

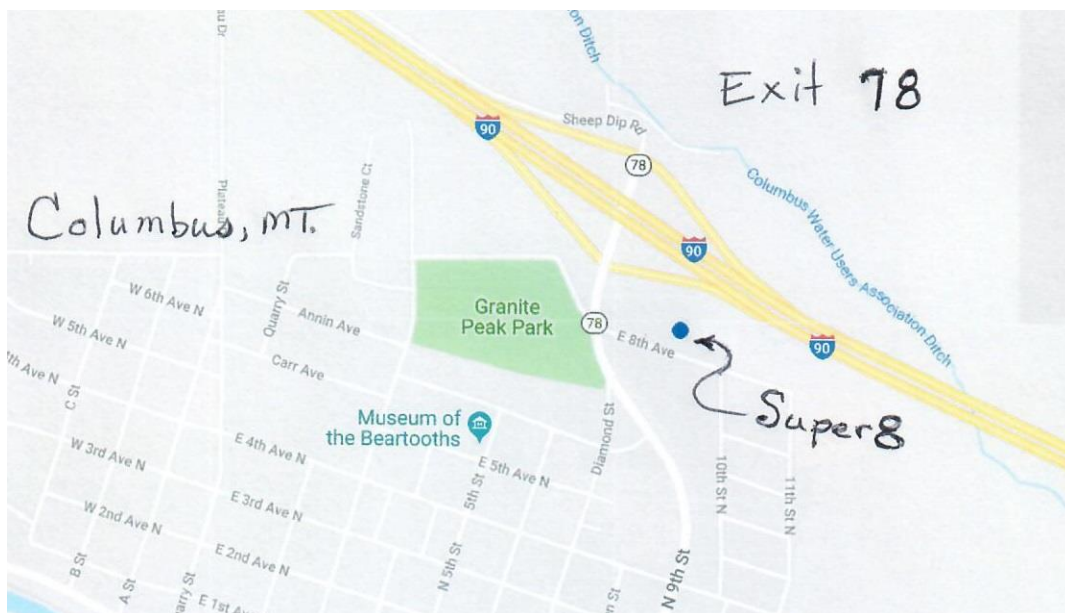
The Montana 500 Newsletter

Volume 59, Number 1

January 2019

Columbus Selected for 2019 Race

- **Headquarters:** Super 8 Motel, Columbus, Montana.
- **Reservation Number:** 406-322-4101.
- **Ask for rooms reserved under the** “Montana 500” Room Block or Montana Cross Country “T” Association.
- **Montana 500 Room Block Rate:** \$95 + Tax = ~ \$105/room-night.
- **Late Motel Reservation Date:** May 15, 2019, then likely \$140/night.
- **Address of Super 8 Motel** is 602 8th Ave. N, Columbus, MT.
- **RV Park on site:** Undetermined at this time.
- **Meeting-Banquet Room:** To be determined.



Map to Super 8 Columbus, Montana

The President's Message

Matt Hansen - President 2019-2020

Email gbluffcider@yahoo.com

I hope this newsletter finds you all in good health and spirits. I have been working on rounding up the names of participants for this year's race. So far, 11 from Eastern Washington, 2 from Western Washington, 5 from Montana, and 2 from California. Please let me know if you are planning on attending.

The fall meeting was fairly smooth this year and the 2018 Fall Meeting Minutes are attached. Read through them for rule and operations changes.



On a sad note, we say "so long" to our fond fellow racer, Dennis Powers, from Ogden, Iowa. Dennis was a spirited competitor, a good friend to all, and did a superb job of driving his Model T in the Montana 500. We wish to express our condolences to his family, friends back in the Midwest, and additionally to his travel pal and fellow competitor, Dan Brown. Dennis will be memorialized at our 2019 event in Columbus, Montana. Rest in peace friend.

Once again, Mike Kosser donated \$250 to the MCCTA to be used for the 2018 after race banquet in Shelby. Our hats are off in gratitude for Kosser's fine gift. Thank you Mike. Note: *Mike Kosser is the inventor and seller of the I-Timer, E-Timer, and Electronically Cranked Coil Tester. For more information contact mictel@comcast.com.*

If you have any questions on building up your "T" for use in the Montana 500, send an email to me at: gbluffcider@yahoo.com or contact one of the current directors.

Matt Hansen, President

Montana Cross Country Model T Association Annual Meeting October 14, 2018.
St. Regis Community Center, St Regis, Montana 11:00 a.m. MST

Present: Tony Cerovski, Russell Hana, Chris Hana [guest], Maggie Hansen [guest], Janice Hutchinson, Mark Hutchinson, Sharon Mullins [guest], Martha [guest], Ralph Brevik, Montana Barnard, Bill Mullins, Tom Carnegie, Brook Johnson, Rose Hodges, Charles Hodges, Nan Robison, Char Bonebright [guest], Rick Bonebright, Mike Stormo, Rick Carnegie, Mike Cuffe, Matt Hansen, Doug Langel and Janet Cerovski. Denley Loge arrived near the end as a guest.

Meeting Called to Order. President Bill Mullins called the meeting to order at 11:01 am. Janet volunteered to record the meeting minutes.

2017 Meeting Minutes. Russell made the motion to accept the minutes as printed in the newsletter. Tony second. Motion passed.

President Nomination. Bill opened nominations for the President position. Mike S nominated Matt Hansen. Tom second. Tom motioned that nominations be closed and we cast a unanimous ballot. Someone seconded the motion. Motion passed. Matt Hansen is the 2019-2020 President and a director until Fall 2021. Matt took control of the meeting.

The members gave a big thank you to Bill Mullins for his years as president. He thanked the club membership for all their support and help.

Nominations for Vice-President. Tony nominated Rick Bonebright. Tom second. Nan nominated Mike Robison. Russell second. Rick C moved to close nominations. Vote was taken by paper ballot. Rick Bonebright was elected Vice-President for the 2019-2020 years and will be a director through Fall of 2021.

Nomination for Treasurer. Janet Cerovski was nominated as Treasurer. Nominations closed. Motion to elect Janet by unanimous ballot. Motion passed. Janet will be Treasurer for the 2019-2020 years and will be a director through Fall of 2021.

Nomination for the one remaining Director. Matt opened nomination for the one director position open. Brandon Langel, Garrett Green and Mike Robison were nominated. Rick C motion that nominations cease. Vote was taken by paper ballot. Mike Robison was elected as the new director, term beginning in 2019 serving through Fall of 2021.

Introduction of People Present. – Each person above stated their name and hometown.

Treasurer's Report. Janet presented the treasurer report for 2018 to date. Starting balance was \$4,479.90, profit to date is \$439.35 with the ending balance at \$4,919.25. Report was passed around to review. Treasurers report was accepted as presented.

New Business: Matt called for new rules. Matt announced there are three new rule topics:

1. Tire size
2. Spark plugs
3. Gasoline source.

He asked if there are other topics to add to the list. None being suggested Matt started with the spark plug topic.

Spark Plug Adaptors. Tom C said on two or three cars, the directors had the drivers pull out their spark plug adaptors and screw in ½" pipe threaded spark plugs. Tom is proposing a new rule that states using ½" un-adaptor plugs. Much discussion followed. Rick B asked if using adaptors and 14 mm sparkplugs were an advantage. Tom thinks there is a bigger challenge to running ½" pipe thread plugs. Agreed there is no advantage to the 14mm plugs, but they do come in a variety of heat ranges. Tom C made a motion that ½" NPT spark plugs required. Use of spark plug adapters not allowed. Rick C second. Mike Cuffe called for question. Hand vote was taken. Motion passed. **All cars must use ½" NPT spark plugs. 14mm spark plugs and or adaptors not allowed.**

Use of Pump Gas Clarification. Matt opened discussion on fuel source. Concerns that at least 2 drivers carried and used their own hauled gas instead of filling up from gas station pumps along the race route. Matt asked to clean up this issue because most drivers thought hauled gas was something like un-sportsman like. Tom discussed fuel detection meters, fuel tanker truck, and the like. Rick B said why not state use of carried gas cans is not permitted. Tony C read current Rule B1 last line, "Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race." Discussion about all T's filling up at the first gas station in the designated town. Not all comfortable with that as there may be more than one station in town, one station can get really crowded, and the other station may carry different grades of gasoline. Matt re-read the current rule. More discussion by many. Janet mentioned the importance of supporting the town stations. Bill said he got bad gas from a station in Dillon. Most feel it was an issue at the race, but don't want a new rule. Rick C says "sheep happens". Rick B motioned to leave the rule as written. Motioned passed. All cars to fill up from local gas stations at each designated stop.

Tire Size. Matt opened discussion on tire size. Matt mentioned he tried motorcycle tires last year and felt it had no advantage and will not use them again. Discussion about tires that fit a 21" rim. Rick B asked "Didn't the rules state at one time that 4.40-4.50 tires were to be used on 21" rims?" Tom stated that 440/450 or 475/500 work fine. They are a perfectly normal tire. Rick C made a motion that radial tires not allowed. Rick B second. Motion passed. Tony stated Ford's 21" wire wheel was designed for the 440/450 x 21 tire size. To use a wider tire or narrower tire could be a safety issue.

Rush Roller. Mike S asked what the people thought about allowing the use of a "Rush roller" in an original Ford type roller cap. Discussion brought up that they have been

used in the past. Matt asked if it was available to everyone and was told yes. Mike S found his at a swap meet. After discussion, Rick B made a motion to allow Rush rollers (in an original Ford factory type roller cap). Tom second. Motion passed. Someone said Rush did not build a timer, just the roller.



Rush Roller photos provided to show an example of the one Stormo passed around at the meeting.

Domain Name. Tom said the Montana 500 domain names are up for 10-year renewal. This includes Montana500.com and Montana500.org. Tom stated he would like someone else to be the webmaster. Dwight Patten was contacted by phone and agreed to be webmaster. Later in the meeting, it was decided that Dwight would be co-webmaster with Tom C and Matt H. After much discussion, Mike S said, I move that we leave everything alone, let Tom renew it (Montana500.com and Montana500.org) just the way it is. If he (Tom) wants to give Dwight full use, he's in charge, then so be it. It was second by several. Motion passed. After some further discussion a question was asked if Tom and Dwight are now co-webmasters, the answer was yes. The above motion was amended to Tom and Dwight are Co-Webmasters, and passed. The replacement motion was to let Tom renew the Montana500.com and Montana500.org domain names. The co-webmasters will be Dwight and Tom. Motion passed.

Host for Domain Name. Tom C said the hosting for the Montana500 domain names has been sponsored for the last x number of years by the Antique Auto Ranch. Cost has been about \$12.00 per month.

Facebook Page. Matt announced that there is a Montana500 Facebook page and currently Mike R, Tom C, and Matt H are Facebook co-webmasters. If interested in adding to the Facebook page or being an additional webmaster for Facebook let Matt know. A discussion followed.

2019 Race Data. Nan made a motion that the 2019 race date to start the third Sunday of June with inspection on Sunday, June 16 and ending on Wednesday, June 19. Possible tour day Thursday, June 20. Tony second. Motioned passed. Race towns nominated were Deer Lodge, Lewistown, Glendive, Billings, Miles City and Columbus. Voting narrowed the decision to Deer Lodge and Columbus. Columbus was voted as the host town for the 2019 Endurance Run.

Tour Class Viewpoint. Charles Hodges spoke of his first-time participant experience with his tour car. Charles said he had a wonderful time at the 2018 event. He said he is proud of his Model T and his was probably the most original Model T there. He did

not like all the rain or going out last in tour class. He prefers tour cars go out ahead of the race cars. Rose Hodges said it would be better if tour cars got to the gas station first and left town first. Charley said on the last day he went out first and every timed car passed his tour car when on Interstate 15, and he liked seeing everybody that day. Mike C said slower cars out first does not matter much when on the interstate. Tom said cars in the tour class usually move up to the race class the following year, and slow cars can be a hazard to faster cars on narrow hilly roads. Rick B said he would like to see everybody there, touring class or racers, draw for position. Discussion that timed cars will draft off faster speedster cars and some tour cars will hold up the race. Matt suggested starting the tour cars out 1 hour ahead. Rick C suggested two hours early. The White Sulphur Springs tour cars had a different route. It was decided that tour car positions will be determined at the race. Discussion ended.

State Representative from St. Regis, Montana. Mike Cuffe introduced Denley Loge, State Representative from House District 14, St. Regis, Montana. Denley welcomed us to St. Regis and said enjoy the area and food.

Matt adjourned the meeting at 12:40 p.m.

Respectively submitted,
Janet Cerovski, substitute Secretary

Please Note the following sources of Montana 500 information:

- The Antique Auto Ranch website data is current to about 2015, and it could be updated.
 - <http://www.antiqueautoranch.com/montana500>
- Try this website if you need to review all known and current meeting minutes, newsletters, race results, rules, and photos.
 - <https://themontana500.wordpress.com> or <http://mt500.info>
- On Facebook, try this for video feeds and live updates.
 - <https://www.facebook.com/montanafivehundred>

These are the viewable websites for the MCCTA-Montana 500 currently. All have merit.

MCCTA "MONTANA 500" RULES VERSION 2018.10.14

Updated OCTOBER 14, 2018

Note: All cars that tour along must meet the rules flagged with a *.

Note: 2017 & 2018 newly adopted or changed rules in *italics*.

A. GENERAL INFORMATION

A1. * *These rules dated October 14th, 2018 supersede all others.* They are intended to outline current acceptable practices. Deviation beyond these practices may result in disqualification or time penalty. Directors are responsible for interpretation of all the rules pertaining to the Association and assessment of time penalties. Decision of the Directors is final.

A2. * All cars must comply with Montana license and insurance requirements.

A3. * No alcoholic beverages will be allowed in competing cars. Substantiated violation is cause for disqualification.

A4. * Drivers performing in an unsafe or unsportsmanlike-like manner will receive 1 warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.

A5. Not more than two people are allowed per endurance car while under time.

A6. * All drivers and relief drivers must be a paid-up member of the MCCTA.

A7. * Tailgating of any kind is not authorized or condoned by the MCCTA. Drivers must maintain a safe following distance. No tailgating of support or tour vehicles or any non-participating vehicles.

A8. * All participating cars must have attached or placed directly on both sides a sign with name of sponsor or owner and hometown. Use three (3) inch letters preferred.

A9. * Drivers must drive at or below posted speed limits. Drivers will be assessed a one-minute penalty for each mile per hour over the posted speed limit as determined by the association.

A10. Drivers are responsible for following the prescribed route. Failure to travel the entire prescribed route will result in an assessment of slow time for that leg plus a penalty of fifteen minutes. Flaggers or signs may be posted as deemed necessary or advisable.

A11. Routes will be planned to avoid running through stoplights under time.

A12. * All Ts will be available for subsequent inspections at any time. Any member may initiate an inspection at any time, subject to approval by a majority vote of the directors present.

A13. * All drivers and relief drivers must sign an Endurance Run Waiver and Inspection Form.

A14. Every year new lead inspection seals will be placed on each competing car.

A15. Placement position results for cars that do not complete the entire endurance run will be based on actual mileage completed.

B. GENERAL RULES

B1. Body must be painted. Body parts must be stock for year of car, sawed off touring cars allowed. Cars must have four fenders, splash aprons, running-boards, and if so equipped: front splash apron, dash, and radiator shell, and all replacement body parts must be made of metal. Chassis parts may be assembled from any year T parts. Gas tank must be stock for that year of car and mounted in stock position. No fuel additives are allowed. Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race.

B2. All T's must be assembled from stock parts and/or reproduction parts equal to stock specifications, with the following exceptions:

B2a. * All competing cars must be equipped with two headlights and one or more rear stop and tail light in working order. The stop and tail light does not have to be a single unit.

B2b. * Horn of any type in working order required.

B2c. * Rear view mirror of any type required.

B2d. Windshields must be stock for year of car. No altering. Must have safety sheet or safety plate glass top and bottom. Windshields to be completely closed and sealed by an inspector.

B2e. * Padded seat and back rest of any type required.

B2f. Original turtle deck may be replaced by some type of substantially built box or turtle deck. Minimal length and width equal to size for stock turtle deck on that year of car, with floor, sideboards and end-gate. Sides and end no less than six (6) inches high from the floor and made of no smaller than 3/4" wood.

B2g. Fuel line not to exceed 3/8" I.D.

B2h. * At least 36 inches of 1 1/2" exhaust pipe required, properly attached to and extending from the exhaust manifold.

B2i. Only stock cast iron or stock aluminum or new manufactured intake manifolds with ports not to exceed 1 1/8" diameter are allowed. No grinding or performance enhancing alterations of the intake or exhaust ports allowed. Chaffin's manifolds under current production are allowed as long as the gland ring is 1 1/8" or less.

B2j. Only stock Ford roller type, New Day, Anderson flapper type timers, Crystal or TW timers allowed. **A Rush Roller is allowed in Ford Timers.** Quick couplers NOT ALLOWED in timer wires.

B2k. Holes must be drilled through the heads of the following bolts for braided seal wire: two center head bolts, middle two small pan bolts, and a hole must be drilled through the threaded end of both bolts that fastens the carburetor to the intake manifold. Please paint the heads of the drilled bolts a contrasting color.

B2l. Only NH swayback or Ford "F" swayback carburetors allowed. Carburetor must be complete, including choke butterfly. [The Association's 0.710" gauge](#) MUST NOT go through the carburetor from either side. The club's [W gauge](#) shall not pass from the choke side of the carburetor. [Carburetor must conform to the diagram as printed.](#) No material can be added to the interior of the carburetor. The spray needle diameter must be 1/8" +/- .015".

B2n. Only Model T type wire wheels, Model T type wooden spoke wheels, Model T type disk wheels, Model T type aluminum spoke wheels, Model A 21" wire wheels, or 30 by 3 1/2" wire wheels are allowed. 4.40-4.50 and 4.50-5.00 tires allowed on above 21-inch wheels.

B2o. Only stock Model T or Ruckstell rear-ends and axles with 3.64: 1 Ratio:

- standard eleven tooth pinion
- forty tooth ring gear
- stock roller bearings
- Ruckstell rear-ends must be locked in high.

B2p. Cast iron or aluminum pistons of stock Model T type required. Cast iron pistons must have a full set of .250" width rings in place. Aluminum pistons must have two (2) .125" width compression rings and one (1) 0.1875" width oil ring in place. Pistons must conform to the attached diagrams. [Refer to Illustration for Piston Dimensions](#)

B2q. There must be one stock piston, rod and cap assembly in the engine. Exceptions: Cap may be drilled for dipper, and grooved for oil. The other three (3) assemblies can be balanced to this one. Piston is not to exceed a height of .400" above the head gasket.

B2r. Rods must be Model T Ford script. Maximum center to center distance of 7.030" measured from center of rod journal to center of wrist-pin.

B2s. Any cast iron original Ford script head is allowed, but the combustion chamber is limited to 270cc minimum. The head will be measured without the head gasket, without spark plugs, and the spark plugs holes will be plugged with clay to be flush. One stock combustion chamber is required, the other chambers to mimic the stock chamber. No material can be added to the combustion chamber to equalize.

B2t. The crankshaft must be Model T Ford Script with a stock stroke of four (4) inches + / - .030. Chroming, hardening or grinding of journals allowed, not to exceed 1.250" maximum or 1.208" minimum diameter.

B2u. For all valves use a minimum stem diameter of 5/16", a maximum head diameter of 1.500" and seating face of 45 degrees. Use either pins or two-piece keepers. Radiused, 45 degree or three angle seat grinds allowable.

B2v. Any cam that doesn't require modification of the block may be used. Bearing bores must be standard size, no relieving of the bearing bores. *Adjustable timing gears allowed.*

B2w. Adjustable flat tappet lifters (push rods) of stock dimensions, stem oversize to 1/32" allowed.

B2x. Only stock Model T Ford and Model A Ford valve springs are allowed.

C. NON-OPTIONAL ITEMS

C1. * Emergency brakes must be in good working order.

C2. * All transmission bands must be in good working order.

C3. * Complete set of floorboards required.

C4. Rebuilt or new radiators allowed. Must be built to stock dimensions including tanks and side brackets.

C5. No modifications of the inside oiling system allowed.

C6. Non-Model T style and size tops not allowed.

C7. Throat of carburetor may be smoothed as long as the Association's .710" gauge does not pass. No altering of the basic design of the carburetor allowed. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Choke and throttle rods must pass a visual inspection for stock uniform shaft dimensions with no obvious modifications. Butterflies must be original size.

C8. Bolts on wishbone at rear of pan must be safety wired. Front wishbone accessory braces on pre-1920 cars allowed. Use standard wishbone sizes.

C9. Use stock configuration spring sets with a minimum of seven leaves per spring set.

C10. External auxiliary accessory type brakes are not allowed.

C11. Belly bands are allowed and if the motor mount breaks the car takes the standard penalty. The belly bands cannot be used for support at any time.

C12. Accessory pan arms are not allowed except for as an emergency repair while under time.

C13. Steering dampeners are not allowed.

C14. Ignition battery must be 6 volt type.

C15. Accessory battery charging devices must be disconnected.

C16. Battery disconnect switches and fuses are allowed in the primary circuit, excluding the ignition system.

C17. Original type ignition switch required.

C18. Cylinder bore not to exceed 3.825" maximum or 3.750" minimum

C19. Counter-balanced crankshaft not allowed.

C20. E-timer is not allowed.

D. ITEMS WITH OPTIONS

D1. Optional equipment must serve the original purpose and no other purpose.

D2. Optional equipment includes:

-Anderson flapper type timer

-Balancing of rotating parts

-Band material type

-Body color

-Bronze or roller thrust washers and neoprene seals on Model T or Ruckstell rear ends and axles

-Camshaft bearings and seal

-Camshaft gear may be drilled

-Camshaft timing gear material type

-Coil box material type

-Crystal timer

-Engine splash pans

-Fan use and type

-Fourth main type

-Gas strainers allowed

-Gauges

-Grooving and drilling of the rod bearings and main bearings

-Hardened valve seats

-Hood use

- Hot air stove, original type
- Internal timer material type
- Knurling of piston
- Maximum of one outside oil line allowed
- Muffler use and type
- Multi-piece piston rings
- Neoprene seals use
- New Day timer
- Rod bolts and nuts choice
- Shock absorber use and type
- Spare tires and type of carriers
- Stainless steel and swirl polished valves
- Timer ball or needle bearing rollers
- Tops of open cars use
- Transmission oil screen *and steel band drums* allowed
- Turn signals
- TW timer
- Use and type of high speed clutches, such as Watts and Turbo 400
- Use of offset key between crankshaft timing keyway and the crankshaft timing gear keyway
- "V" type belt and pulleys
- Water pump design and use
- Windshield wiper of any type
- Zerk fittings in place of oil and grease cups

E. TIMING AND TEARDOWN RULES

E1. Timing will begin as designated for each car whether or not the car is on the starting line. Starting times can be adjusted at the timer's discretion. If the timers recognize a beneficial savings in time, a lagging car may be sent out ahead of its designated time. Usually this will be

discussed with the Directors ahead of time. Time will start for this car when it leaves the starting line.

E2. * Each car will come to a complete stop before starting at the timer's direction.

E3. Removal of head or pan while at stop (not under time) or on tour day, if tour day occurs during the endurance run, will impose a time penalty of 1 hour. Report this infraction to the inspectors immediately. Removal of head or pan under time must be reported to the inspectors at the first opportunity for replacement of seal.

E4. Changing the carburetor imposes a time penalty of 15 minutes. Report the infraction to an inspector immediately. Replacement carburetor must meet the requirements stated in the Inspection Rules.

E5. Disabled cars will receive slow time for each leg not completed. In addition, cars trailered in on the last day are not eligible for prize money or trophies.

E6. Replacement of complete engine is cause for disqualification.

E7. The top car will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Endurance drivers. Endurance drivers will vote to accept or reject items of question.

E8. The first-place car will be torn down by a panel of five inspectors. The driver in the top position at tear down cannot be an inspector, but the next five place drivers are required to be inspectors for tear down. If the first-place car is disqualified, the next place lower will be inspected, until a car has been found qualified. All inspectors must vote. Any driver has the right to consult with an inspector on any issues concerning the cars. The five teardown inspectors have final say in what is brought to the vote of the drivers.

E9. The teardown team must ask the drivers present if there are any other items that should be reviewed, before the completion of the teardown. Items brought up will be voted on by the drivers present. If a majority of drivers vote yes, the teardown team will take a look at the item brought up.

E10. The [Tear-Down Manual](#) is a supplement to printed Rules. If there is conflict then the printed Rules will take precedence.

Montana Cross Country "T" Association

2019 Montana 500 Endurance Run Waiver & Self Inspection Agreement

Owner Name:

Address:

Phone number:

As a participant in the Montana 500 Cross Country Endurance Run, you must inspect your car and sign this document prior to participating. Check mark each circle next to the item for compliance. The responsibility for car's safety and mechanical condition rests with the owner/participant/operator. Return this completed and signed form to the head inspector.

- **Steering** (Steering wheel rotation play should be less than 2 inches)
 - Acceptable wear and minimal slight to no play
 - * Radius rod perch (wish bone) at axle no play, at crankcase ball slight to no visible play
 - * Steering gear ball arm (pitman arm) to steering gear connecting rod (drag link) slight to no visible play
 - * Steering connecting rod (tie rod) to yoke ball slight to no visible play
 - * Spindle bolts (king pin) slight to no visible play
 - * Spindle connecting rod (tie rod) bolts slight to no visible play
 - * 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)
- **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)
 - * Steering gear ball arm (pitman arm) to steering post (1 required)
 - * Steering 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 per 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 securing radius rod ball cap
- **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 slight to 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, etc.
- **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**

- Headlights and taillight(s) functional
- Brake light functional
- Safety glass required
- Rear view mirror(s) required
- Fire extinguisher /first aid kit (optional but recommended)
- Current Vehicle Registration & Insurance papers required in car at all times

▪ **Vehicle Data**

- Year: _____ Body Style: _____ Identification # _____
- _____ License Plate State _____ License Plate Number _____

▪ **Insurance Information**

- Company: _____ Date of expiration: _____
- Policy # _____

▪ **Waiver/Certification:** In consideration of me 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 this vehicle that covers my liability and physical damage as required in my state of residence.

I, the undersigned, release and hold harmless the MCCTA host officers, directors, 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.

Printed name of Owner/ entrant: _____

Signature Owner/entrant: _____ Date _____



Robison Family getting ready. Ralph Brevik waving to the flaggers.



2018 Rookie Ralph Brevik allowing veteran Garrett Green to pass.



2018 Rookie Erica Cerovski and Tony near Shelby.

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.

Current members and those wanting to become members should send a \$10 check to:

Attn. Treasurer, Janet Cerovski
1004 Sioux Road, Helena, Montana.
59602

Montana 500 Web Information:

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

Executive Officers:

President: Matt Hansen Spokane
Vice Pres: Rick Bonebright Spokane
Treasurer: Janet Cerovski Helena

Current Directors and terms:

Matt Hansen 2019-2021
gbluffcider@yahoo.com
Rick Bonebright 2019-2021
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Janet Cerovski 2019-2021
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Mike Robison 2019-2021

dynastarskier@msn.com

Bill Mullins 2017-2019

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Tom Carnegie 2017-2019

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Dennis Powers 2017-2019

dpowers110@msn.com

Rick Carnegie 2017-2019

rccarnegie@comcast.net

Mike Stormo 2018-2020

gravelguy@centurytel.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::

Matt Hansen gbluffcider@yahoo.com

Past Presidents:

Years:	President:	Home Town	Event Locations:
2017-2018	Bill Mullins,	Spokane, WA	Missoula '17 & Shelby '18
2015-2016	Tom Carnegie,	Spokane, WA	WSS '15 & Dillon '16
2013-2014	Mike Cuffe,	Eureka, MT	Fort Benton '13 & Libby '14
2011-2012	Mike Stormo,	Davenport, WA	Conrad '11 & Butte '12
2009-2010	Mike Robinson,	Valley Ford, WA	Livingston '09 & Fairview
>Bonner '10			
2007-2008	Mark Hutchinson,	Spokane, WA	Havre '07 & Thoms Falls '08
2005-2006	Rick Carnegie,	Otis Orchards, WA	Lewistown '05 & Dillon '06
2003-2004	Tom Carnegie,	Spokane, WA	Bozeman '03 & Eureka '04
2001-2002	Sam Nickol,	Ledger, MT	Kalispell '01 & Helena '02
1999-2000	Simon Nickol,	Ledger, MT	Missoula '99 & Gt. Falls '00
1997-1998	Tony Cerovski,	Helena, MT	Lewistown '97 Lewistown '98
1996	Tony Cerovski,	Helena, MT	Helena '96
1995	Tony Cerovski,	Helena, MT	Fairmont '95
1994	Terry Peters	Ledger, MT	Bozeman '94
1993	George Nickol,	Ledger, MT	Helena '93
1992			Great Falls '92
1991			Butte '91
1990			Bozeman '90
1989			Great Falls '89
1988			Billings '88
1987			Butte '87
1986		HLN>MSL>PSN>MSL>BDR>MSL	'86
1985			Helena '85
1984		HLN>LRL>FRS>BZM	'84
1983			Bozeman '83
1982			Livingston '82
1981			Conrad '81
1980		HLN>WYS>HLN	'80
1979			Great Falls '79
1978			Helena '78
1977		LWN>Havre>GFS>LWN	'77
1976		HLN>Roundup>WSS>HLN	'76
1975		GFS>Rudyard>Cutbank>GFS	'75
1974		LVG>HLN>BTE>LVG	'74
1973		HLN>HVR>LWN>HLN	'73
1972		MCY>Scobey>MCY	'72
1971		BZM>Anaconda>BZM	'71
1970		HLN>LRL>LWN>WSS>LVG	'70
1969			Shelby>KAL>GFS '69
1968		DLN>MSL>ANA>DLN	'68
1967		LWN>WPT>SDY>LWN	'67
1966		LRL>MSL>WSS>LVG	'66
1965		GFS>DBC>MedHat>GFS	'65
1964		MCY>RLD>HLN	'64
1963		BZM>Ennis>HLN>Havre>LWN	'63
1962		East Glacier>HLN>Circle>	'62
1961		MSL>Fairview	'61