
Mike Cuffe	0:33:59
Ed "Skeeter" Carlson	0:35:00
Dave Huson	0:37:06
Glen Mc Donald	0:38:55

(Actual) leg three (counted leg two) was from Circle to Jordan. About 62 miles. On this leg Stormo, Langel and Huson all broke down. Stormo, stuck valve. Langel, Rod. Huson, head gasket. Stormo would later get back in, but Huson and Langel were done. The first column will be (actual) leg three results, the second the total through (actual) leg three. From this point on I will refer to the legs by their counted number only.

Garrett Green	1:13:21	Garrett Green	1:43:46
Tom Carnegie	1:15:29	Tom Carnegie	1:46:39
Nan Robison	1:16:29	Nan Robison	1:47:33
Bill Mullins	1:16:44	Sergio Hernandez	1:48:01
Sergio Hernandez	1:16:55	Bill Mullins	1:48:38
Mark "Hutch" Hutchinson	1:17:30	Mark "Hutch" Hutchinson	1:49:42
Mike Robison	1:18:43	Mike Robison	1:49:45
Rick Carnegie	1:18:58	Rick Carnegie	1:50:48
Jillian Robison	1:19:05	Jillian Robison	1:51:32
Sheridan "Sonny" Bishop	1:20:45	Sheridan "Sonny" Bishop	1:52:49
Mike Cuffe	1:21:29	Mike Cuffe	1:55:28
Glen Mc Donald	1:33:01	Glen Mc Donald	2:11:56
Ed "Skeeter" Carlson	1:41:21	Ed "Skeeter" Carlson	2:16:21
Leg two time		Accumulated time	

Leg three was from Circle to Winnett, 74 miles. Again, the first column is the time for the leg, the second is the overall time. At Winnett, Stormo removed his cylinder head and assessed his stuck valve. We gassed up at the local stop and the folks there reminisced about the last time we had come through.

Garrett Green	1:24:57	Garrett Green	3:08:43
Tom Carnegie	1:26:07	Tom Carnegie	3:12:46
Mike Robison	1:26:11	Nan Robison	3:14:06
Nan Robison	1:26:33	Sergio Hernandez	3:15:00
Sergio Hernandez	1:26:59	Mike Robison	3:15:56
Mark "Hutch" Hutchinson	1:28:45	Mark "Hutch" Hutchinson	3:18:27
Rick Carnegie	1:28:58	Bill Mullins	3:18:28
Jillian Robison	1:29:08	Rick Carnegie	3:19:46
Bill Mullins	1:29:50	Jillian Robison	3:20:40
Sheridan "Sonny" Bishop	1:30:47	Sheridan "Sonny" Bishop	3:23:36
Mike Cuffe	1:35:27	Mike Cuffe	3:30:55
Ed "Skeeter" Carlson	1:40:48	Ed "Skeeter" Carlson	3:57:09
Glen Mc Donald	1:51:20	Glen Mc Donald	4:03:16

Leg three time

Accumulated time

Leg four was from Winnett to Lewistown, 52 miles was the last of day one. We spent the night at the Yogo Inn.

Tom Carnegie	0:55:22	Garrett Green	4:04:05
Garrett Green	0:55:22	Tom Carnegie	4:08:08
Mike Robison	0:56:08	Nan Robison	4:11:04
Sergio Hernandez	0:56:26	Sergio Hernandez	4:11:26
Nan Robison	0:56:58	Mike Robison	4:12:04
Rick Carnegie	0:58:24	Bill Mullins	4:17:51
Jillian Robison	0:58:42	Rick Carnegie	4:18:10
Bill Mullins	0:59:23	Jillian Robison	4:19:22
Sheridan "Sonny" Bishop	1:00:50	Mark "Hutch" Hutchinson	4:19:26
Mark "Hutch" Hutchinson	1:00:59	Sheridan "Sonny" Bishop	4:24:26
Mike Cuffe	1:01:23	Mike Cuffe	4:32:18
Ed "Skeeter" Carlson	1:14:30	Ed "Skeeter" Carlson	5:11:39
Glen Mc Donald	1:24:42	Glen Mc Donald	5:27:58

Leg four time

Accumulated time

Leg five began on day two. Stormo was repaired and back in. This leg was from Lewistown to Stanford, 43 miles.

Mike Robison	0:51:09	Garrett Green	4:56:20
Tom Carnegie	0:51:23	Tom Carnegie	4:59:31
Nan Robison	0:51:32	Nan Robison	5:02:36
Garrett Green	0:52:15	Mike Robison	5:03:13
Mike Stormo	0:52:51	Sergio Hernandez	5:08:19
Rick Carnegie	0:53:03	Rick Carnegie	5:11:13
Sheridan "Sonny" Bishop	0:55:00	Jillian Robison	5:14:37
Jillian Robison	0:55:15	Mark "Hutch" Hutchinson	5:14:43
Mark "Hutch" Hutchinson	0:55:17	Bill Mullins	5:15:04
Sergio Hernandez	0:56:53	Sheridan "Sonny" Bishop	5:19:26
Bill Mullins	0:57:13	Mike Cuffe	5:30:44
Mike Cuffe	0:58:26	Ed "Skeeter" Carlson	6:17:15
Ed "Skeeter" Carlson	1:05:36	Glen Mc Donald	6:38:29
Glen Mc Donald	1:10:31		

Accumulated time

Leg five time

Next leg was from Stanford to the construction at Belt, 37 miles. On this leg Green had a flat tire.

Tom Carnegie	0:38:00	Tom Carnegie	5:37:31
Nan Robison	0:38:04	Nan Robison	5:40:40
Mike Robison	0:38:25	Mike Robison	5:41:38
Rick Carnegie	0:39:13	Garrett Green	5:42:29
Sheridan "Sonny" Bishop	0:39:38	Sergio Hernandez	5:48:29
Mike Stormo	0:39:58	Rick Carnegie	5:50:26
Sergio Hernandez	0:40:10	Jillian Robison	5:55:08
Jillian Robison	0:40:31	Bill Mullins	5:57:33
Bill Mullins	0:42:29	Mark "Hutch" Hutchinson	5:58:01
Mike Cuffe	0:42:47	Sheridan "Sonny" Bishop	5:59:04
Mark "Hutch" Hutchinson	0:43:18	Mike Cuffe	6:13:31
Ed "Skeeter" Carlson	0:45:12	Ed "Skeeter" Carlson	7:02:27
Garrett Green	0:46:09	Glen Mc Donald	7:25:58
Glen Mc Donald	0:47:29		

Accumulated time

Leg six time

The last leg of day two was from Vaughn to Lincoln, 74 miles. It was very rainy on this leg. Hutch backed out because of engine noise and Jillian and Skeeter both lost rods. Mullins stopped to replace a coil.

Tom Carnegie	1:22:20	Tom Carnegie	6:59:51
Mike Robison	1:23:27	Mike Robison	7:05:05
Mike Stormo	1:24:15	Nan Robison	7:05:16
Nan Robison	1:24:36	Garrett Green	7:10:13
Sergio Hernandez	1:27:30	Sergio Hernandez	7:15:59
Rick Carnegie	1:27:39	Rick Carnegie	7:18:05
Garrett Green	1:27:44	Sheridan "Sonny" Bishop	7:27:32
Sheridan "Sonny" Bishop	1:28:28	Bill Mullins	7:43:15
Mike Cuffe	1:36:54	Mike Cuffe	7:50:25
Bill Mullins	1:45:42	Glen Mc Donald	9:18:51
Glen Mc Donald	1:52:53		

Leg 7 time

Accumulated time

The last leg was on day three. 69 miles from Lincoln to Bonner, just outside of Missoula. We were joined by Mike Cain who had trouble getting his car to the run. Jillian repaired her rod and was back in. Tom Carnegie had a bad leg and Nan Robison had a good one. It was good enough to put her on top.

Nan Robison	1:19:23	Nan Robison	8:24:39
Mike Stormo	1:20:07	Mike Robison	8:25:30
Mike Robison	1:20:25	Tom Carnegie	8:27:59
Sergio Hernandez	1:20:47	Garrett Green	8:32:05
Garrett Green	1:21:52	Sergio Hernandez	8:36:46
Rick Carnegie	1:21:54	Rick Carnegie	8:39:59
Bill Mullins	1:23:57	Sheridan "Sonny" Bishop	8:52:26
Sheridan "Sonny" Bishop	1:24:54	Bill Mullins	9:07:12
Jillian Robison	1:26:32	Mike Cuffe	9:19:03
Tom Carnegie	1:28:08	Glen Mc Donald	10:57:49
Mike Cuffe	1:28:38		
Mike Cain	1:37:07		
Glen Mc Donald	1:38:58		

Leg 8 time

Accumulated time

At the subsequent teardown Mike Robison was disqualified for having an illegal carburetor which moved everyone below him up one spot. Green's car was given a cursory examination. His carburetor was found to pass the gauge from one direction, but the issue was not put to a vote of the drivers by the inspectors. The final positions are listed on the following page. Cars that did not complete the entire route's position is based on the number of miles completed, under time.

Place	Car. No	Name	Hometown	Total time	Average	Miles Completed
1	11	Nan Robison	Spokane, WA	8:24:39	51.84	
2	7	Tom Carnegie	Spokane, WA	8:27:59	51.5	
3	9	Garrett Green	Orange, CA	8:32:05	51.09	
4	1	Sergio Hernandez	Bell Gardens, CA	8:36:46	50.62	
5	8	Rick Carnegie	Spokane, WA	8:39:59	50.31	
6	14	Sheridan "Sonny" Bishop	Orange, CA	8:52:26	49.13	
7	13	Bill Mullins	Spokane, WA	9:07:12	47.81	
8	6	Mike Cuffe	Eureka, MT	9:19:03	46.79	
9	15	Glen Mc Donald	Calgary, AB	10:57:49	39.77	
10	4	Jillian Robison	Spokane, WA			419
11	2	Ed "Skeeter" Carlson	Cheney, WA			331
12	3	Mark "Hutch" Hutchinson	Spokane, WA			293
13	5	Mike Stormo	Davenport, WA			279
14	17	Mike Cain	Spokane, WA			69
15	16	Doug Langel	Rudyard, MT			66
16	12	Dave Huson	Berthoud, CO			35
DQ	10	Mike Robison	Spokane, WA	8:25:30	51.75	



Ed Towe started the Montana 500 in 1961. He was on hand to flag us out in North Dakota and also to flag us in in Missoula. In the background is a camera from a film crew that was on hand making a documentary of the fiftieth running of the Montana



President Mike Robison talking to George Fitzgerald during the lunch stop on day one. George ran in the first run in 1961.



The hardworking timer girls. Jackie Stormo and Susie Carnegie.



Mike Cuffe drove his T all of the way to North Dakota, then ran the entire run, all without a support vehicle. He had no problems.

Montana Cross Country T Assn.
7516 E. Mission Ave.
Spokane Valley, WA 99212