

# The Montana 500 Newsletter

Volume 57, Number 1

March/April/May/June 2017



Above is Russel Hanna of Spokane, Washington. Currently massaging up his Montana 500 Car for the 2017 Endurance Run.

**Montana Cross Country "T" Association**  
A Schedule S nonprofit Montana Corporation  
Founded in 1961

**Background:**

The Ford Model T was voted the "Car of the Century" which was an international award given to the world's most influential car of the 20th century. The election process was overseen by the Global Automotive Elections Foundation with a narrowed field of 200 cars. The winner, the Ford Model T, was announced at an awards gala on December 18, 1999 in Las Vegas, Nevada.

The Montana Cross Country "T" Assn. is dedicated to rebuilding, refurbishing, preserving, and proving stock Ford Model T's. In some cases, members fully restore these cars to a "new car status" in most every aspect.

The Assn. also allows the above Model T's that meet written safety requirements to be endurance tested at their annual runs. The Montana 500 is sort of a proving ground for the owner, engine builder, chassis builder, and electrical systems builder.

We highly recommend that you get yourself a Model T and join these endurance runs. Expect to have some old school (or new school) fun. It is a friendly helpful atmosphere.

**Membership Information:**

Active Membership includes all the privileges of the Association including issues of the Montana 500 Newsletter. Annual dues are \$10 and entitle the member one vote at meetings. Touring & Endurance class: \$35.00/Run  
Members and those wanting to become members should send a check to: Attn. Treasure, Janet Cerovski, 1004 Sioux Road, Helena, Montana. 59602

**Montana 500 Web Information:**

<http://www.antiqueautoranch.com/montana500/>

**Executive Officers:**

President: Bill Mullins      Spokane  
Vice Pres: Tom Carnegie      Spokane  
Treasurer: Janet Cerovski      Helena

**Directors and terms:**

Bill Mullins    2017-2019 [m00nmullins@yahoo.com](mailto:m00nmullins@yahoo.com)  
Tom Carnegie   2017-2019 [tacarn@yahoo.com](mailto:tacarn@yahoo.com)  
Janet Cerovski   2017-2019 [jcerovski@bresnan.net](mailto:jcerovski@bresnan.net)

Brandon Langel   2016-2018 [brandon@purewestmt.com](mailto:brandon@purewestmt.com)  
Garrett Green    2016-2018 [27ford@att.net](mailto:27ford@att.net)  
Tony Cerovski    2016-2018 [tcervski@bresnan.net](mailto:tcervski@bresnan.net)

Dennis Powers   2015-2017 [dpowers110@msn.com](mailto:dpowers110@msn.com)  
Rick Carnegie    2015-2017 [rccarnegie@comcast.net](mailto:rccarnegie@comcast.net)  
Mike Cuffe        2015-2017 [mcuffe@interbel.net](mailto:mcuffe@interbel.net)

**Meeting Secretary and Correspondence:**

Meeting Secretary: Jillian Robison  
Correspondence and Newsletter: Tony Cerovski

**Direct all correspondence to:**

MCCTA, 1004 Sioux Road, Helena, MT 59602  
or inquiries to:  
Bill Mullins [m00nmullins@yahoo.com](mailto:m00nmullins@yahoo.com)

**Past Presidents:**

Years:	Name:	Event Locations:
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2015-2016	Tom Carnegie,	WSS & Dillon
2013-2014	Mike Cuffe,	Libby & Ft. Benton
2011-2012	Mike Stormo,	Butte & Conrad
2009-2010	Mike Robinson,	LVG & FV>Bonner
2007-2008	Mark Hutchinson,	Havre & Th Falls
2005-2006	Rick Carnegie,	Lewistown & Dillon
2003-2004	Tom Carnegie,	Bozeman & Eureka
2001-2002	Sam Nickol,	Kalispell & Helena
1999-2000	Simon Nickol,	Missoula & Gt. Falls
1997-1998	Tony Cerovski,	Lewistown x2
1995-1996	Tony Cerovski,	Fairmont & Helena
1994	Terry Peters	Bozeman
1993	George Nickol,	Helena

## The President's Message

Bill Mullins President 2017-2018

m00nmullins@yahoo.com

The 500 will be held in Missoula Montana this year and the run will be here before we realize it. The base hotel is My Place. Some information is shown here and <http://www.antiqueautoranch.com/montana500> . Again this year we will be using most of Interstate 90 and some of the route may occur on side roads. The route should be finalized after pre driving this spring.

We hope to have a more in depth safety inspection list posted on the above web link. You can download it and use it to do an inspection of your car. It is also included in this newsletter, the last two pages. You will need to sign and bring this safety inspection form showing that you have it done.

We have a couple of new cars being built this year one in my shop belonging to Russell Hanna coming along good. I believe another car is being readied by Don MacLeod. Any others?

Hope to have you all return this year for a great run assuming winter stops before June. A history note: The 1999 500 was run in Missoula and the winner was Sam Nickol with an average speed 45.9 mph. It will be interesting to see what this year will produce.

If you have any question, you can email me at: m00nmullins@yahoo.com

Bill Mullins

## Motel-Hotel Information:

Location: My Place Hotel

2951 Expo Parkway, Missoula, MT 59808

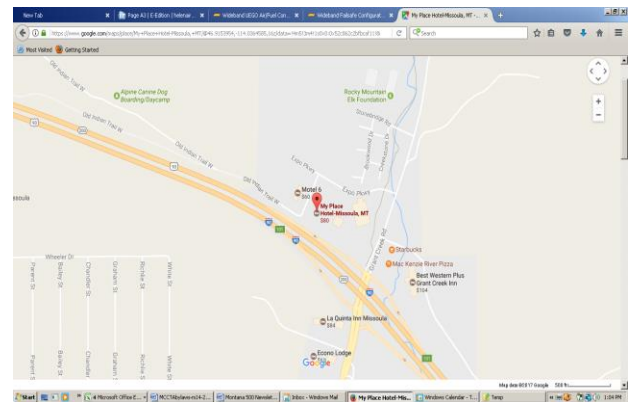
Reservations: Call (406)-926-1001

Rates: \$107.93 per night. Quotes include tax.

7 nights in a row the rate is \$98.31 per night.

Ask for rooms with the Montana 500 group.

How to get there. I-90 Exit 101 then North.



Map at the I-90 Exit 101 Interchange.



Pencil Rendering for the 1996 Run  
By Havre, Montana Artist Don Greytak

# The 2011 Montana 500

A short story

By Dennis Powers

For years, my main hobby had been vintage steam engines and prairie tractors. Most of these weighed in excess of 20,000 lbs., and a total restoration and rebuild would take two or three years. As a farmer and mechanic, I had the shop to work on these large machines, although our farm machinery always had first priority. The last tractor project I restored was a 30-60 Case tractor. It weighed 28,000 lbs., was a two cylinder with 10" bores and a 12" stroke. The flywheel alone weighed 1550 lbs.

I bought my first T, a 1920 runabout, thirty plus years ago, and drove it every summer. Minor repairs were needed, never anything major. In 2004 I acquired a depot hack pickup built on a 27 running gear. This started going along to steam shows to haul my needed tools. In 2007 another T came along. A friend wanted to sell his 27 touring with a bad engine. He had owned this T for forty years. All his kids had learned to drive in this T, but it had been in storage for 10 years. So the new project was rebuilding a Model T engine.

The 27 engine was rebuilt with new babbitt, pistons, valves, trans bushings, etc. Nothing was balanced nor was any alignment checked. The engine ran well and after about several hundred miles I opened it up. A nice piece of flat county pavement several miles long was used for the "speed test". 47 MPH driving one way with 47.5 MPH going the other. Having no Idea what this speed meant, I thought that might be pretty good for a stock T.

I had read stories from time to time over the years about the Montana 500 Endurance Run for only Model T's. The run was 500 miles long on Montana state roads, lasted several days, and

your times were measured by stopwatch. The 500 sounded very interesting.

So now it was time to do something about the Montana 500. In the fall of 2009 I emailed Tom Carnegie about my interest. He got right back with encouraging information about the 500. I'll never forget this quote, "if you can build a model T that will run 50 MPH both directions, you will have a good time."

2010. Dan Brown and I have been friends through the antique tractor hobby for twenty plus years. We had spent a lot of time together with our common interest. I wondered if Dan would also be interested in the 500, so I called him. After an explanation of the 500, he spent a few days thinking about the idea and called back. His suggestion was that I build the engine, and he would build the car. If we only did this once, I would still have the engine and he the car.

So our plan is to get ready for the 2011 Montana 500. Dan's acquisition and rebuild of the car is a story in itself and he can tell that.

So on to lots of research, then trying to build a fast Model T. Two former MT 500 enthusiasts were very helpful with suggestions and ideas. I bought two rusty '27 engines and thought T stuff didn't cost much. Took them apart and I didn't get much either. Finally a good '26-'27 block was found. So with the help of all my friends that babbitt, do machine work, balance, etc the engine and transmission took shape.

Dan was still working on the car and I was anxious to run the engine to see how it would perform. I had a 26 roadster that was ready for restoration. It had a primer body and no fenders or upholstery. I pulled the original engine and installed my new Montana 500 engine. On the first road test I was impressed. You could actually feel some acceleration. Or was it just the straight pipe making me think I had a racer?



Dan ran into some unexpected assembly problems building the body and we ended up installing the engine in his car 10 days before time to leave for Montana. The engine now had 300 miles on it and did run 62MPH downhill. A few more road tests and in June 2011 we were off to Conrad Mt.

We arrived at the Super 8 on Friday and not a T was in sight. Saturday we ran 80 miles and everything was working fine. By Sunday the parking lot was full of T's and lots of folks we didn't know. Nan Robinson, Mike Robinson, and Mike Cuffe all introduced themselves, and I met and visited a bit with Tom Carnegie who had been most encouraging about trying the 500. More test runs and the gps said 52 MPH. Is that good? We didn't have a clue.

Sunday afternoon inspection was also a new experience. Our car passed except for a debate over the carburetor, Mike Robison saying it was legal and Garrett Green saying it was questionable.

Monday morning finally rolled around and Dan and our T went out to line up. Our plan was Dan would drive the first day and I would drive the second. Little did we know then that there was to be no second day for us.

From the Sunday night driver meeting we had a route to follow. Flagged out and our car is off in its first 500. The first stop was Cut Bank. At every stop we checked the oil in the top petcock and a few drops came out. The third stop at Browning Dan said the car had a funny smell. We pulled the transmission cover and checked the bands. Everything looked ok but it had a burnt smell. We did some band adjusting and off Dan went.

The car had been running strong but that was about to end. On the way to Valier the engine was out of oil and turned to melted parts. Just not fun to have your T drive through Valier, past

all the other T's, while on the trouble trailer. Back at the parking lot we determined that the engine was not fixable. Several members did offer to help tear it down and offered a rod if we needed it, which was appreciated.

So after months of preparation our first Montana 500 ended with three legs completed on Monday, 158 miles run and an engine out of oil. Tuesday morning the amateurs headed back to Iowa. On the way home I finally asked Dan, "Are we going to do this again?" His reply; "I think we have some unfinished business in Montana."

Chapter 2 to come. We are off to Butte in 2012 with two cars and more trouble.

### **2016 Trivia by Special Request 2016 Leg Leaders. Top Average Speed.**

<b>Leg #</b>	<b>Name</b>	<b>MPH</b>	<b>From</b>	<b>To</b>
1.	M-Stormo	56.53	Dillon	Rocker
2.	B-Mullins	56.10	Rocker	Belgrade
3.	B-Mullins	56.61	Belgrade	Rocker
4.	T-Carnegie	52.89	Rocker	Dillon
5.	D-Powers	55.83	Dillon	D-Lodge
6.	T-Carnegie	54.34	Deer Lodge	Dillon
7.	D-Powers	52.89	Dillon	Lima
8.	N-Robison	58.12	Lima	Dillon
8.*	DP and MS	57.57	2 <sup>nd</sup> fastest tied	



Passing Safely Photo from the 1970 Run.

## **2017 Annual Meeting Minutes:**

The Annual Meeting of the Montana Cross  
Country T Association – 2016.

By Jillian Robison

The Annual Meeting of the Montana Cross  
Country T Association – 2016:

The meeting was held in Thompson Falls,  
MT on October 9th, 2016.

The meeting was called to order by  
President Tom Carnegie at 10:21.

Officers, members, and guests present  
included: Mike Robison, Jillian Robison,  
Brooke Robison, Lachlan Robison, Heather  
Robison, Brandon Langel, Doug Langel,  
Garret Green, Tony Cerovski, Janet  
Cerovski, Bill Mullins, Russell Hannah, Rick  
Carnegie, Nan Robison, Tom Carnegie,  
Jackie Stormo, Mike Stormo, Rick  
Bonebright, Sonny Bishop, and Gene  
Carrothers.

There was a discussion about the bylaws  
and director terms. The floor was opened  
for nominations for president. Bill Mullins  
was nominated by Tony C and there was a  
second. Mike S nominated Rick Carnegie.  
He declined. Mike S made a motion to cast  
a unanimous ballot for Bill Mullins as  
president. It was seconded and passed. Bill  
Mullins took over as president and  
conducted the meeting going forward.

The floor was opened for nominations for  
vice president. Mike S nominated Tom C for  
vice president. There was a second. Garret  
G nominated Dennis Powers and there was  
a second. Rick C moved to cease  
nominations which was seconded. Tom C  
was elected as vice president.

The discussions about the bylaws and  
director terms continued. It was decided  
that we needed to elect two directors to  
serve three year terms.

The floor was opened for a director  
position. Garrett G nominated Dennis  
Powers and it was seconded. Mike R made  
a motion to cast a unanimous ballot for  
Dennis Powers as a director. It was  
seconded and passed.

The floor was opened for the other director  
position. Tom C nominated Mike Stormo. It  
was seconded it, but he declined. Sonny B  
nominated Rick Carnegie. It was seconded.  
Garrett G nominated Doug Langel. It was  
seconded. Tom C moved that nominations  
cease, which was seconded. Rick Carnegie  
was voted in as the other director.

The treasurer's report was presented. The  
income from the 2016 run was \$2,515. The  
expenses were \$1,572. The 2016 run  
netted \$943. There is \$4,562.75 in the bank  
account. Sonny B made a motion to  
approve the treasurer's report as  
presented. There was a second and it was  
approved.

Tom C made a motion to approve the  
minutes as printed in the newsletter. The  
motion seconded and passed.

The floor was opened for nominations of  
locations. All places named were seconded.  
The list of locations named included:  
Helena, Missoula, Deer Lodge, Glendive,  
and Malta. There was a motion and a  
second to close nominations. There was a  
show of hands for the locations and the two  
with the highest votes were put to a vote.  
Missoula was the winning location.

The date was discussed. There was a

nomination for June 18th. It was seconded and passed.

The floor was opened to rule changes. Nothing was brought up. There was a motion to close the floor to rules changes. It was seconded and passed.

The floor was opened to old business. Tom C mentioned that he no longer will be doing the newsletter. Sonny B mentioned a lady that would do it for \$60 to \$80 a newsletter. There was a nomination to have Tony C prepare the newsletters. It was seconded and passed.

The website was discussed. It was noted that newsletters have not been updated on the website for a couple years.

The floor was opened to new business. The American Car Collector Magazine did an article on the Montana 500.

Rick B brought up the director candidates for the MTFCA and noted the two he would like to endorse.

There was an accident last year due to a front end situation. The feeling is that we need to make sure that the cars are more ready to go before they can run. The checklist that is signed by the driver states that they are ready to run. Liability was discussed for situations like this and if this situation would have been worse. It was noted that we should form a committee to get a list ready for the next run. We should start with the MTFCA list and use the safety related items for our checklist. There was a motion to have an abbreviated checklist in addition to the inspection and the driver has to sign it or have another driver sign it. That was seconded. The motion was amended by removing the "or have another driver sign it" section. That was seconded and

approved. The motion was seconded and approved as amended. There was a motion to form a committee to look into this checklist and use their recommendation at the run next year. This motion was seconded and approved. There was a motion to have Tom C lead the committee and he will choose the people he would like to be on the committee at the approval of the directors. This motion was seconded and passed.

There was discussion about how the written notice of the meetings is given on the internet.

Permanent numbers were discussed. There was no interest in having permanent numbers.

There was a motion to adjourn the meeting. It was seconded and passed. The meeting was adjourned at 11:29.



Jackie Stormo & Suzie Carnegie  
Head Timers-Flaggers 2011 Conrad Run.

## **Election of Officers and Directors**

### **A Review of the Association's By-Laws**

By Tony Cerovski, Director

#### **Recent Inquiries and Confusion 2015-2016:**

On occasion over the last two years, questions were asked concerning the length of a new Director's term. The short answer is "It varies."

*By careful examination, the historical records of the Meeting Minutes and By-Laws it is clear that all three newly elected Officer's serve new three year terms each.*

Why it Varies: When a current Director is elected to a new Officer's term, three events happen.

1. The new Officer also serves a new three year Director's term.
2. If the new Officer was an existing Director or Officer, the old Director term is vacated.
3. A replacement Director is elected to fill that vacancy.

#### **Officer and Director Terms 1961-1995:**

*Historical research here is referring to the original By-Laws in use at the Annual Meetings from 1961 to 1995. In 1996, the By-Laws were changed, more on that later on.*

1961-1995: Using the By-Laws, the members were instructed to nominate and vote for the officers after old business concluded.

A President was elected 1st, then a Vice President 2<sup>nd</sup>, and a Treasurer 3<sup>rd</sup> was elected. Normally, there were no further Director elections, being that the previous Officers remained as Directors until their terms expired. Back in the day, it was usual for the new President's wife to serve as Secretary-Treasurer, and hold a three year directorship position upon election.

In the following years new elections, the President's wife (aka Treasurer) could step down and "vacate" her remaining Directorship term if she had no further interest. A new Director would be elected to fill her remaining vacated term.

If an Officer or Director resigned or perhaps passed away, it was a simple matter to elect a replacement Director to fill out the remainder of that term.

#### **By-Laws Changed Executive's Term's 1996:**

In 1995, it was proposed that the Directors make a change to the By-Laws. In 1996 those changes went forth to the membership for ratifying the By-Law changes in 1996. Those changes were ratified.

What changed? The Executive Officer's service term length changed from one year of service to two consecutive years of officer service. The Officer's three year service as a director remained intact.

Case in Point. Two years ago, Tom was elected President at the 2014 Annual Fall Meeting. This caused him to serve as a President for 2015 & 2016 and additionally as a Director for 2017.

When Tom was elected as Vice President at the 2016 Annual Fall Meeting he automatically vacated his remaining 2017 term and acquired a new term running to 2019. Dennis Powers was elected to fill Tom's vacancy, and it runs through 2017. Similarly, it happened again with Janet's re-election as Treasurer. Rick Carnegie was elected into her old vacancy running to 2017. Mike Cuffe was the outgoing Vice President and retains the last 2017 Director position.

*In Summary,* there are three Directors in a year. No more, no less. Tony Cerovski



# Montana Cross Country “ T” Association

## 2017 Endurance Run And Low Land Tour Waiver & Self Inspection Agreement

Owner Name \_\_\_\_\_  
Address \_\_\_\_\_  
Phone number \_\_\_\_\_

As a participant in the Montana 500 Cross Country Endurance Run and Low Land Tour Event, you must inspect your car prior to attending Run and Tour Event to complete event registration. Please check each of the categories with a “Y” for yes, “N” for no. The responsibility for car's safety and mechanical condition rests with the owner/participant/operator. Return at event signed.

\_\_\_\_\_

### Steering

Steering wheel should have less than 2” to no play

Acceptable wear and minimal to no play

- \* Radius rod (wish bone) to crankcase
- \* Ball arm (pitman arm) to steering gear connecting rod (drag link)
- \* Steering gear connecting rod (tie rod) to yoke ball
- \* Spindle bolts (king pin)
- \* Spindle connecting rod (tie rod) bolts

### Cotter keys (or lock washers, if holes not drilled) installed in the following:

- \* Radius rod (wish bone) to front axle (2 required)
- \* Steering gear bracket to frame ( 3 required )
- \* Ball arm ( pitman arm ) to steering post ( 1 required )
- \* Steering gear connecting rod (tie rod ) to yoke ball ( 2 required
- \* Steering gear connecting rod (tie rod ) to steering gear ball ( 2 required )
- \* Spindle connecting rod to spindles (2) (1 per spindle)
- \* Spindle bolts ( kingpins) 2 ( 1 spindle)
- \* Spindle arm 2 (1 per spindle)
- \* Front spring hangers (shackles) 4 (2 per side)
- \* Front spring to frame (2 or 4 required) depending on year
- \* Yoke ball (1 required)
- \* Safety wire crankcase studs holding radius rod ball cap
- \* Grease in steering gear case & steering gear bracket (also check gear post & pinion gears for wear)
- \* Check for play in steering gear case to steering column (check rivets/taper pins)

### Brakes

Brake pedal (and, reverse pedal) bottom out before reaching floor boards

Both rear wheels lock up under hard braking

### Emergency Brakes

Hand brake sets securely before limit of its travel (check pawl & spring) & both wheels lock

Note: The hand brake must be able to hold the car with engine running & should be able to hold the car on a moderate slope.

Cotter keys (or lock washers, if holes are drilled) installed on:

- \* Control shaft assembly to frame (4 required)
- \* Brake shoe bolt 2 (1 per side)
- \* brake rods 4 (1 per end)

### Wheels

Spokes (& felloes on earlier) cars are tight

Front wheel bearings-no play, good condition & greased

All wheels tight & axle/spindle nuts cotter keyed  
Lug nuts tight on demountable rims  
Checked tires for wear, weather cracks, rim cuts, ect.

## **Rear Axle**

Rear axle nuts tight & secured with cotter pins (use long wrench)

Cotter keys (or lock washers, if holes are not drilled) installed:

- \*Rear spring to frame (4 required)
- \* Rear spring hangers (shackles) 4 (2 per side)
- \* Rear spring perches to wheel flanges (backing plates) 1 (per side)

## **Other**

Lights functional  
Brake light  
Safety glass  
Rear view mirrors  
Fire extinguisher /first aid kit (optional but recommended)  
Registration & insurance papers

## **Vehicle Data**

year \_\_\_\_\_ body style \_\_\_\_\_ identification # \_\_\_\_\_ license plate \_\_\_\_\_

## **Insurance Information**

Company \_\_\_\_\_ Date of expiration \_\_\_\_\_ Policy # \_\_\_\_\_

## **Waiver/Certification**

In consideration of my being permitted to enter my vehicle on the subject tour and all of the related activities sponsored by the Montana Cross Country T Association I hereby certify that:

- \*I inspected my vehicle as noted and believe it to be roadworthy.
- \* I understand the inspection items/listings contained on this form are compiled from sources believed to be reliable but are not completely inclusive of all areas and items that should be checked or that could cause safety concerns. No warranty, guarantee or representation is made by the Montana Cross Country Association as to the absolute correctness or sufficiency of any representation contained in this listing and the Montana Cross Country T Association assumes no responsibility in connection therewith, nor can it be assumed that all acceptable safety measures are contained in this listing or that inspection of other areas of the vehicle or additional accessories may be required under particular exceptional condition or circumstances for safe operation.
- \* I certify that I have insurance coverage on the vehicle that covers my liability and physical damage as required in my state of residence.

I release and hold harmless the subject tour host officers, directors and members and the Montana Cross Country T Association from any liability of any kind whatsoever as a result of any personal injury or property damage sustained by the under signed.

Owner/entrant \_\_\_\_\_ Date \_\_\_\_\_