

The Montana 500 Newsletter

Volume 59, Number 3

June 25, 2019

Results of the 2019 Endurance Run

Jillian Robison is the 2019 Winner!!!



2019 Winner Jillian Robison and her two children.

The President's Message

Matt Hansen - President 2019-2020
Email gbluffcider@yahoo.com

Thanks to everyone for helping complete another successful MT500. To all the Directors, flaggers, time keepers, trouble truck drivers, drivers, Doug Braun and Shirley Crow as hosts, Beartooth Ford, The Big Fat Lunchbox, Hailey's Ice Cream truck, Super 8, the Town of Columbus, Montana, Montana Silversmiths, Deer Park DECA, Bank Bar and Vault, Bubbas BBQ, and everyone else that helped in making the 59th running of the Mt 500 such a fun event.

With 5 first time drivers, (Wayne, Levi, Daniel, Charles, and Myron,) we continue to grow. With an impeccable safety record, we are able to race on toward our 60th Anniversary. To any driver that competed, it puts you in a class of Model T drivers to be extremely proud of!

I have to give Jillian Robison another Congratulations for finishing in first place! Way to Go! Hope everyone enjoyed their time in Columbus and the race as much as I did and look forward to seeing everyone and more back in 2020. Thanks Again!

Matt Hansen, President



Matt Hansen's car getting "the inspection"

2019 MT500 Endurance Run Narrative:

More and more drivers are arriving the day before inspection to “climatize” or proof run their cars. During this time, drivers test their car with other T’s and run hard looking for any last-minute adjustments the car may need.

Day 1 Leg 1: Columbus > Harlowton: 81 miles:

During the first leg of the race, a few cars had endurance issues. Rick Bonebright ran some of this leg on BAT, which is 6-volts. Usually the Model T’s run way better using the Ford stock magneto. 6-volt ignition usually slows a car to about 45+/- mph, while the magneto allows the car to hit speeds into the 70+/- mph downhill range. Daniel MacLeod’s white touring developed an ignition type issue that was not completely resolved. Quite a few people tried to iron out Daniel’s problem when they had some spare time, but could not come up with a quick permanent fix.

Levi’s car experienced fuel line plugging. He pulled over to clean out the fuel filter, line, and tank debris. At Harlowton, Levi removed the carb bowl and the side plug was leaking. Rick Bonebright loaned Levi another carb bowl and Levi continued. Levi also had an ignition issue which was a short-ended old plunger style magneto plug.



Rick Bonebright



Daniel MacLeod



Levi Dyckman

Sergio’s car was running slower and out of time because the brush holder was contacting the New Day cap intermittently. Sergio made the correction to the brush holder and ran the rest of the race with good results. Rick Carnegie had unusual slower time with an unknown issue.



Rick Carnegie



Sergio Hernandez

Charles Hodges may have had an issue. Ralph Brevik had a fuel delivery issue (debris in the gas tank) and got on a trailer. In Harlowton, Ralph loaned his low band to Mike Stormo for the rest of the day.



Charles Hodges



Ralph Brevik

Kym MacLeod's red roadster had some drive train issues. Perhaps worn spring bushings or shackles, maybe loose kingpins, or something else.

Garrett Green was doing great, reaching 68 mph on the downhill, then a stock Model T retainer failed as the pin keeper wore through the retainer. So that valve would not open and reduced his performance. He decided to field fix it with a washer and continued on to Harlo. Garrett took slow-time.



Garrett looking for a Solution.



Garrett looking for a retainer.



View from Garrett's Car



Kym MacLeod's red car far left

Day 1 Leg 2: Harlo > Construction: 13 miles:

Levi's magneto plug began to malfunction and went to open circuit, so he switched to BAT for the remainder of the day with slower times. Kym MacLeod still had some chassis issues.



Day 1 Leg 3: Construction > Wilsall: 59 miles:

Dan MacLeod's issues continued and put his white car on a trailer. Erica's red car needed the coils re-seated. Rick Carnegie had the words "lost cam" on this leg. Levi continued driving using BAT, as no one had a spare mag post. Kym continued as well. Dan Brown sold Levi a new magneto plug Monday night and Levi ran pretty good for the rest of the race. Garrett was able to resume the race. On Monday night after the meeting he found some replacement retainers in Doug's garage in Columbus and got his car ready for day 2. During the evening meeting, some drivers began chanting "Chevy", "Chevy", in order to goad Garrett to switch over to Chevy valves and retainers for next year.



Lunch at Wilsall..... and.....



our beloved leaving timers.

Day 1 Leg 4: Wilsall > Columbus: 91 miles:

Dan MacLeod drove again. Janet's purple car had a valve lifter lock nut loosen (three wrench type) on exhaust valve #1 and the lifter would no longer open the valve. Mike Robison helped diagnose the issue by mentioning look for a stuck valve. The engine ran at idle with a regular pop and sneeze that stayed synchronized at elevated RPM's. Rick Carnegie still on the trailer. Kym MacLeod put her red car on the trailer due to squirrely

steering. Garrett had another retainer fail, couldn't find any washers to fix it and went on the trailer about 30 miles from Columbus.



Janet's car under the Mother's banners.



Mother's rep, Gene Carrothers, had the stuff.

Day 2 Leg 5: Columbus > Bridger: 41 miles:

Ralph put his low band back in his car and continued on. Erica's hood blew off in the hills. She stopped to find the hood and put it back on. Probably down for 12-15 minutes as about 12 T's passed her by while she was looking and replacing the hood. Rick Carnegie was running again and doing well. Mike Stormo was out due to the low band issue on Leg 1. (Stormo gave Ralph's low band back to Ralph.) Tony Cerovski and Mike Robison made a wrong turn from HWY 412 near Joliet and went west on Hwy 212 toward Boyd for a few miles. They realized their mistake and turned back toward Rockvale and onto Hwy 310 and Bridger. Tom Carnegie had an ugly looking NewDay timer.



Ralph



Erica



Rick Carnegie



Matt and Erica, note hood on car.



Stormo working away.



Mike Robison & Aaron Teats.



Tony left, Jillian right, Garrett center.

Day 2 Leg 6: Bridger > Cody: 57 miles:

All cars seemed to travel this leg with no or very little endurance issues.



Day 2 Leg 7: Cody > Bridger: 56 miles:

Mike Cuffe had an intermittent ignition miss that developed into a dead cylinder. At Bridger Tom Carnegie swapped a coil into Cuffe's car with no change. Tom and Stormo found a broken wire on the commutator and repaired it. Cuffe's car ran fine for the next leg. Cuffe stated he will have a new commutator wiring harness for next year. Ralph Brevik had an issue too, possibly with a clogged fuel tank. Nan Robison's ignition system was not doing good, so she did an in-car magnet recharge in Bridger. "Tweety Bird's" misfire issues continued and Nan suspected a loose mag ring coil, so she did not want to push into further troubles and withdrew before leg 8 began.



Mike Cuffe



Nan Robison's Tweety-Bird



Dan Brown



Tom Carnegie

Day 2 Leg 8: Bridger > Columbus: 40 miles:

Erica found a loose sparkplug terminal wire on her red car this leg resulting in intermittent spark to sparkplug #4 and slower time. After the conclusion of Leg 8, further diagnosis continued on MacLeod's white car at the Super 8 parking lot. Mike Robison discovered a loose coil pack (core & windings). The ignition coil for cylinder 4 had a loose coil pack in it, which permitted the coil winding core to "slide or jump" up and down during the driving.



Bill Mullin's car.



Wayne Campbell

Day 3 Leg 9: Columbus-Exit-437-Columbus: 57 miles:

Most remaining cars ran good to normal on this leg except Cuffe's. His car stumbled off the starting line, died, and slowly recovered his speed. The above Endurance issues seem to be typical. After two days of running, most drivers get the gremlin issues out of their motors, so by day three most of the cars are running trouble free. The Montana 500 truly remains an endurance run for the Model T builder.





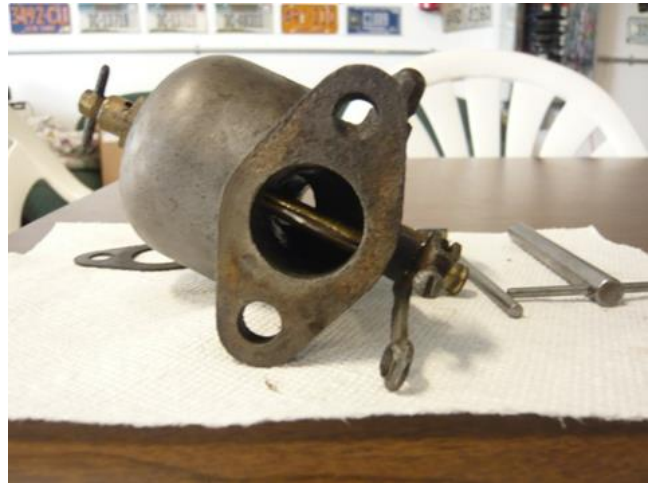
Clair Carlson's Speedster. The un-official pace car for the Montana 500.



Most of the 2019 drivers. Missing are Stormo and Wayne.

The 2019 Teardown.

Jillian's pink car was tore down following the conclusion of the endurance run. The carburetor was removed and found ok. A motion was presented to the teardown committee to stop the teardown and declare the pink car legal. The motion failed. Four of five inspectors voting to continue the teardown.



The head came off and was declared ok.

The intake manifold was removed and the ports of the intake manifold were inspected and passed. The intake port bores of the block were found to be ok, as the go no-go gauge would not go in. However, deburring was found at the interface of the intake block bores and the intake block cavities. This was determined to be normal for some MCCTA motors and declared ok by all teardown inspectors.



Perhaps a clarifying rule allowance will be proposed prior to the fall meeting, such as “Deburring the bore at the cavity interface is allowed.”, so that all cars have an opportunity to do similar deburring.





Congratulations to Jillian Robison for winning the 2019 MT-500 Endurance Run.

Jillian is a suburb and smart driver on all accounts. Jillian is also a great competitor and fun to motor with.

Next, a very warm round of applause for the:

- Leaving Timers, Megan Teats and Heather Robison. Rain soaked or not, these two gals were getting the job done. Arron Teats and Carla Carnegie also helped.
- Arriving Timers, Jackie Stormo and Suzi Carnegie. Always a smile from these two.
- Time recorder and spreadsheet input, Kirk Peterson.
- Trouble Trailers and crew. Craig Carrothers, Brooks Johnson, Don MacLeod, and occasionally, Ralph Brevik.

And lastly, a big thank you to President Matt Hanson and VP Rick Bonebright for organizing this year's Endurance Run, motel, routes, rules, and governing guidance. Honorable mention goes to Bill Mullins for his help and guidance. Honorable mention to Mike Robison for taking time to shoot videos, interviews, and live footage. Those feeds are found on <https://www.facebook.com/pg/Montanafivehundred/posts/>

Additional Honorable mention goes to Dwight Patten for providing live updates at <https://themontana500.wordpress.com> The official web page is expected to be updated soon as well. <http://www.montana500.com>

Final Results: 2019 Montana 500. Columbus, Montana. Total Miles: 495

Rank	Name	Miles	Time	Penalties	Car #	Avg. Speed
1	Jillian Robison	495	09:09:32	Speeding 0:03:00	25	54.34
2	Mike Robison	495	09:13:20		16	53.67
3	Tony Cerovski	495	09:13:28	Speeding 0:03:00	24	53.95
4	Bill Mullins	495	09:15:50	Speeding 0:07:00	7	54.11
5	Dan Brown	495	09:32:18		1	51.90
6	Tom Carnegie	495	09:33:44	Shortcut 0:09:00	22	52.59
7	Matt Hansen	495	09:40:41		9	51.15
8	Rick Bonebright	495	09:45:42	Speeding 0:07:00	6	51.32
9	Erica Cerovski	495	09:51:48	Speeding 0:09:00	4	50.96

10	Sergio Hernandez	495	09:53:36	Speeding 0:03:00	10	50.29
11	Mike Cuffe	495	10:03:34	Speeding 0:02:00	5	49.37
12	Gene Carrothers	495	10:05:22		14	49.06
13	Russell Hanna	495	10:19:13	Shortcut 0:09:00	20	48.67
14	Wayne Campbell	495	10:26:36		8	47.40
15	Janet Cerovski	495	10:31:11	Speeding 0:05:00	3	47.43
16	Myron Richardson	495	10:43:25	Speeding 0:04:00	21	46.45
17	Charles Hodges	495	11:13:41	Speeding 0:02:00	12	44.22
18	Levi Dyckman	456	10:34:24	Speeding 0:04:00	17	49.41
19	Garrett Green	452	11:15:33	Shortcut 0:09:00	23	52.92

20	Daniel MacLeod	427	13:04:18	Speeding 0:03:00	2	37.30
21	Nan Robison	398	10:17:32		15	51.04
22	Rick Carnegie	377	11:23:51	Speeding 0:03:00	11	47.96
23	Mike Stormo	244	11:21:35	Speeding 0:09:00 DNF	13	53.12
24	Ralph Brevik	287	12:41:11		18	41.42
25	Kim MacLeod	153	13:04:34	Speeding 0:09:00	19	43.33

End of Endurance Run Narrative.

Respectively submitted,
Tony Cerovski, Corresponding 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>
- 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
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

Janet Cerovski	2019-2021	jcerovski@bresnan.net
Mike Robison	2019-2021	dynastarskier@msn.com
Bill Mullins	2017-2019	m00nmullins@yahoo.com
Tom Carnegie	2017-2019	tacarn@yahoo.com
Dennis Powers	2017-2019	dpowers110@msn.com
Rick Carnegie	2017-2019	rcarnegie@comcast.net
Mike Stormo	2018-2020	gravelguy@centurytel.net

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 rcbonebright@gmail.com

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:

President:	Home Town:	Years:	Event Locations:
Bill Mullins	Spokane, WA	2017-2018	Missoula '17 & Shelby '18
Tom Carnegie	Spokane, WA	2015-2016	WhtSulSpr '15 & Dillon '16
Mike Cuffe	Eureka, MT	2013-2014	Fort Benton '13 & Libby '14
Mike Stormo	Davenport, WA	2011-2012	Conrad '11 & Butte '12
Mike Robinson	Valley Ford, WA	2009-2010	Lvnston'09 & Fairvu > Bonner '10
Mark Hutchinson	Spokane, WA	2007-2008	Havre '07 & Thompson Falls '08
Rick Carnegie	Otis Orchards, WA	2005-2006	Lewistown '05 & Dillon '06
Tom Carnegie	Spokane, WA	2003-2004	Bozeman '03 & Eureka '04
Sam Nickol	Ledger, MT	2001-2002	Kalispell '01 & Helena '02
Sam Nickol	Ledger, MT	1999-2000	Missoula '99 & Gt. Falls '00
Sam Nickol	Ledger, MT	1997-1998	Lewistown '97 & Lewistown '98
Tony Cerovski	Helena, MT	1996	Helena '96
Tony Cerovski	Helena, MT	1995	Fairmont '95
Terry Peters	Ledger, MT	1994	Bozeman '94
George Nickol	Ledger, MT	1993	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