

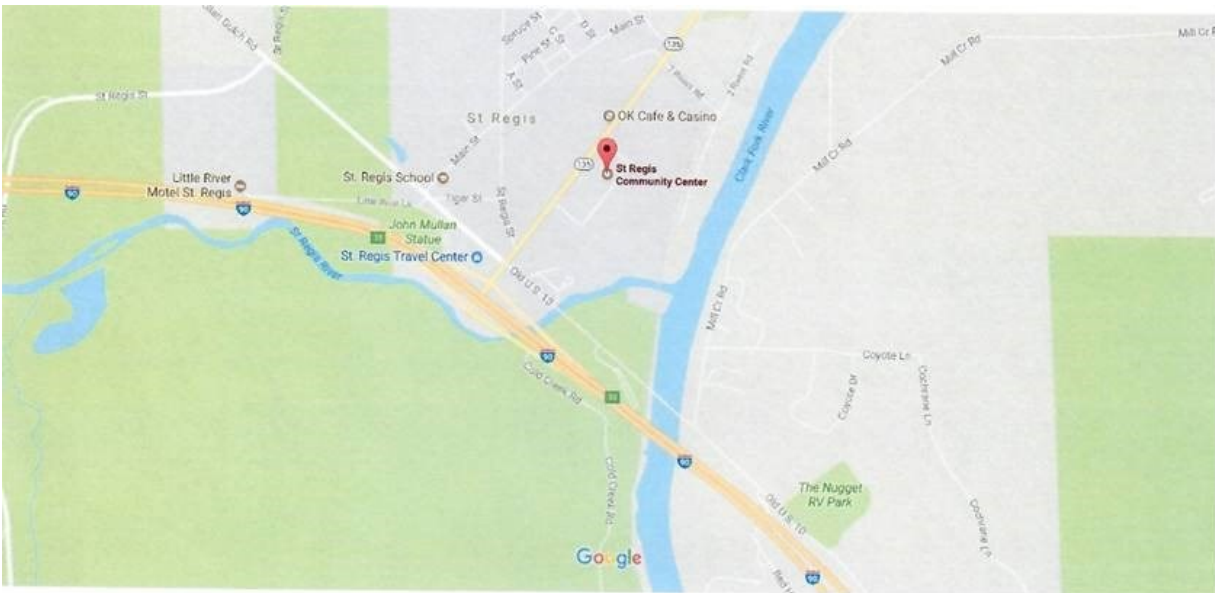
The Montana 500 Newsletter

Volume 61, Number 3

September 24, 2021

2021 Fall Meeting at St. Regis, Montana

- **Montana Cross Country “T” Association Fall Meeting**
- **St. Regis Community Center:** 230 Lobo Loop, St. Regis, Montana.
- **Meeting Date:** Sunday, October 10, 2021.
- **Meeting Time:** Scheduled to start at 12:00 pm noon, MDT. Expect 2 hours.
- **No Food Allowed in building:** Bring your own coffee, water, etc.
- Tony will call ahead for admittance to the building.



Map to St. Regis Community Center, St. Regis, Montana

The President's Message

Rick Bonebright, President 2021-2022 rcbonegbright@gmail.com

I want to thank everyone for participating in the 2021 Kalispell Endurance Run. The first day was running from Kalispell to Libby 80 miles, Libby to Eureka, 66 miles, Eureka to Whitefish 50 miles for a total of day one being 183 miles plus the drive back to Kalispell.

On the first Leg Nan's motor seized up at 3 miles and she withdrew. Ed Wright changed the oil in his new motor at a stop between leg 1 and 2 and found chunks of bronze triple bushings in the drained oil and withdrew. Tom Carnegie's coupe motor had problem at 5 miles into Leg 2 and withdrew. Sonny Bishop withdrew at 33 miles into leg 3.

For Day 2, slow cars started out first. Leg 4 was between Kalispell and Libby again. Bill Comer missed the start of Leg 4, but was waiting us on Leg 5. Wayne Cambell had misfiring issues and withdrew. Later on, Wayne determined the miss to be an intermittent firing coil. Just before beginning Leg 5 between Noxon and Plains, Conrad Wendland determined that his car was seizing and got on a trailer. Brandon was late for the start of Libby to Noxon and took about a 10-minute timing penalty and stayed running. Gary Yeager decided to withdraw at 35 miles into Leg 6 between Libby and Lakeside. So, at the end of the day, 13 of 20 cars were still running with 398 miles driven in two days.

Day 3 was a cool and rainy one. Leg 8 was from Kalispell to Happy's Inn, with fast cars out first. Starting order was Stormo, Tony, Rick Bonebright, Dan Brown, Mike Cuffe, Erica Cerovski, Janet Cerovski, Matt Hansen, Brandon Langel, Rick Carnegie, Kirk Peterson, and Daniel Lukowski. The arriving order was Tony, Stormo, Rick Bonebright, Dan Brown, Mike Cuffe, Matt Hanson, Erica, Janet, Rick Carnegie, Kirk Peterson, and Daniel Lukowski. Leaving order for the final Leg 9 was the same as arriving Leg 8. After all was recorded, Stormo and Tony had the same total elapsed times, a tie.

Then we had a teardown at the Kalispell Ford garage. It was decided to tear down both cars at the same time. Tony's car had a carburetor that failed the Association's "W" no-go gauge and he agreed for disqualification. Stormo's car had issues with finding a broken carb seal and a question about not having one stock rod, but the teardown committee decided in Stormo's favor and declared Stormo be the winner. Congratulation's Mike Stormo, 2021 winner!

Big Thank You's:

Thanks to Mike Kosser for contributing to the banquet expenses. Koser has been a contributor for lots of years now and most of us are using his ECCT coil Tester. Mike designed, manufactured, and sells his electronics, ECCT, E-timer, and I-Timer, through <https://modeltecct.com/>

Thanks to Don Snyder, III, of Snyder's Antique Auto Parts, for sending us a new gasket kit for our use in assembling the tore down car. Don sells us the parts we need to keep our Model T's running and on the road. Thanks again Don, much appreciated. [Vintage Ford Parts Distributor | Snyder's Antique Auto Parts \(snydersantiqueauto.com\)](#)

Thanks to our timers, Kathleen and Gary Ebbert, Levi Dyckman, Heather Robison, Mike Robison, Megan and Aaron Teates, and trailer drivers, Stan and Willy Langel, Conrad and Mike Wendland, Dave Warhank, and all others who helped.

Other: Be thinking of nominations for next year's location for the Endurance Run. When you nominate a city, be sure to include:

1. Motel-Hotel accommodations, DETAILED route, gas station stops, bathrooms, fast-food lunch or sack lunch locations, for your proposed routes. Include leg milage estimates between pit stops, total daily, and total final milage.

Proxy Voting. On Saturday, October 9, 2021, we plan on emailing a link and password to enable participation of members that are not attending in person. Reply by email now to get this link.

Rick Bonebright, President, 2021-2022.

Montana 500 2021 Fall Meeting agenda

1. Call meeting to order.

1. Welcome to Everyone.
2. Introduction of attendees.
3. Please raise a hand to talk, so that one person can talk at a time.

2. Present and Approve Fall Meeting Minutes dated October 11, 2020.

3. Present and Approve Treasurer's Report dated September 23, 2021.

4. 2021 Montana 500 Endurance Run recap.

5. Old Business:

1. MTFCA Affiliate Status to Chapter Status.

1. Short discussion on MTFCA Chapter Requirements to qualify for the event insurance under MTFCA.

1. Coverage would be for parking lot issues, not for driving issues.
2. All directors would need to be MTFCA members to qualify for the event insurance.
3. Currently, all Directors are MTFCA members.
4. Approximately 70% of MCCTA are MTFCA members.

2. Packet for race (includes entry fee, membership, shirt, hat, waiver etc).

1. The packet idea worked to a good degree.
2. Rick Bonebright contacted a vendor who was willing to help with the shirts, hats, sweatshirts, etc. This went well and the vendor was willing to make last minute orders. Thanks to Dusty Boyce.

3. Improvements for next year?

3. Other Old Business?

4. _____

5. _____

6. _____

6. **New Business:**

1. **Proxy voting.** Last year we voted for helping Proxy Voting. Proxies can be used to vote on issues stated in the agenda. The Community Center does have working Wi-Fi. Allowable formats are Zoom, Google-Meet, cell phone, or by written submission to the president. This is to allow members to have their vote counted at the meeting.

2. **New Rule Proposals:** Black type is the current “as written” rule, red is proposed new, green is discussion.

1. **A14.** Every year new lead inspection seals will be placed on each competing car. Add: Drivers are required to remove and properly discard existing seals and seal wire from the head bolts, carburetor bolts, and rod door bolts before inspection begins.

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

1. – standard eleven tooth pinion

2. – forty tooth ring gear

3. – stock **style** roller bearings

4. **Modern driveshaft-Pinion bearings allowed.**

1. Background discussion. It is difficult to find good used Ford or Hyatt script spiral-wound roller bearings for use at the pinion end of the drive shaft.

5. – Ruckstell rear-ends must be locked in high.

6. **Original U joints modified with needle bearings are allowed**

1. As many of you know, I (Larry Azevedo) modify original u-joints and install needle bearings. Many of the participants in the MT 500 have purchased these u joints and I would like to have a determination if their use is allowed or not. I also propose when I sell the converted u joints for \$125 w/o a good core, I will contribute \$100 of the \$125 to the Montana Cross T Association for every u joint that I sell to a customer that specifies that he or she will use it in their 500 car.

3. **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.

4. B2r. Rods must be Model T Ford **poured babbitt type**. Maximum center to center distance of 7.030" measured from center of rod journal to center of wrist-pin.

1. Snyder's is selling two types of babbitted rods.

1. Re-babbitted Ford Script Rods sold exchange only.

2. Newly forged Babbitted Rods with built in dippers. No exchange cores needed. Quicker rebuild turn-around time. The New Babbitted Rods are

shipped in balanced sets and are straightened for bend and twist. This should save time and money during the assembly of the motor. No need to carve away large amounts of metal from the caps and rod ends for balancing. A safety consideration as well.

5. E7. All Directors are expected to attend the teardown (2019). The top car will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Board of Directors. Directors will discuss and vote to accept or reject items of question.

1. E7. All Directors are expected to attend the teardown (2019). The top car will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Board of Directors. Directors will discuss and vote to accept or reject items of question. *All members can observe the teardown from a distance (gallery area), but cannot get in the way of the teardown committee's duties.*

6. Should we adopt a Stop sign penalty. Should we have a 5-minute penalty for violators?

3. **Nominations and Elections of new Directors:**

1. Matt Hansen's term expires now. Nominate and elect replacement.
2. Mike Robison's term expires now. Nominate and elect replacement.

4. **Nominations and Elections for host city for 2022.**

1. _____
2. _____

5. **Nominations and Elections for Endurance Run dates 2022.**

1. _____
2. _____

Montana Cross Country “T” Association

2020 Annual Fall Meeting Minutes

St. Regis, Montana

October 11, 2020

President Matt Hansen called the meeting to order at 12:18 pm, Sunday, October 11, 2020.

Meeting Attendance: 24 members and 4 guests. Members: Sandy Baren, Montana Bernard, Sonny Bishop, Charlan Bonebright, Rick Bonebright, Ralph Brevik, Rick Carnegie, Tom Carnegie, Erica Cerovski, Janet Cerovski, Tony Cerovski, Senator Mike Cuffe, Levi Dyckman, Maggie Hansen, Matt Hansen, Charley Hodges, Rose Hodges, Brooks Johnson, Brandon Langel, Kim Lukowski, Jillian Robison, Mike Robison, Nan Robison, and Mike Stormo. Guests: Judy Bernard, Martha Cochran, Representative Denley Loge HD-14, and Pat Johnson,

1. **President’s Request:**

1. Matt requested that only one person talk at a time so that all could hear and have a say.
2. Matt introduced Kim Lukowski and Denley Loge to the membership.
3. Matt asked for a minute of remembrance for Dwayne.
4. Matt relayed heartfelt “thank you’s” to Mike & Jillian, Levi, Mike Cuffe, and Rick Bonebright for their empathy, contributions, and vigilance, while helping Sonny and Dwayne during an extremely difficult time.

2. **Old Business:**

1. **Important: Car Insurance Coverage for the Model T.**

1. Sonny took the floor and explained that his insurance carrier “American Classic” did not pay a penny in settlement. The fine print in that policy covered the Model T in the garage and parked. There was no coverage for actually driving the car.
2. Stormo previously had JC Taylor and his agent explained the MT-500 was not covered so he switched to Hagerty.
3. Others stated to dump coverage by “American Classic” and “JC Taylor.” Tom Carnegie, Mike Stormo, and others stated that Hagerty covered Mark Hutchenson’s collision with a deer fully to the full insured amount of \$25,000, and Mark got the car back.
4. Tom stated, please review your current Model T insurance coverage with an Independent Agent and ask pointed questions, such as coverage for a timed event and get that coverage statement in writing.
 1. Someone mentioned the Hagerty coverage being valid as long as no laws were broken.

2. **General Liability Insurance from the Model T Ford Club of America (MTFCA).**

1. Rick Bonebright is on the Board Director’s for MTFCA and took the floor to lead discussion on Event Liability Insurance.
2. The Montana Cross Country “T” Association (MCCTA) is listed as a “Specialty Club” on the back page of the Vintage Ford Magazine. We are a Specialty Club because our (MCCTA) membership is widespread, deriving from several States and Canada.
3. The MCCTA could realize a potential benefit of obtaining “Free Event Insurance Coverage” through the MTFCA if we can meet the qualifications to obtain it.
 1. **Qualifications.** If all Officers and Directors and 50% of MCCTA members are MFTCA members, we could qualify.
 1. Janet stated that 70% of our current MCCTA membership are listed as members of the MTFCA. Not all of our directors are MTFCA members currently. As Treasurer, Janet is the MCCTA-MTFCA contact person for membership.
 4. Matt suggested that all directors become members of the MTFCA soon. The event insurance would be a liability insurance policy for our club and membership.
 5. **Separate Event Liability Insurance.**
 6. Matt related the MT-500 could get liability insurance on the whole group/club.

1. A policy may cost \$500/annually, if approved, the event fee would go up accordingly. Liability for the club, including non-members such as innocent bystanders.
2. Tom Carnegie agreed it would be worth it to pay higher driver fees for the additional coverage.
3. Matt suggested that we pursue this option, adding he would need help from some of the Montana members to look into policies.
4. Tony stated that he looked for additional liability insurance (NASCAR timed events) in the past and found it to be rather expensive, and that we may need to look at the "Sanctioned Event" requirements to qualify. He was told, a separate body of inspectors may be needed to approve the cars for such a sanctioned event.
5. Matt agreed, but will work toward getting quotes with the help of others.

7. **Liability Waiver Forms.**

1. Jillian asked if we need to review/update the current liability waivers. Matt and others said the Liability Waiver Form should be ok, if we do a better job of getting them filled out and signed by drivers, timers, riders, etc., but we will look at it.

3. **Treasurers Report 2020.**

1. **Janet was called on to give the Treasurer's Report for 2020.**

1. We have 41 paid members in good standing.
2. \$1000 was appropriated to purchase a club computer, laser jet printer, toner, and paper.
 1. Tony did the equipment research and Janet made the purchase. This system was used by the Association's Timing Team during the 2020 Endurance Run and provided quick timing information for drivers at the end of every leg of the run. Some drivers forgot to ask for each printout and others claimed they did not know they could. The availability was announced at each driver's meeting. We will continue to emphasize this benefit.
 2. A separate 1500W/3000W DC to AC inverter was provided by a club member to run the equipment in a timer vehicle.
 3. After all incomes and expenses, the MCCTA has \$3933 remaining as of 10-11-2020.
3. Matt proposed that a "Packet" be sent to all members for next year which would include:
 1. Membership dues fees;
 2. Driver's fees;
 3. Liability Waiver;
 4. Hat and or T-shirt order form (sizes, quantity, etc.)
 5. Payment by Lump Sum.
 1. There was widespread agreement to do the Packet for 2021 event.
2. Rick Bonebright motioned to accept the Treasurer's report as presented. Sonny 2nd the motion. Passed on a unanimous voice vote.

4. **Meeting Minutes From October 2019.**

1. Matt called for a motion to accept the 2019 Meeting Minutes as written.
 1. Sonny made the motion. Nan 2nd it. Passed on a unanimous voice vote.
2. Tony stated that he omitted an item that should have been included into the 2019 and subsequent Rules.
 1. During the 2018 Fall Meeting it is shown that Rick Carnegie motioned "Radial Tires not allowed." Rick Bonebright 2nd the motion. Passed.
 2. So, the 2019 & 2020 and subsequent Rules will be amended to include "Radial Tires are not allowed." to Rule B2n, and the change will be propagated into the 2021 Rules and posted on the websites and newsletters.

5. **Awards:**

1. **Bud Peters "Most Inspirational" Award.**

1. Matt suggested Bill Comer as a recipient of the Bud Peters "Most Inspirational" Award. Tony moved the motion, Janet 2nd the motion. Passed unanimously.

2. **Dwayne Lukowski "Rattle Can" Award.**

1. Matt opened discussion to start a Dwayne Lukowski Memorial Award, in memory of Dwayne. After some discussion and agreement, the new award would be called the "Rattle Can"

Award for the person demonstrating compassion to another driver, and suggested that Levi be given this award this year.

1. Mike Cuffe moved the motion. Rick Bonebright 2nd. Passed unanimously. Levi is the first recipient of the Dwayne Lukowski "Rattle Can" Award. Thank you Levi.

6. **Following Montana Driving Laws (Rules of the Road):**

1. Matt stated that everyone needs to abide by and follow ALL laws and rules of the road.
 1. Everyone needs to make a complete stop at all stop signs.
 2. Everyone needs to abide by posted speed limits.
 1. Someone asked if a motion is needed. Sonny and Stormo stated that the current rules should be appropriate as written.
 2. Tom suggested adding a section to the waiver, "I will follow laws to the best of my ability."
 3. Tony noted it might already be in the waiver. Matt agreed and added, it should probably be clarified and called out.

7. **Fall Meetings:**

1. Proxy voting is allowed, but proxies can only be used to vote on issues stated in the agenda.
 1. New business can be discussed, but not voted on at the current meeting to allow all members an opportunity to vote.

8. **Spring Meeting Proposal at the Spring Endurance Run:**

1. Matt said some members do not find it practicable to attend the Fall Meeting, but these members should be able to participate in a meeting during the Endurance Run. These members are feeling deprived of the right to vote because they cannot attend the Fall Meeting.
 1. Sonny requested that we have a meeting like the Fall Meeting at the Endurance Run. We should allow members to propose rules and host city nominations at the Endurance Run meetings. Tom suggested a separate meeting would produce better results. Nan said it could impact vacation schedules. Erica suggested the Fall Meeting by Zoom. Bonebright asked to set aside 2 hours of social visiting time at the Run and have a meeting of the members. Sonny agreed. Matt said, rule changes should be proposed ahead of time, before the Fall Meeting starts. Rick Bonebright added that all drivers should have a voice. Matt added "all drivers and members."
 2. **Stormo made a motion:** Keep the Fall Meeting as usual, in St. Regis for those who can attend in person and ZOOM for those who can't be in person. Nan 2nd. Unanimously passed.
 1. **Fielding Membership Suggestions:** Officers and Directors are to field suggestions from the members in June, and at other times. Place these items into the agenda of the Notice of Fall Meeting for voting.
 2. **Methods of Voting at the Fall Meeting:**
 1. Multiple voting methods can be used on agenda items at the Fall Meeting.
 1. ZOOM voting,
 2. in person voting,
 3. mailed ballots and
 4. emailed Proxies.
 5. Please note that Smartphones might also be used on agenda items.

9. **E5 Rule Change Posted in Agenda.**

1. Janet requested that rule E5 be **changed** to read, "E5. Trailered cars will receive slow time **plus a 15-minute penalty** for each leg not completed. Cars trailered on the last day are not eligible for prize money or trophies."
 1. Mike Robison felt the 15-minute penalty was adding insult to injury, since final standings showed any trailered car behind every car that drove the entire route.
 2. Tom agreed with Mike Robison and said he believed the rule was removed to better compare your car to other's (cars), and send out the fastest cars first and avoid potential dangerous traffic congestion. Nobody cares. Insult to injury. The faster cars should go out ahead of slower cars.
 1. **History.** The oldest rule on this (1965?) stated "trailered cars were to receive *slow time for the day plus a one-hour penalty*". Around 2011, the rule was reduced to '*slow time for the leg*'.

2. Janet said our event is an Endurance Run. It does not seem fair to give a trailered car the same time as a driven car on that leg.
2. Janet motioned that rule E5 be **changed** to read, "E5. Trailered cars will receive slow time *plus a 15-minute penalty* for each leg not completed. Cars trailered on the last day are not eligible for prize money or trophies." Tony 2nd. Votes were counted by a show of hands. 7 votes for, 7 votes against. 10 votes abstained. A Tie.
 1. President Matt was called on to break the tie vote. Matt said, we draw for leaving order on Day 1. On Day 2, we position slow cars out first. That shoots down the reason for faster cars first discussion.
 1. Matt voted in favor of adding 15-minutes to the slow-time for trailered cars on each leg. Motion carried. 8 for, 7 against, 10 votes abstained.

10. **Election of 2021-2022 Officers.**

1. Matt called for nominations for President.
 1. Rick Bonebright was nominated by Tony. 2nd by others.
 2. Mike Cuffe was nominated by Mike Stormo. Mike Cuffe respectfully declined.
 3. Janet Cerovski was nominated by Tom Carnegie. Janet respectfully declined.
 4. Matt Hansen was nominated by Rick Carnegie. Matt respectfully declined.
 5. A motion for nominations to cease and elect Rick Bonebright by unanimous ballot was offered and 2nd. Rick Bonebright is the new President.
2. President Bonebright called for nominations for Vice President.
 1. Tony Cerovski was nominated by Brandon Langel.
 2. Brandon Langel was nominated by Mike Stormo, 2nd by Tony and others.
 1. After some discussion, Tony respectfully declined and threw his support to Brandon. Brandon was elected Vice President on a unanimous ballot.
 3. Rick Bonebright called for nominations for the Secretary-Treasurer.
 1. Janet was nominated. Elected by unanimous ballot.
 4. Bill Mullins resigned his Director position. Rick B called for the nomination of a Replacement Director to fill the remainder of Bill Mullins term, a 2-year remaining term.
 1. Sonny was nominated by Erica. 2nd by Tony.
 2. Stormo was nominated by Nan. 2nd by Tom.
 1. Sonny was elected by paper ballot. Sonny's term is 2021-2022.

11. **Choosing a town for the Endurance Run.**

1. Mike Cuffe nominated Hot Springs, Montana.
2. Brandon Langel nominated Kalispell, Montana.
3. Discussion lead to a ballot vote and Kalispell was chosen.

12. **Choosing the Endurance Run Dates:**

1. Rick Carnegie motioned for Inspection on Sunday June 20, Run dates of 21-23. 2nd by Tony. Unanimous ballot set the dates.

13. **President Rick Bonebright called for a motion to adjourn.**

1. Meeting adjourned at 2:35 PM. (2:17 in length.)

<u>Montana Model T Association Treasurer Report 2021</u>			as of October 2021	
		2020 Ending Balance	\$ 3,880.66	2021 Starting Balance
Deposits				
	2021 Dues	43 x \$10	\$ 430.00	
	2021 Run	20 x \$35	\$ 700.00	
	2021 Tour	2 x \$35	\$ 70.00	
	2021 Hats	4 x \$20	\$ 80.00	
	Old T-shirts		\$ 75.00	
	Kossor donation to picnic		\$ 200.00	
			<u>\$ 1,555.00</u>	
Expenses				
debt card	Secretary of State		\$ 20.00	
cash	Smith's - picnic food		\$ 178.00	
#1237	Rick Bonebright - 4 extra hats		\$ 80.00	
# 1237	Rick Bonebright - trouble truck gas		\$ 120.00	
# 1238	Meghan Teats - timer flag-out gas		\$ 100.00	
# 1239	Tony Cerovski - timer flag-in gas		\$ 120.00	
# 1240	Megan Riedler - DL window clings		\$ 150.00	
# 1241	St Regis Community Center - Annual Mtg		\$ 40.00	
			<u>\$ 808.00</u>	
		Difference	\$ 747.00	
	Checking Account Balance as of October 2021		\$ 4,402.66	
	Cash on hand for change		\$ 225.00	
	Ending Balance as of October 2021		<u>\$ 4,627.66</u>	
		2021 starting balance	\$ 3,880.66	
		deposits	\$ 1,555.00	
		expenses	\$ (808.00)	
		2021 ending balance	<u>\$ 4,627.66</u>	

Updated OCTOBER 11, 2020

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

Note: 2020 newly adopted or changed rules in *italics*.

A. GENERAL INFORMATION

A1. * *These rules dated October 11th, 2020 supersede all others.* These rules 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 exhibiting un-sportsman-like behavior or demeanor (2019) will receive one 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. * Do not tailgate or draft any vehicle. All drivers must maintain a safe following distance, but no closer than the ratio of 10 feet per 10 mph, i.e., 50 feet at 50 mph and so on. Report any infraction to the President. One infraction incurs one warning, a second infraction incurs disqualification. (2019)

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. *Violating posted speed limits. Any driver exceeding the posted speed limit by 6 miles per hour (MPH) will incur a 6-minute penalty. The 6-minute penalty will be increased by 1 minute per every mph over the posted speed limit. I.e., 5 mph over posted speed limit has no penalty, 6 mph over incurs a 6-minute penalty, 10 mph over incurs a 10-minute penalty. (2019)

A9.a. Challenge Exception. Electronic device challenging the Radar Gun reports. If you have evidence from within the posted speed limit zone from an electronic device that clearly indicates your vehicle, the speed limit sign, and your vehicular speed, you may use it to challenge the Radar Report. Show your evidence to the Directors and they will decide to impose the Radar Report penalty or not. (2019)

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 director's 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. Exception: 1925 and earlier cars may have gas tanks raised 1-5/8 from the stock position (2018). 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 (2014).

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 (see Fig.1) must not pass through the carburetor swayback venturi from either side. The club's "W gauge (see Fig.2) must not pass through the swayback venturi from the choke side of the carburetor. The carburetor must conform to the diagram shown (Fig. 3). No material can be added to the interior of the carburetor. The spray needle diameter must be 1/8" +/- .015" (2016).

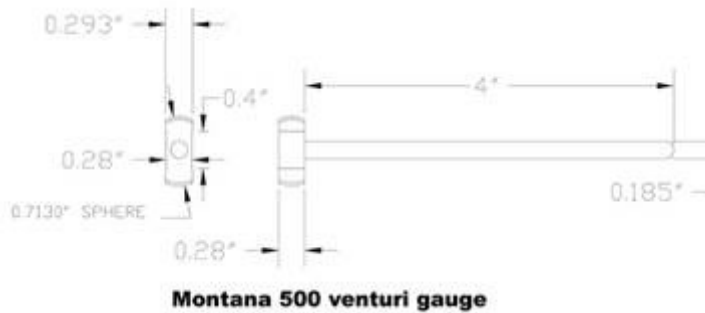


Figure 1. The Association's 0.710" gauge.

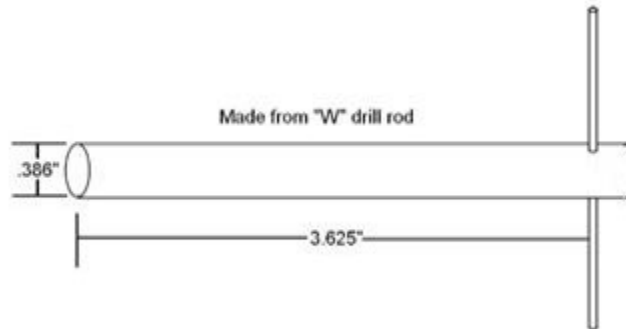


Figure 2. W gauge.

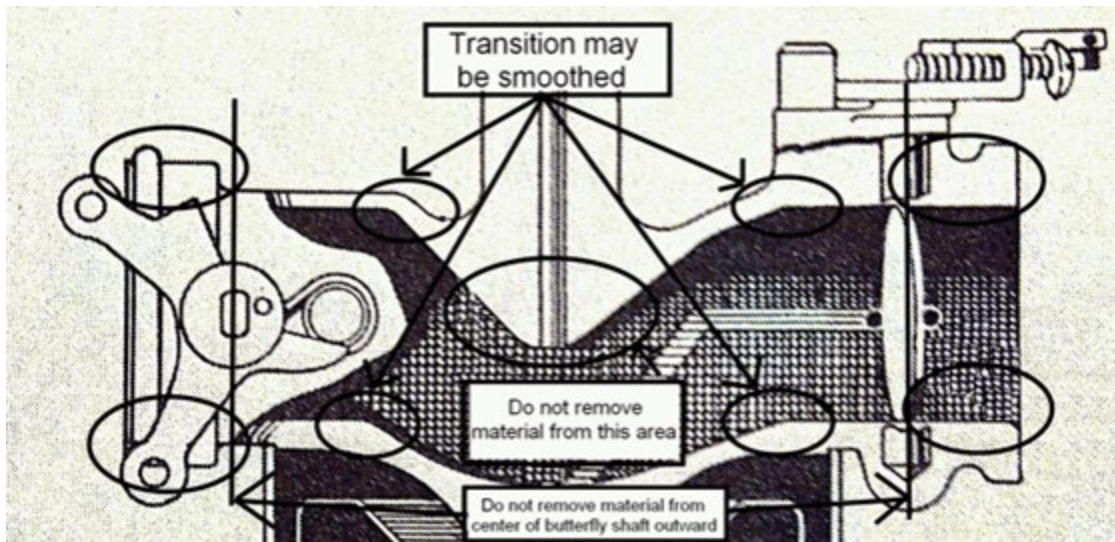


Figure 3. Carburetor Conformity Diagram

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 (Fig.4).

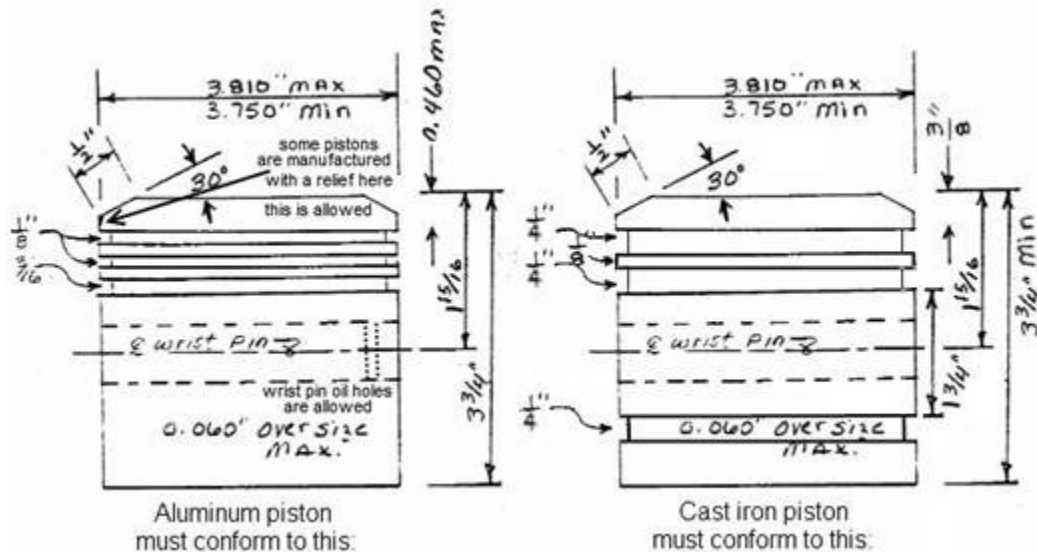


Figure 4. Illustration for Piston Dimensions

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 (2017).

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. See Fig.3 above. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Choke and throttle shafts 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 1-hour 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:
- 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 (2004) or adjustable (2018)
 - Camshaft timing gear material type
 - Coil box material type

- Engine splash pans
- Fan use and type
- Fourth main type
- Gas strainers allowed
- Gas tank. 1925 and earlier cars may have gas tanks raised by 1-5/8" (2018).
- 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
- One outside oil line allowed, 1/2" outside diameter maximum
- Muffler use and type
- Multi-piece piston rings
- Neoprene seals use
- Rod bolts and nuts choice
- Shock absorber use and type
- Spare tires and type of carriers
- Stainless steel and swirl polished valves
- Timers, ball or needle bearing rollers, Anderson flapper, Crystal timer, Ford Roller, New Day timer, Rush Roller, and TW timer.
- Tops of open cars use
- Transmission oil screen and steel band drums allowed
- Turn signals
- 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, PENALTY, AND TEARDOWN RULES

E1. * All drivers and relief drivers must sign an Endurance Run Waiver and Inspection Form.

E2. Every year new lead inspection seals will be placed on each competing car.

E3. Routes will be planned to avoid running through stoplights under time.

E4. 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.

E5. * Each car will come to a complete stop before starting at the timer's direction.

E6. 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 directors immediately. Removal of head or pan under time must be reported to the directors at the first opportunity for replacement of seal.

E7. Changing the carburetor imposes a time penalty of 15 minutes. Report the infraction to a director immediately. Replacement carburetor must meet the requirements stated in the Inspection Rules.

E8. Disabled or trailered cars will receive slow time plus a 15-minute penalty for each leg not completed (2020). Cars trailered on the last day are not eligible for prize money or trophies.

E9. *Violating posted speed limits. Any driver exceeding the posted speed limit by 6 miles per hour (MPH) will incur a 6-minute penalty. The 6-minute penalty will be increased by 1 minute per every mph over the posted speed limit. I.e., 5 mph over posted speed limit has no penalty, 6 mph over incurs a 6-minute penalty, 10 mph over incurs a 10-minute penalty. (2019)

E9.a. Speeding Challenge Exception. Electronic device challenging the Radar Gun reports. If you have evidence from within the posted speed limit zone from an electronic device that clearly indicates your vehicle, the speed limit sign, and your vehicular speed, you may use it to challenge the Radar Report. Show your evidence to the Directors and they will decide to impose the Radar Report penalty or not. (2019)

E10. 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.

E11. * 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 director's present.

E12. Placement position results for cars that do not complete the entire endurance run will be based on actual mileage completed.

E13. Replacement of complete engine is cause for disqualification.

E14. All Directors are expected to attend the teardown (2019). The top car will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Board of Directors. Directors will discuss and vote to accept or reject items of question.

E15. The first-place car will be torn down by a panel of five inspectors. The driver in the top position at teardown cannot be an inspector, but the next five place drivers are required to be inspectors for teardown. 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.

E16. 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 check to:

Attn. Treasurer, Janet Cerovski

1004 Sioux Road, Helena, Montana. 59602

Montana 500 Web Information:

1. <https://themontana500.wordpress.com/>
2. <https://facebook.com/Montanafivehundred/>
3. <http://montana500.com/>

Executive Officers:

President: Rick Bonebright	Florence, MT
Vice Pres: Brandon Langel	Whitefish, MT
Treasurer: Janet Cerovski	Helena, MT

Current Directors and terms:

Rick Bonebright	2021-2023	rcbonebright@gmail.com
Brandon Langel	2021-2023	brandon@purewest.com
Janet Cerovski	2021-2023	jcerovski@bresnan.net
Sonny Bishop	2020-2022	sheridanbishopiii@gmail.com
Erica Cerovski	2020-2022	erica.cerovski@gmail.com

Dan Brown	2020-2022	biggastrac@aol.com
Rick Carnegie	2020-2022	rcarnegie@comcast.net
Mike Robison	2019-2021	dynastarskier@msn.com
Matt Hansen	2019-2021	gbluffcider@yahoo.com

Meeting Secretary and Correspondence:

Meeting Secretary: Janet Cerovski

Correspondence and Newsletter: Tony Cerovski

Mail all Dues to:

Janet Cerovski,

MCCTA,

1004 Sioux Road, Helena, MT 59602

Direct all Newsletter & Photo correspondence to: tcerovski@bresnan.net

Direct all other inquiries to:

Rick Bonebright 2021-2023 rcbonebright@gmail.com

Past Presidents of the Montana Cross Country "T" Association

Past Presidents	Home Town	Years served	Starting Town
Ed Towe-1 st Leader	Circle, Montana	1961-1962	Bonner, MT to Fairview, MT
2.Ken Cook	Bozeman, Montana	1963	Bozeman to Lewistown '63
3.Ray Habel	Dutton, Montana	1964	Baker to Helena '64
4.Bill Walters	Bozeman, Montana	1965-1966	Great Falls '65, Laurel '66
5.John Foos Jr	Laurel, Montana	1967-1968	Lewistown '67, Dillon '68
6.Bud Peters	Ledger, Montana	1969-1970	Shelby '69, Helena '70
7.Rich Armstrong	Helena, Montana	1971-1972	Bozeman '71, Miles City '72
8.Al Rieker	Boulder, Montana	1973-1974	Helena '73, Livingston '74
9.David Meuli	Conrad, Montana	1975-1976	Great Falls '75, Helena '76
10.Ed Delzer	Shelby, Montana	1977-1978	Lewistown '77, Helena '78
11.Rich Armstrong	Helena, Montana	1979-1980	Great Falls '79, Libby '80
12.Chuck Worthington	Livingston, Montana	1981-1982	Conrad '81, Livingston '82
13.Terry Peters	Ledger, Montana	1983-1984	Bozeman '83, Helena '84
14.Marian Cook	Bozeman, Montana	1985-1986	Helena '85, Helena '86
15.Dale Schuler	Carter, Montana	1987-1988	Butte '87, Billings '88
16.Jim Halseth	Dutton, Montana	1989-1990	Great Falls '89, Bozeman '90
17.George Nickol	Ledger, Montana	1991-1992	Butte '91, Great Falls '92
18.Terry Peters	Ledger, Montana	1993-1994	Butte '93, Bozeman '94
19.Tony Cerovski	Helena, Montana	1995-1998	Fairmont '95, Helena '96
20.Tony Cerovski	Helena, Montana	1997-1999	Lewistown '97, Lewistown '98
21.Simon Nickol	Ledger, Montana	1999-2000	Missoula '99, Great Falls '00
22.Sam Nickol	Ledger, Montana	2001-2002	Kalispell '01, Helena, '02
23.Tom Carnegie	Spokane, Washington	2003-2004	Bozeman '03, Eureka '04
24.Rick Carnegie	Spokane, Washington	2005-2006	Lewistown '05, Dillon '06
25.Mark Hutchenson	Spokane, Washington	2007-2008	Havre '07, Thompson Falls -08
26.Mike Robison	Valleyford, WA	2009-2010	Livingston '09, Fairview->Bonner '10
27.Mike Stormo	Davenport, WA	2011-2012	Conrad '11, Butte '12
28.Mike Cuffe	Eureka, Montana	2013-2014	Fort Benton '13, Libby '14
29.Tom Carnegie	Spokane, Washington	2015-2016	White Sulphur '15, Dillon '16
30.Bill Mullins	Spokane, Washington	2017-2018	Missoula '17, Shelby '18
31.Matt Hansen	Colbert, Washington	2019-2020	Columbus '19, Helena '20
32.Rick Bonebright	Florence, Montana	2021-2022	Kalispell '21