

The Montana 500 Newsletter

Volume 62, Number 7

November 27, 2022

Announcements: In this Newsletter are:

- 2023 Endurance Run Information, based in Fort Benton, Montana.
- Meeting Minutes from the October 16, 2022 Fall Meeting of the Members.
- Rule Revisions for the 2023 Endurance Run at Fort Benton, Montana.

✓ Montana Cross Country “T” Association Endurance Run 2023

▪ Grand Union Hotel, Fort Benton, Montana:

- 1 Grand Union Square
- Fort Benton, Montana 59442
- Phone: 406-622-1882
- Fax: 406-622-5985

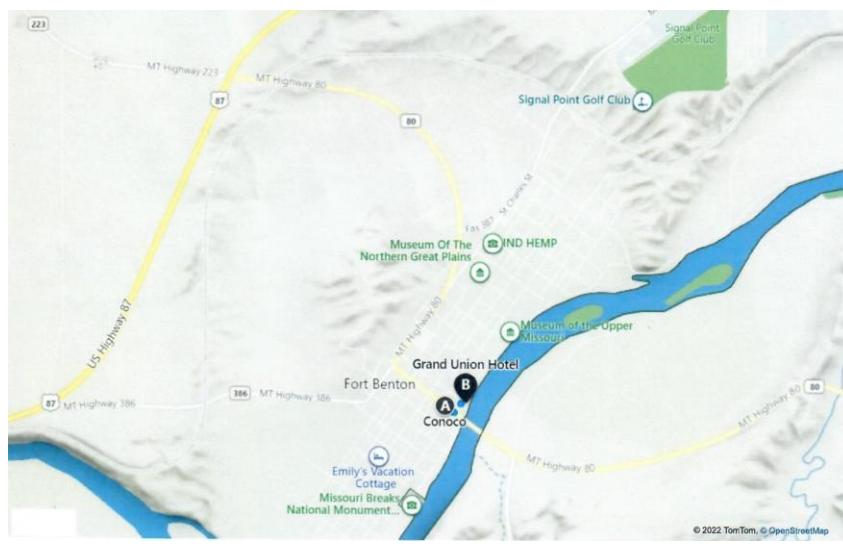
Other Motels Link > [LOCAL BUSINESS MEMBERS — Fort Benton Chamber of Commerce](#)

✓ Inspection Date: Sunday, June 18, 2023.

- Scheduled to start at 12:00 pm noon, MDT. Expect 6 hours.

✓ Meeting Times and Locations: To be announced at a later date.

- Sunday, Monday, Tuesday, and Wednesday. Expect 2 hours each.



Map of Fort Benton, Montana

The President's Message

Rick Bonebright, President 2021-2024 rcbonebright@gmail.com

I want to thank everyone again for participating in the 2022 Fall Meeting of the Members in St. Regis and by “Google Meet”, (zoom).

Big Thank you's:

Thanks to Levi Dyckman for setting up the Google Meet audio-video feeds and keeping participants connected.

Thanks to Brandon Langel for setting up the Hotel arrangements in Fort Benton.

Some Highlights:

- **Trophy.** The traveling trophy will get an additional base for keeping all plaques on the trophy with all winner's, aluminum and cast iron. \$200 is budgeted for adding a new wooden layer to the bottom of the old trophy.
- **Awards.**
 - The Bud Peter's Award went to Jon Moore, a 15-year-old Model T Endurance Runner.
 - Salley Peters Aschim provided a very special plaque that was given to Brandon. This plaque is in honor of Doug Langel for his 61 years of Montana Cross Country “T” Association membership, contributions, and exemplary and highly valued character. (May we all strive to be like Doug.)
 - Sonny provided and gave 3 Rattle Can awards for people who demonstrated the following traits, compassion, humanitarianism, giving, thoughtfulness, and caring. Noting that this award might not be given each year. Dwayne loved the endurance run and the people who participated at all levels.
 - 2020 Rattle Can Award to Levi Dyckman for compassion and humanitarianism.
 - 2021 Rattle Can Award to Dan Lukowski for humanitarianism.
 - 2022 Rattle Can Award to Tony Cerovski for helping other members.

- Mike Kossor has withdrawn his annual donation to support the MCCTA as of July, 2022. Shown below is Mike's letter to the MCCTA as per his request.

"Montana Cross Country T Association
Mr. Rick Bonebright, President
1004 Sioux Road, Helena, MT 59602

Dear Rick,

I've been following and sponsoring the Montana 500 endurance Run for several years now. I have become acquainted with several long-time participants who have each shared with me their experiences over the years. The picture coming into focus to me from these individual and unique experiences is one of bias, favoritism and lack of accountability within the Montana Cross Country T Association and its events. Qualities that have no place in running an event where participants labor intensely and come from afar with the humble expectation of a fair and equal chance of prevailing as lead contestant. In reality, a winning "outsider" can expect to have their car harshly judged by the inspection crew.

This disturbing picture was keenly and plainly displayed during the 2022 tear down inspection. Questionable conduct was witnessed by knowledgeable and empowered individuals who knew better yet remained mute.

I regret the Montana 500 organization has allowed member conduct to devolve and be condoned to the level displayed during this year's event. Such behavior I do not revere or wish to be associated with. Accordingly, I have decided to withdraw from sponsorship of the Montana 500 Endurance Run after 2022.

I wish the Montana Cross Country T Association and its members well in their future endeavors and encourage all parties to reflect and resolve to restoring fairness and accountability in the organization's core values if the MT500 is to prevail.

Regards
Mike Kossor"

- **Newly Elected Officers, Directors, Terms, and email addresses:**

- **President:** Rick Bonebright 2023-2025 rcbonebright@gmail.com
- **V-President:** Brandon Langel 2023-2025 brandon@purewestmt.com
- **Treasurer:** Janet Cerovski 2023-2025 jcerovski@bresnan.net
- **Director:** Sonny Bishop 2023-2025 sheridanbishopiii@gmail.com
- **Director:** Megan Carnegie 2023-2025 mcc_cow@hotmail.com
- **Director:** Erica Cerovski 2023-2025 erica.cerovski@gmail.com
- **Director:** Larry Azevedo 2023-2025 dribblebit@comcast.net
- **Director:** Nan Robison 2022-2024 n_robison@yahoo.com
- **Director:** Matt Hansen 2022-2024 gbluffcider@yahoo.com

- **Congrats to the new Directors and returning Officers!**

Montana Cross Country “T” Association 2022 Annual Fall Meeting Minutes

St. Regis, Montana and Google Meet Video Conference

October 16, 2022

President Rick Bonebright called the meeting to order at 12:21 pm, Sunday, October 16, 2022, in the St. Regis Community Center and lead a reciting of the Pledge of Allegiance.

Meeting Attendance:

In Person: 15 members and 4 guests. Members: Rick Bonebright, Levi Dyckman, Janet Cerovski, Erica Cerovski, Brandon Langel, Myron Richardson, Rick Carnegie, Sonny Bishop, Sandy Baren, Megan Carnegie Teats, Nan Robison, Larry Azevedo, Dave Ferro, Kurk Peterson, and Tony Cerovski. Guests: Aaron Teats and 3 young boys.

On Google Meet and phone 12 members: Senator Mike Cuffe, Cassie Peters Anderson, Craig Crothers, Dan Lukowski, David Veir, Garrett Green, Gene Carothers, Mark Dominguez, Bill Comer, Carla Carnegie, and Dan Brown. On phone, Terry Peters. Text, (Dan Brown).

27 +/- members total. 00:02:04. End of video-audio instructions.

1. President's Request:

- 1.1. President Bonebright introduced the inhouse membership and the people logged onto Google Meet to the membership.
- 1.2. President Rick Bonebright stated all voting in the meeting room will be by ballot. Levi requested that anyone wishing to talk to raise a hand in person or click the “raise hand” button on Google Meet. Only one person should talk at a time so that all could hear and have a say. He requested all in person talkers to speak into the meeting microphone.
- 1.3. The President stated that we have a big agenda. There are a number of things we wanted to cover, and he thinks it will be beneficial to all of us to see the review and go over it. It's something that has been a long time coming, some clarifications with rule changes and of that nature.
- 1.4. One of the things that I adhere to was covered by Ex-President's Matt Hansen (see October 2020 Meeting Minutes) statements by Ralph Brevik being, “What's it going to take to make the Montana 500 fun again?” We have experienced health issues, covid, and other things. Char, Sergio's wife, Jillian, and Matt.
- 1.5. I hope all of you have the rules in front of you that were sent out September 19th, 2022. We will go through them later in the meeting. We are a family. We want to do what we can to make the Montana 500 fun. If you have feelings one way or another, please abstain from using them, and work through what is in front of us. 00:13:40.

2. Old Business:

- 2.1. **2021 Meeting Minutes:** 00:13:45
 - 2.1.1. Larry Azevedo motioned to approve the October 10, 2021 Fall Meeting Minutes. Sonny Bishop 2nd the motion. Motion passed by a unanimous aye and show of hands.
- 2.2. **2021 Treasurer's Report:** 00:15:10
 - 2.2.1. Janet Cerovski stated the Treasurer's Report dated September 16, 2022 shown in the 2022 Fall Meeting Invitation has no changes as presented. Motion to accept the Treasurer's Report by Sonny Bishop. 2nd by Nan Robison. Motion passed on a show of hands.

2.3. 2022 Run Recap: 00:16:25

2.3.1. President Rick Bonebright asked if anyone had comments on the Glendive Endurance Run. Nan joked that her car 'sucked' (broken crankshaft). Bill Comer said he would like a little less rain. Rick B asked if his top leaked? Bill said it was hard to tell (rain blew in sideways). Then Rick B thanked Brandon Langel for stepping up from the V-Pres position to the Pres position for the Glendive Endurance Run.

2.4. Model T Ford Club of America (MTFCA) Affiliate Status to Chapter Status.

2.4.1. Rick Bonebright stated all directors and replacement directors are be required by MCCTA to become members in good status of the MTFCA.

2.4.2. The Montana Cross Country "T" Association (MCCTA) will be listed as a "Chapter" on the back page of the Vintage Ford Magazine.

2.5. Packet Idea is Working.

2.5.1. President Rick Bonebright said the packet system is working good through Dusty Boyce. Over the last few years our association has not gone into the hole on hats and t-shirts. All membership comments were favorable to keep using Dusty. We will do the packet again for 2023. 00:25:30

2.6. The Traveling Trophy:

2.6.1. President Bonebright asked trophy chairwoman Nan Robison to give her report.

2.6.1.1. Nan would like to have Mark Hutchenson to add a layer to the bottom of the trophy. Motion by Larry Azevedo 2nd by Sonny Bishop. All ayes no nays.

2.6.1.2. Motion by Larry Azevedo to provide up to \$200 for the expense to get the job done. 2nd by Myron Richardson. All ayes, no nays.

2.7. Awards: 00:32:00

2.7.1. **The Bud Peters Award:** Brandon Langel nominated Jon Moore for the Bud Peters Award. Janet 2nd the motion. Tony Cerovski moved for a unanimous ballot. Carried by all ayes. No nays.

2.7.2. **Special Doug Langel Plaque:** Sally Peters Aschim provided a very special plaque to give to Brandon Langel. The plaque was presented, given and received.

2.7.3. **Rattle Can Awards:** Sonny took the floor and stated "It is my pleasure to talk about the Rattle Can Model T Award which was created after the 2020 accident. The Award is to be given each year to the person who shows the following qualities, of which Dwayne had.

2.7.3.1. Levi, please stand up. Levi, I had an artist re-create this metal from images the family has. I present this award, for being, the most incredible person that you are. You have all the qualities that Dwayne had. Some of which are giving, compassion, understanding, helpful and unselfishness, and many more. You are to receive this first award because of what you did for Dwayne. I really appreciate this and want you to have the first award. Thank you very much.

2.7.3.2. Now for the 2021 Rattle Can Award. This one will go to Daniel Lukowski for the problem that I had with the deer that ruined my car. Daniel did the same thing that Levi did, pulled over, making sure we were alright. Daniel, I know you are not here, but one of these goes to you for the Rattle Can. We will give it to you at the Christmas party this year."

2.7.3.3. Now, for the 2022 year, I'd like to see nominations for the Rattle Can Award. Sandy Barren nominated Tony Cerovski, saying, "Tony is always thinking of others. Many drivers who come to him before the Run, he helps them with their car and tries to think about the cause and figure out the problem. Really good person helping

everyone else.” Tony nominated Brandon Langel for being stellar, with the Presidential duties. He handled a (seal wire) issue, the inspection, and a bunch of things during the teardowns. Plus, for all he did to keep the Endurance Run and teardown going at Glendive, 2022. Voting by Ballot, Tony was selected by plus 2 votes. 00:49:53.

3. **New Business:** 0:50:36.

3.1. Proxy Voting and Digital Voting: Rick Bonebright began with explaining how to vote, concerning the new Format and proposed rules. Proxy voting is going to happen in the room, digital voting will be done on the computer, or phone. Proxies can be used to vote on issues stated in the agenda.

3.2. New Rule Proposals: Rick Bonebright asked everyone to get a printout set of the “Rule-Proposals-2022-09-19_MCCTA.pdf” in front of them. Black font represents the existing current rules, blue font shows the proposed new rules, orange indicates a reason or discussion. Any Questions? None made. Over the last 4 months, Tony copied each portion of existing rules and pasted them into an outline format. All existing rules are now grouped under specific headings and sections. The President said he was very interested in doing that. The old way had various rules grouped together, and the new format categorizes these things making it easier for people, new people to the event, to find out what to do to the engine. Any questions so far. Nan took the floor. According to Roberts Rules, this cannot be done without the vote of the membership. Also, if you go through this, the rules were not copied and pasted. There is re-wordage. You’ve gone from many imperatives to suggestions. This is something that I think, and as a club, I would like to hope that we would purpose this to be done by putting a committee together of unbiased people who will look at it in a broad spectrum. Granted the format is different, it went to a decimal system verses an alphanumeric system but you cannot take the wordage of our established rules and reword it without having expressed permission from the club. And that permission was not granted, was not asked for, not put into our minutes, as a proposal to do. Nan thinks these need to be evaluated. 00:58:00 Meghan took the floor and commented when she read the rules there was so many re-wordings and to clarify did anyone talk about this beforehand. Meghan stated that Tony took it upon himself to do all of that, which is great. As a club, we need to act as a club and address the situation as a group and not as a single person to taking it upon themselves and going with it. 00:58:34. Myron Richardson took the floor. Reading through these, there’s things in here when put in this form it takes some legal responsibility from the owner and places it on the club. And if a car gets through the inspection, with some of this, and if we have a problem, then the club is going to be on the hook, and not the owner. In the past, you had a safety sheet that the owner turned in and that kept the responsibility with the owner. I really have a heart burn over that. 00:59:12. Larry Azevedo took the floor. We are discussing two issues. One is what you just referred to, and we should address, vote on, etc. The other is the format. The meeting notice did ask for your rule changes, by email, on September 20, 2022, and everyone had until September 27 to comment on and add to these proposals by return email. The methodology was provided to have rule proposal changes to be discussed in this meeting. Nan stated the format change is ok to do, but you cannot reword the rules. You cannot change the initial impetus of the rules. You cannot say whatever it was must use so and so. It is not ok to change the imperative to a suggestive. Rules are Rules. You cannot reword, put it in what you think it is. You are, not just Tony, it is the collective person. This needs to be thought out as a group, not as one person, unbiased, put together and resubmitted. Larry Azevedo stated a question about the structure. Nan stated the structure is

fine, but the wording is gone wrong. See this yellow (highlight on her crib sheet), this is all reworded, rewording, using assure in place of must. That's going from imperative to suggestive. Nan is concerned with the wording. 1:07:25

3.2.1. Motion for acceptance of the new format (outline structure) for the rules.

3.2.2. Tony made the above motion for acceptance of the new format-structure of the rules.

Larry Azevedo seconded the motion. Motion passed unanimously. Nan offered an amendment to Tony's motion, stating that the existing wording be reinstated and then verbatim, and then restructured by committee, not one person. Myron Richardson took the floor and stated the motion that is on the floor has nothing to do with wording the rules, it's only the format. 1:10:14 Larry Azevedo made a call for the question to vote for the motion on the floor, acceptance of the new format-structure of the rules. Tony stated the motion and Bonebright stated the motion again. Ballots were handed out. Video voters voted too. Formatting the rules as presented passed, unanimously yes. 1:16:29

3.2.3. Motion to accept all rule revisions as written, with allowance to revise the proposed individual revisions,

3.2.3.1. 1:16:30. Larry Azevedo took the floor and stated. That he wanted to share with everyone, conversations that have gone on, with respect to the addition and all of these changes. There are 59-line items in front of us here. If we spend 5 minutes each and vote on them singly, that's 5 hours. So, some are high priority, some are high energy behind them, and believes it important for us to address some with high energy around them through discussions and votes. However, there are a lot, I believe, that are, maybe with wordsmithing etc., which we can probably do them quickly. So, I'm going to move to accept all rule revisions as written, with allowance to revise the proposed individual revisions. Larry repeated the motion, explaining we vote on the accepting entire package now, but everyone, zoom and in person, has the opportunity to bring up individual ones, or groups, however they want to do it, discuss and vote on those individually to take them on. Like Myron has a comment about our risk to our association, I agree with you there. That's something to talk about and vote on individually. We can do (pass) the whole thing and undo, line-by-line discussions. Larry read the motion again. I move to accept all rule revisions as written, with allowance to revise the proposed individual revisions. Gene Carothers provided the 2nd. President Rick called for discussion. Nan asked for clarification on the motion. Myron said he has been in racing car clubs since about 1965, and many of them no longer exist because they started getting rule creep. And pretty quick, I have an example. In 1965 we had 25 sprint cars in Spokane. We started changing rules and it went to 12, then to six. And I'm not sure that there's four sprint cars in Spokane today. We just need to keep this original with stock, keeping with stock! Being really careful like those driveline changes, not stock! I have some real heartburn over something like that. I've had my say. 1:20:45. Bill Comer has the floor. Bill believes that one of the rules changes is sealing the carburetor-to-the-manifold, and to me that is kind of a loop hole, where you could as the rules read presently, yeah, you have the carburetor sealed, but you could easily change the whole manifold-carburetor assembly. So, some of these rule changes are changes, but I believe they are for the good. 1:21:47. President Rick called for a re-reading of the motion for a vote. Larry Azevedo read his motion again. **"I motion to accept all rule revisions as written, with allowance to revise the proposed individual revisions."** Vote result is 20 yeses', 2 noes. Motion

Carried.

3.2.4. Motions for the proposed rule revisions and proposed rule deletions.

- 3.2.4.1. Larry Azevedo had the floor. 1:26:05. Exercising our options now, and go through the individual revisions. Larry motioned to strikeout 2.12.1 through 2.12.5. dealing with the front axle, wishbone, and steering column. Nan agreed and 2nd the motion. Vote by a show of hands. Motion carried.
- 3.2.4.2. Larry Azevedo motioned to drop the blue text from 2.5.5.1.1, using distilled water to cc the head. Myron said, along with that, something would be a real hassle. The vote occurred and passed and carries. 1:32:18
- 3.2.4.3. Nan motioned to strike the blue text from 1.1.9. inspection may include... Larry Azevedo 2nd. Tony agreed to the amendment of his motion. Motion carried.
- 3.2.4.4. Nan motion to strike the blue text from 2.1.1.3, hood matching... 2nd by Erica Cerovski. Motion Carried. 1:39:31
- 3.2.4.5. Larry Azevedo motioned 2.6.3.1, blue text be removed. Deals with loose exhaust pipe. Tony 2nd. Senator Mike Cuffe, asked Mr. Chairman Bonebright if Tony could accept and vote with his Proxy. Proxy given by text. Chairman, yes. Mike left the meeting. The motion carried.
- 3.2.4.6. Myron had the floor. Unable to hear him well on video, but he wanted to remove stock type (in blue text) from 2.6.3 Exhaust Pipe. Discussion. Rick Carnegie said Ford mandrel bent all those things. Nan added some discussion, Bill Comer said you could reverse your exhaust manifold and run it backwards like on a welding machine, because you don't need a hood. So would that be possible. Someone said no. Then Myron talked about the 1-1/2" outside diameter (nominal size). Motion is to drop stock type (blue text) from 2.6.3. Passed unanimous yes.
- 3.2.4.7. Nan Robison motioned 2.7.2. to change blue wording to "No fuel additives allowed." (Total wording retained in blue.) Larry seconded it. There was some follow up discussion on other fuel items. Motion passed.
- 3.2.4.8. Larry Azevedo motioned 2.2.7 Stock spare tire carrier. Rick Carnegie could be eliminated; Brandon could be eliminated for having non-stock spare tire carriers on their cars because those spare tire carriers are not "stock". Stormo's wheel wells, welded into the front fender is illegal too. Azevedo motions to remove the two words "stock" from 2.2.7. Tony asked if it would be ok to make a spare tire carrier to fit under the engine, sort of a valance part. Larry Azevedo said it's up to people with common sense at inspection test to tell you yea or nay. (OH OH). The motion now is to drop 2.2.7. No, revised again. The motion now is "All spare tire and spare tire carriers are optional.
- 3.2.4.9. Myron started a lengthy speech about tire diameters and tire sizes being all over the place according to what Tom Carnegie had to say about it. Nan agreed. Then Azevedo suggested don't try to add that this moment. Wait and pull the motion until next year. Myron said all right, lets table this one for next year. You need to use the maximum outside diameter. Myron motioned to table the tire size until next year, then changed his motion to eliminate it this time. Motion passed.
- 3.2.4.10. Larry Azevedo motioned to add "or wood spoke" between the word's 'wire' and 'wheels' in 2.2.9.1. Myron Richardson 2nd. Motion passed.
- 3.2.4.11. Larry Azevedo motioned to return to 'Steering Dampeners not allowed'. in 2.2.3.1. Nan 2nd the motion. 2:07:14

- 3.2.4.12. Myron Richardson started a discussion on tops. Myron stated he has a problem with the words “supporting wood and iron” in the first sentence of 2.1.9. Stock Tops. Myron said there are some fiberglass or early plastic tops built for T Fords. It looks like a T Ford but I don’t think they make the spirit of the rules, you know, so we need to have something that says no plastic or fiberglass tops. Nan said something. Someone said they didn’t have fiberglass back then. Myron said, “Well they did have some type of plastic material back then for tops, on the market. There are a few out there, I’ve seen a few of them. And I don’t think we want them.” Azevedo spoke, Nan spoke. Myron said that smooth fiberglass or plastic would be a speed advantage. Rick Carnegie said the original cars did, Models R, N, & S. But those are not T’s. Much other discussion occurred including zoomer’s can’t hear well. Bill Comer said if you have a convertible top, you have to be able to put it up or take it down, a foldable top. Myron Richardson made a motion to that effect. Larry Azevedo 2nd the motion. The motion passed. 2:15:09
- 3.2.4.13. A discussion on seat belts and roll bars. Discussion stopped. No motion. 2:20:20.
- 3.2.4.14. Nan Robison proposed a rule change. 2.1.1 motioned to read Use an original style Model T body for year of car. Larry Azevedo 2nd. Passed – Carried. 2:25:25
- 3.2.4.15. Larry Azevedo Motioned to add ‘Cars must have four fenders, splash aprons, running-boards, and if so equipped, a front splash apron, a dash and a radiator shell.’ To 2.1.1.1. Motion 2nd by Nan. Motion passed. 2:28:16
- 3.2.4.16. Nan, 2.1.7. Horn. Delete “Must be audible at 200 feet.” Motion passed. Gene Carothers stated that the people on zoom, cannot hear these motions or discussions. Please repeat the motion into the microphone. Bonebright said they will try to speak and do better. Motion by Larry was repeated and revoted on.
- 3.2.4.17. Nan Robison motioned to strike 2.3.3.2. “Electric fans not allowed.” Larry Azevedo 2nd. Larry Azevedo said he was told to not bring his aftermarket radiator spray bar back next year. He disagrees with those kinds of statements because they don’t get incorporated into the rules. And someone else, in the future, will do the same thing. This is something not allowed. Nan spoke again. Rick Carnegie told a story about the electric fan. Gene Carothers spoke too. Garrett Green again asked for people speaking at the meeting come up and speak into the microphone. Again, zoomer’s cannot hear what is being said. Gene Carothers seconded Garretts statement. 9 votes for removing the rule, 13 votes for keeping the rule as written. Motion failed to pass, rule stands as written, “Electric fans not allowed.” 2:44:31
- 3.2.4.18. Nan Robison began discussion to not allow new rods. Nan motioned to strike the blue text from 2.5.2.2.5. being Snyder’s New Babbitted Rods T-3026 allowed. Myron Richardson 2nd the Motion. Larry Azevedo said “Last year, when we had this meeting, I had four Snyder’s rods sitting on my bench, as I was building my engine. I was told by several, including Tom Carnegie, who has said that to me recently as well, that one Ford (script) rod was required to be original, and you could match other rods to it including Snyder rods. I was told that. OK? The way the rules are right now, if you interpret the word ‘rod’ or “rods”, in the current rules just under that original statement. I put in three (3) Snyder Rods and one Ford (script) rod, being unchanged, no machining, and I found one rod with the right weight to match up with the 3 Snyder rods. With the way the rules are written now, one interpretation is that I have illegal

rods in my car. Nan Robison stated, "Rule B2q. There must be one stock piston rod cap assembly in the engine." And "Rule B2r. Rods must be Model T Ford script." Then said oh, 'rods' should be changed to 'rod'. Bill Comer stated you are allowing Chevy valves, free rod bolts, and these vendors making new car parts, these babbitted rods are kind of in the spirit of the T because they are babbitted as opposed to a shell insert clip bearings. I don't see them as a speed advantage, other when assembling your engine. Some of you guys might be sitting on a pile of rods, I am not. Using Snyder's rods makes things easier for me. The new rods are babbitted, no speed advantage, and within the spirit of the Model T. Thank you. Sonny Bishop spoke, video hard to hear. Sonny doesn't care if you have 3 Snyders and one untouched Ford rod. Azevedo spoke. We recall last years discussion, while my new rods were on the bench waiting for the outcome of the voting last year. Most of the energy surrounding the decision, the vote was one vote that the Snyder's rods failed last year. By one Vote. Most of the discussion was centered on the cost of having someone building you a set of forged titanium rods, totally different than Model T style. The motion to use Snyder's rods last year failed by one vote. I felt at the time if the motion last year would have included Snyder's Rods, it would have passed. I agree it is era type, it makes many peoples jobs easier. To find a stock T rod to go with 3 Snyders is a huge amount of work. Brandon Langel spoke. It could be a safety issue. There are people who modify the hardware (cap and rod ends) on the connecting rod which down grades the strength (removing a lot of forged rod steel) to obtain a balanced rod set. So, why not allow a full set of Snyder's Rods, already balanced, it is not a speed advantage. Bonebright said, I don't have Snyder's Rods, but I don't have anything against them. The only thing I would have against them is the fact that we can't stretch them 0.030". Is there a speed or performance advantage, no, because they are not stretchable without some re-modification. So, you lose that edge by using the Snyder's Rods. Rick Carnegie spoke, the terms Snyder's Rods, for one thing, kind of gets me, the titanium rods. To pick on Don Lang. Let's say I have my friend down at the CNC place, machine up a set of rods out of titanium, and give them to Don Snyder, and he sells them back to me as Snyder's rods, making these rods legal, no. So, the name is problematic. No names mentioned, but I know where there is a set of Ford Script aluminum rods. Larry Azevedo said we did identify in that motion or proposed rule the Id number of T-3026. Chances are that Snyder's won't sell a different rod (titanium) under that part number. We could also take a picture of the Snyder's rod and put it into the rules so that everybody knows what we are talking about. Tony Cerovski spoke. There are a bunch of things here. I'm going to summarize it for us. People were running steel transmission drums for years, then we voted them in. People were running billet camshafts, and later on we voted them in, needle bearings in the triple gears and u-joints for several then voted them in. We run aluminum pistons, Chevy 350 valves, Ford 302 valves. There really no limit to the rules we've added over the last 16 – 18 years. But there is a limit. We could quantify all rules made in the last 16-18 years that were added to the rules of 1988, which stood untouched for 12 to 14 years. I do like Brandon's discussion on rod end grinding. Some of the engines that I have taken apart, had the rod caps whittled down to pretty thin, that bothers me, even though I have not tested them by breaking them. They are pretty wimpy looking. So, I don't know who is doing the rod cap trimming-balancing,

but to me that is a bunch. It costs money right, to get your self of rods that are balanced by somebody, Model T Ford Script Rods, and I think it also costs way less money, like maybe \$80 to \$85 per rod if you buy from the guy who sells them to the Snyder vendor. These rods already come balanced. So, if you are a kid or an old guy on a shoestring or whatever, using these rods (Snyder's New Babbitted Rods T-3026) is an economical boon to building your engine. This is my point, I've looked at these rods, they are pretty much identical to the Model T Ford Script rods, the exception is, they don't bear the word Ford (script) on them. They are heavier than Ford Script rods. For those of you who think you want the lightest weight rods there is, you should say go ahead and use Snyder's rods, they are heavy. I suggest that you keep the verbiage proposed in 2.5.2.2.5. **2:58:30** Myron Richardson spoke next. Since these Snyder's rods have no speed advantage, on level ground that is probably true. But if you are going downwind or downhill, the Snyder's rods are going to let you take that engine to a little higher RPM before it blows up. That's going to, could be, a little speed advantage. Tony Cerovski asked Myron about the heavy rod effects going uphill. Myron Richardson stated going uphill, your carburation is probably not going to be a limit, because you are not pulling as much air through the engine. But out on the flat, you're running max volume, going downhill, since you don't have as much weight. Someone said we are talking about the rods, not the carburetor here. Myron said. Well, but the carburetors can be affected by what rods you have. It's going to let that engine turn to a little higher RPM. Larry Azevedo said this year as I was going down several hills at 70 mph, I thought about those magnets coming through the floor boards. Several people spoke about the magnets coming loose. Bill Comer said the existing Model T car parts are not going to last forever. And metal ages probably faster than wood. We want vendors to make parts close to the original thing, like say crankshafts without counterbalance and like these Snyder's rods which are still babbitt and not shell clip bearings. It's thinking into the future. Give the venders a reason to keep on making parts for the Model T. Rick Bonebright said he is trying to look down the road too. We expect a lot of new cars running the 500 next year. 2-Calif, 1-TX, 2-NM. The Montana 500 has been followed by a lot of non-participants for a long time. These people are coming out. In line with Bill Comer, Rick Carnegie has helped me for years with babbitt work, rods, crank, mains, line borings. I've relied on Rick for a long time. But in our area, we lost our crankshaft grinder, 3 machine shops. If Rick retires, where do I go? Do I buy a Gene French boring fixture? What can I do with my rods? Sonny and Garrett lost their machine shop. Nan Robison said she is against the use of Snyder's Rods. Nan wants a yes vote to disallow Snyders. Voting by ballot. 9 yes to disallow. 16 yes to allow Snyder's T-3026 rods to be used. **3:11:11**

- 3.2.4.19. Larry Azevedo on 2.5.2.3.1. Larry stated his motion to be "Exception. If using a set of Snyder's T-3026 New Babbitted Rods, one rod must be unmodified and the other three piston-rod-cap assemblies can be balanced to it, if needed." Although Snyder's rods usually come balanced to within one gram and might not be necessary." Nan Robison spoke next on 2.5.2.1, Balancing of rotating and reciprocating parts is allowed. Nan wants the "and reciprocating" text removed. Azevedo said your brother (Tom) and I talked a half-hour on that. Nan said she will drop her motion. Larry Azevedo went back to 2.5.2.3.1. told a story and restated his motion. Rick Carnegie, one rod aluminum, 2nd titanium. Larry Azevedo restated his motion as "If using

Snyders new babbitted rods, and Model T Ford Script Rod(s), one Model T Ford Rod shall be unmodified. Bill Comer stated his proposal. Using all 4 Snyder's New Babbitted Rods are allowed without using a Ford Script Rod. Levi pointed out that is covered in rule 2.5.2.2.5. Bill is ok with that. Larry Azevedo motion for 2.5.2.3.1 is now read as, "If using Snyder's T-3026 New Babbitted Rods, and Ford Script rods or rod, one Ford Script rod must be unmodified." 2nd by Tony Cerovski. Voting by hand. Motion carried. 3:20:40

3.2.4.20. Nan Robison took the floor and expressed her opinion and concerns on the timer section 2.4.2.1... Larry Azevedo asked to let him do an overview of the timer stuff and took the floor. Currently there has been no seals on the timers and or inspection of the timers being used or in use. Discussed with 13 people from California, Washington, New Mexico, Montana and Iowa. The results of three months of discussion are these rule changes. Process uses 7 colors of sealing paint. Tested on cars, if connections are clean, it will stick. This stuff is bullet proof. Inspection of timer on Sunday, Mixed paint placed on the screw threads or slots at coil box and timer. 20 minutes drying time. Drivers responsible for checking on seals, and getting a new seal installed.

03:26:12

3.2.4.21. Nan took the floor again and talked about a different rule, 4.4 dealing with route planning and stop lights under time. Nan said the original wording has been "perverted" and should read, "Routes ~~should~~ will be planned to avoid running through stoplights under time. Nan has trouble with the rest of the 4.1 section. She told her story. Nan stated that is the responsibilities of the tour planners, or the route planners to make sure there are no stoplights. And if there are, we need a new route. Nan moves that we strike the "Any driver stuff", Azevedo added we could use another person to track time gained at a stoplight. Myron Richardson's idea is to stop time and then flag out of the stop light a little ways down the road. Nan said that will add an hour to the timing. Then Nan Robison restated her motion as, "I motion to strike the words "Any driver stopped by a red light..." 3:29:56 3:32:10

3.2.4.22. Myron Richardson was called on. He said if I have a '25 car and have a '26-7 motor, why can't I use a '26-7 coil box mounted on the motor. That makes no sense to me, He was addressing 2.5.2.2.4. Coil Box. Myron made a motion. Nan 2nd it. Discussion took place. Then another replacement motion was made to strike out the text from 2.5.2.2.4. That motion was 2nd and passed.

3.2.4.23. Myron took the floor and addressed 2.5.9.3, which is the Snyder's Premium pistons T-3021 text and drawing. That's the piston, but what's so special about that? Can I run a Lang's piston? Can I run a Chaffin's piston? What's the difference? Rick Carnegie provided the answer. You need a piston that conforms to that drawing. Snyders Premium pistons are drilled in the wrist pin bores for splash oiling. But do we need to say Snyder's? Myron agreed to drop the issue. 3:41:04

3.2.4.24. Myron said one more question that comes from my past engine building experience. 2.5.11.1, Removing sharp factory edges, well what's a sharp edge to me? What's a sharp edge to you? What's a sharp edge to you? Larry Azevedo said I see your point. 3 or 4 talking at the same time. Larry motioned that 2.5.11.1 be removed. Nan Robison 2nd the motion. Multiple talkers, Nan, Azevedo, Myron. Then Azevedo read the rule above it. That rule states "Do not grind, enhance, or alter any intake or exhaust port of the block or of the manifolds." Azevedo said not of that should be

touched. So, the motion was voted on and passed. Remove the text from 2.5.11.1.

- 3.2.4.25. Myron Richardson asked to bring up an important point. He addressed 2.10.2.1. Outside oil line size. Myron said he did not have a concern with the size, but the length. I can build my own outside oiler, from the hog's head, run it around the engine, with a 1-inch diameter line and then into a ½ inch diameter line. Azevedo said it could read ½ inch the whole way, in the spirit of the competition. Tony said there might be a bunch of directors that will say you shouldn't have done that Myron.

3:51:26 Issue dropped.

- 3.2.4.26. Bill Comer wants to make a proposal. That we use some of that paint you are using for sealing the timer screws, and paint the claw feet (manifold clamps), the spreader bolts (manifold studs or bolts) that hold on the intake manifold. Because you could change the intake manifold and carburetor at the same time with the carburetor bolts sealed, run something different, then put it back on to finish. I motion that we use the same sealing paint used on the timer wire screws and paint the claw feet spreader bars that hold the intake manifold on, so we can't change the intake manifold without it being known. Tony Cerovski 2nd the motion. Paint would be placed on the cooler intake manifold claw foot bar. Some discussion, hard to hear. Mark Dominguez said the marking paint is good to 2100° F. Bill's motion is that we seal the intake manifold from being removed. Larry Azevedo 2nd the motion. Motion carried.

3:36:10

4. Rick Bonebright took the floor.

- 4.1. Here is some thought for further down the road. We need to be looking at supporting ourselves, or finding another sponsor for meals on Wednesday's picnic or evening meal. Right at the moment, Mike Kossor is not on board with us anymore as far as the \$250 he's been sending us, and be thinking on another sponsor. Some multiple discussions occurred. (Mike Kossor's withdrawal letter is attached below.)

- 4.1.1.

"Montana Cross Country T Association

Mr. Rick Bonebright, President

1004 Sioux Road, Helena, MT 59602

Dear Rick,

I've been following and sponsoring the Montana 500 endurance Run for several years now. I have become acquainted with several long-time participants who have each shared with me their experiences over the years. The picture coming into focus to me from these individual and unique experiences is one of bias, favoritism and lack of accountability within the Montana Cross Country T Association and its events. Qualities that have no place in running an event where participants labor intensely and come from afar with the humble expectation of a fair and equal chance of prevailing as lead contestant. In reality, a winning "outsider" can expect to have their car harshly judged by the inspection crew.

This disturbing picture was keenly and plainly displayed during the 2022 tear down inspection. Questionable conduct was witnessed by knowledgeable and empowered individuals who knew better yet remained mute.

I regret the Montana 500 organization has allowed member conduct to devolve and be condoned to the level displayed during this year's event. Such behavior I do not revere or wish to be associated with. Accordingly, I have decided to withdraw from sponsorship of the Montana 500 Endurance Run after 2022.

I wish the Montana Cross Country T Association and its members well in their future endeavors and encourage all parties to reflect and resolve to restoring fairness and accountability in the organization's core values if the MT500 is to prevail.

Regards
Mike Kossor"

- 4.2. Another thing to look at is officers and director's terms. What are the dates of service? January 1 to December 31, or October meeting to October meeting? Mixed discussions on going. Azevedo talked about the Bylaws and maybe work with that. There is a possible issue with the rules of order to.
- 4.3. Much discussion occurred next about the Director's responsibilities and the Inspector's responsibilities
5. **Nominations for new directors:**
 - 5.1. Nan gave a talk, telling us her view on what it takes and what are her memories covering the responsibilities of becoming a director. Others contributed too. Larry Azevedo told a story about Dan Brown setting a good example of being a teardown inspector. There was some pretty heavy conversation concerning Larry's car, and the inspectors were being pushed to make a decision. Since Dan was the next car in line, he stepped out and said, I am not involved with this, I have a conflict of interest. Larry thought it was an honorable thing to do. When it came time to vote, Dan declined to vote, stating he wanted to avoid a conflict of interest, because his car was next in line. Larry thinks that was honorable thing to do. Some think the teardown inspectors should just tear down the cars, report the findings, to the Directors to decide. Brandon, Nan, Erica, and others gave input. Erica said she didn't vote on a Tony issue because of a conflict of interest. Brandon said the same. Larry said these are good things. Nan said that's my point. You need to make your decision from an unbiased standpoint. You can't vote an emotional point. Brandon said, when that vote is made, however that vote is made, it needs to be respected and not commented on. Leave it as it stands. We don't need finger pointing. If we can't be trusted to vote, we should just dissolve the club right now and go home. Erica agreed. I was going to add the reason I didn't abstain; I would have voted the same way regardless of anybody. But I felt like it would've been viewed that I was voting for or against somebody, like my dad who is my mechanic. So, I'm saying I felt like people would not see it that way even though that's the honest to God truth. So, I think the option to abstain should be allowed.
 - 5.2. Brandon nominated Rick Bonebright for president. Several seconds. Motion passed by unanimous ballot. Rick Bonebright has a new Presidential term running from January 1, 2023 to December 31, 2025, and a director's term running from January 1, 2023 to December 31, 2025. 4:12:55
 - 5.3. Tony Cerovski nominated Brandon Langel for Vice President. Several seconds to the motion. Unanimous ballot. Brandon Langel has a new 2-year Vice-Presidential term running from January 1, 2023 to December 31, 2024 with a Director term running from January 1, 2023 to December 31, 2025.
 - 5.4. Janet was nominated by Nan. 2nd by others. Unanimous vote in to the Treasures slot. Janet Cerovski has a new Treasurer's term running from January 1, 2023 to December 31, 2024 with a

Director's term running from January 1, 2023 to December 31, 2025.

5.5. Sonny Bishop was nominated by Nan Carnegie on a unanimous ballot, seconded by others for a director position. Unanimous ballot. Sonny Bishop has a new Director's term running from January 1, 2023 to December 31, 2025.

5.6. Megan Teats was nominated by Janet Cerovski. Rick Carnegie made a motion for nominations to cease. Unanimous ballot for Megan. Megan Carnegie Teats has a new Director's term running from January 1, 2023 to December 31, 2025.

5.7. Nan Robison nominated Myron Richardson. Janet nominated Erica Cerovski. Erica nominated Dan Brown. Ballot voting. Erica Cerovski has a new Director's term running from January 1, 2023 to December 31, 2025.

5.8. Larry Azevedo has a new Director's term running from January 1, 2023 to December 31, 2025.

5.9. Nan Robison and Matt Hansen will continue as Director's until December 31, 2024.

5.9.1. List of Officers and Directors:

5.9.1.1. President – Rick Bonebright 2023-2025

5.9.1.2. Vice President – Brandon Langel 2023-2025

5.9.1.3. Treasurer – Janet Cerovski 2023-2025

5.9.1.4. Director – Matt Hansen 2022-2024

5.9.1.5. Director – Nan Robison 2022-2024

5.9.1.6. Director – Sonny Bishop 2023-2025

5.9.1.7. Director – Erica Cerovski 2023-2025

5.9.1.8. Director – Dan Brown 2023-2025

5.9.1.9. Director – Rick Carnegie 2023-2025

6. President Bonebright asked for host city nominations for 2023's Endurance Run.

6.1. Rick Bonebright and Larry Azevedo advocated for Inspection on Sunday, Father's Day, June 18, 2023. That date was unanimously selected.

6.2. Nan nominated Thompson Falls for 2023.

6.3. Brandon nominated Fort Benton for 2023. Brandon already had Hotel room prices and a bunch of things ready to go. Good roads, not much for traffic, not much for tourists.

6.3.1.1. The Grand Union Hotel in Fort Benton, Montana will be the Host Hotel. The phone number is 406-622-1882. Call and book your room ASAP.

6.3.1.1.1. Search for Fort Benton Montana Chamber of Commerce for other places to stay. Campgrounds, Airbnb's, motels, etc.

6.3.2. Fort Benton on the dates of June 18th through June 21st, 2023 is the host city.

6.4. Carla Carnegie offered to be on Brandon's Possey for lining up everything in Fort Benton.

Brandon stated the help will be welcomed.

7. President Rick Bonebright asked for a motion to adjourn.

7.1. Larry Azevedo had an announcement.

7.1.1. Larry cut off a combustion chamber from an old Model T cylinder head and shipped it around to 6 or 7 of our competitors around the country. I've got the results now and everyone measuring volume is doing pretty good. If anybody wants to get that head to see how good a volume measurability they have, I will mail it to them with instructions on the process. Everybody who has contributed to that process has done a good job with measurement.

7.1.2. Rick Bonebright adjourned the meeting at 5:11 pm with a total meeting run time of 4 hours, 50 minutes

7.1.3. These Meeting Minutes were transcribed by Tony Cerovski on October 26, 2022 from the

video recording on Google Meet dated October 16, 2022. They were checked by Larry Azevedo and Janet Cerovski in November, 2022, and corrected on November 21, 2022.

7.1.4.EOM

Montana Cross Country “T” Association – Rules

(Motioned and Passed October 16, 2022).

1. Rules for all Participating Cars, Drivers, and Owners.

- 1.1. These Rules dated 10-16-2022 supersede all others. These Rules are intended to outline current acceptable practices. Deviation beyond these practices may result in disqualification or time penalty. See Rules for Timing. Directors are responsible for interpretation of all Rules pertaining to the Association and the assessment of time penalties. Decision of the Directors is final.
 - 1.1.1. Assure that your car complies with Montana Licensing and Insurance Regulations.
 - 1.1.2. No alcoholic beverages allowed in participating cars. Substantiated violation is cause for disqualification.
 - 1.1.3. Drivers exhibiting un-sportsman-like behavior or demeanor will receive one warning. Second infraction may result in disqualification upon review and affirmation of 2/3 of the remaining drivers.
 - 1.1.4. No more than two people allowed in an Endurance Car while under time.
 - 1.1.5. All drivers and relief drivers must be paid up members of the MCCTA.
 - 1.1.6. All drivers and relief drivers must sign and submit an Endurance Run Waiver and Inspection Form to the Treasurer.
 - 1.1.7. 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.
 - 1.1.8. Place the name of sponsor or owner and hometown on both sides of all participating cars. Three (3) inch tall letters are preferred.
 - 1.1.9. All T's 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.
- 1.2. All (Endurance Run) T's must be assembled from stock parts and/or reproduction parts equal to stock specifications, with the following exceptions allowed in Section 2 below.

2. Rules and Guidelines for Preparing an Endurance Run car.

2.1. Body System.

- 2.1.1. Use *an original style Model T body for year of car.* (10-16-2022.)
 - 2.1.1.1. All replacement body parts must be equal to stock specifications, made of metal, with a complete set of floorboards. Cars must have four fenders, splash aprons, running-boards, and if so equipped: front splash apron, dash, and radiator shell.
 - 2.1.1.2. Body and fenders must be painted.
 - 2.1.1.3. Use of hood optional.
- 2.1.2. **Turtle deck** may be replaced by a pickup box, or a substantially built box or turtle deck. Minimal length and width equal to size for stock turtle deck for the body, with floor, sideboards, and end-gate. Sides and ends to be no less than 6-inches high from the floor and made of no smaller than ¾ wood.
- 2.1.3. **Sawed-off touring cars** allowed with a turtle deck, pickup bed, or substantially built box with sides and ends to be no less than 6-inches high from the floor and made of no smaller than ¾ wood.
- 2.1.4. **Ignition Switch.** Equip body with a functional original type ignition switch.

2.1.5.Lights. Equip all cars with two headlights, one or more brake and tail lights. Brake and tail lights do not have to be a single unit. *All lighting must be functional.* (10-16-2022.)

2.1.6.Turn Signals. Allowed.

2.1.7.Horn of any type in working order required.

2.1.8.Using stock Engine splash pans *are optional.* (10-16-2022).

2.1.9. Tops. Non-Model T style and size tops not allowed. *Model T tops used on Touring and Roadster cars are optional, but if used, they must be foldable.* (10-16-2022). These stock type tops must meet the style, shape, dimensions, with *supporting wood and iron bows* (10-16-2022.) for the Ford body. *Fabric material optional. Side curtains optional.* (10-16-2022).

2.1.10. Rearview mirror required. *Additional side mirrors recommended.* (10-16-2022.)

2.1.11. Windshield must be stock for year of body. Do not alter. Use safety sheet or safety plate glass. Assure that the windshield completely closes for inspection sealing.

2.1.12. Windshield Wiper.

2.1.12.1. Windshield wiper of any type allowed.

2.1.13. Seat and backrest required. *Both* must be padded.

2.1.14. Gauges.

2.1.14.1. Gauges of any type allowed, as long as they do not affect the ignition system.

2.2. Chassis System.

2.2.1. Brakes.

2.2.1.1. Emergency Brakes. Use stock type emergency brakes in good working order.

2.2.1.1.1. External auxiliary accessory brakes not allowed.

2.2.2.Chassis Assembly. The chassis-frame assembly (front axles, rear ends,) may be equipped with any year of stock T parts.

2.2.3. Front Axle.

2.2.3.1. Do not use Steering dampeners.

2.2.3.2. Use standard wishbone sizes.

2.2.3.3. Front wishbone accessory braces may be used on pre-1920 front axles.

2.2.3.4. Assure that all bushings, ball joints, shackle bolts, etc., are in good working order and all cotter keys are in place.

2.2.3.5. Wire wishbone studs together to prevent the studs un-screwing.

2.2.4.Motor Mounts.

2.2.4.1. Belly bands are allowed, but if the motor mount breaks, the car takes the standard penalty *of 1-hour.*

2.2.4.2. Belly bands cannot be used for support at any time.

2.2.4.3. Assesory pan arms are not allowed except for emergency repair while under time.

2.2.5. Rear Ends.

2.2.5.1. Use stock Model T or Ruckstell rear ends locked in high.

2.2.5.2. Use a 40-tooth ring gear and an 11-tooth pinion. (3.64:1 ratio.)

2.2.5.3. Use stock roller bearings on the axles.

2.2.5.4. Use stock or modern drive shaft pinion bearings in the driveshaft pinion spool.

2.2.5.5. Use babbitt, bronze, roller, thrust washers, with steel thrust plates.

2.2.5.6. Neoprene seals allowed.

2.2.5.7. Use stock configuration spring sets. 7 leaves per spring set minimum.

2.2.5.8. Use stock Universal Joints as is or equipped with needle bearings and caps.

2.2.5.9. Cotter key or safety wire all bolt heads, studs, clevis pins, and nuts.

2.2.6. Shock Absorbers. Use and type of shock absorbers is optional.

2.2.7. Spare Tire Carrier. Spare tire and type of carrier are optional. (10-16-2022.)

2.2.8. Tires. ~~Use stock type passenger tires consisting of 30x3, 30x3 1/2, 4.40 4.50 x 21, or 4.50x21.~~
(Proposed 10-16-2022. Tabled 10-16-2022).

2.2.8.1. **Radial tires** not allowed (2019).

2.2.9. Wheels. Use Model T type wheels, consisting of:

2.2.9.1. 21-inch Model T wire or wood spoke (10-16-2022) wheels

2.2.9.2. 21-inch Model A wire wheels

2.2.9.3. 30x3.5 wheels with wood spokes, aluminum spokes, aftermarket wire spoke type, or disk wheels.

2.2.9.4. **Wheel and tire assemblies.** *Balancing of wheel and tire assemblies is allowed.* (10-16-2022).

2.3. Cooling System.

2.3.1. Radiator.

2.3.1.1. Use a new, or original, or rebuilt radiator made to stock dimensions including tanks and side brackets.

2.3.2. **Auxiliary Cooling.** *Do not use aftermarket spray bars to cool the radiator or engine.* (10-16-22). *See exception 2.3.5.1.*

2.3.3. Fans. Use of any Model T stock type fan and belt optional.

2.3.3.1. Use of v-type fan belt and pulleys allowed.

2.3.3.2. *Electric fans not allowed.* (10-16-2022).

2.3.4. *Do not use auxiliary coolant recovery tank. (6-2004).* (10-16-2022.)

2.3.5. Water Pump.

2.3.5.1. Use of *era* type water pump allowed. (10-16-2022.)

2.4. Electrical System.

2.4.1. Charging System.

2.4.1.1. **Battery.** *Use one 6-volt type battery (6.9-volt maximum) or the engine's unaltered magneto system to power the ignition coils.* (10-16-2022.)

2.4.1.2. **Accessory battery charging devices** must be disconnected. *This includes but is not limited to a magneto driven battery charger.* (10-16-2022.)
Battery disconnect switches and fuses are allowed in the primary circuit, excluding the ignition system.

2.4.2. Ignition System.

2.4.2.1. Timers. Only stock Ford roller type, NewDay, Anderson Flapper type, Crystal, or TW timers allowed.

2.4.2.1.1. Brush Holders. *Any non–electronic type of brush holder allowed.* Rush rollers allowed. Rollers may be of ball or needle bearing type.

2.4.2.1.2. Brush or Roller Material used inside the above timers or brush holders is optional.

2.4.2.2. Quick couplers not allowed.

2.4.3. Electronic Devices. *Do not use electronic or converter devices to alter voltage, amperage, resistance or otherwise altering the ignition system.* (10-16-2022.)

2.4.3.1. Electronic Timers not allowed. I.e., *I–timer*, E-timer, *Tru–Fire systems*, etc., (10-16-2022.)

2.4.4. Coils. *Use Ford or KW original or reproduction stock type coil units.* (10-16-2022.)

2.4.4.1. Ignition Coils must ‘buzz’ while turning the engine over slowly with ignition switch on BAT. *Vibrator spring must pulsate while running the engine on BAT or MAG.* (10-16-2022.)

2.4.4.2. Master Vibrator devices not allowed. (10-16-2022.)

2.5. Engine System.

2.5.1. Reference Resource for Engine Specifications. From the book, “Model T Ford, The Car That Changed The World”, 1994 by Bruce McCalley.

Model T engines are 22.50 horse power

Spark plug firing order: 1-2-4-3, number one starts at the front of the engine, (nearest radiator).

Note: These dimensions are from the Ford Service Course, and relate to new engines built after 1913. There may be variations over the years. Some dimensions will not apply to modern replacement parts (pistons, valves, etc.).

Crankshaft dimensions			
Length of bearings	Front	2"	
	Center	2-3/16"	
	Rear	3-1/8"	
	Rods	1.505"	
Bearing diameter (all)		1.248"	
Overall length		25-5/32"	
Camshaft dimensions			
Length		22-23/32"	
Bearing diameters (all)		.748"	
Bearing lengths	Front	1.967"	
	Center	2-7/16"	
	Rear	1.750"	
Width of cams		7/8"	
Diameter of heel of cam		13/16"	
Greatest diameter of cam		1-1/16"	
Flange diameter		1-3/4"	
Flange width		1/4"	
Dowel holes		.3120-.3125"	
Thread	Large	13/16 x 16 USF	
	Small	9/16 x 18 SAE	
Cylinder bores			
Cylinder head bolt holes		3.750" dia.	
Camshaft bearing holes		6.752" long	
	Front	7/16 x 14	
	Center	1.374-1.375"	
	Rear	1.372-1.373"	
Main bearings		.9985-1.000"	
Manifold ports		1.248-1.249"	
(With 1-1/4" countersink, 1/8" deep)		1-1/8"	

Pistons			
Diameter	Skirt	3.748-3.749"	
	2nd ring	3.743-3.745"	
	Top	3.738-3.740"	
	Ring grooves	1/4 x 13/64 deep	
Pin bushing diameter		.740-.741"	
Wrist pin diameter		.740-.741"	
Wrist pin length		3-1/2"	
Ring gaps (original rings)			
		Top	.003"
		Center	.005"
		Bottom	.008"
Push rods	Length	2-11/32"	
	Diam.	.4355-.4365"	
	Head dia.	1"	
Push rod guide holes			
Valves			
Diameter of head & upper edge of seat		1-15/32"	
Diameter of lower edge		1-17/64--1-9/32"	
Width of valve seat		3/32"	
Angle of valve seat		45 degrees	
Thickness of head		3/16"	
Stem diameter		.3105-.312"	
Overall length		4.974" +	
Retainer pin hole		.110-.113"	
		4-19/32" from valve seat line	
Valve lift		7/32"	
Valve tappet to stem clearance		.022-.032"	
Valve ports		1-5/16"	
Valve stem guide holes		.3125"	

2.5.2. Block.

2.5.2.1. Balancing. Balancing of rotating *and reciprocating* parts is allowed. Please see 2.5.3.6 and 2.5.3.7. (10-16-2022.)

2.5.2.2. Camshaft. Any camshaft that does not require relieving the cam bearing bores may be used.

2.5.2.2.1. Camshaft bearings. Material optional, i.e., babbitt, cast iron, or bronze.

2.5.2.2.2. Camshaft bearing bores must be standard size. Do not relieve camshaft bearing bores.

2.5.2.2.3. Camshaft Timing Gear. Use stock type timing gears or reproduction gears made of aluminum, bronze, fiber, nylon, or steel.

2.5.2.2.3.1. Adjustable timing gears allowed. (Oct. 2018).

2.5.2.2.3.2. Z-shaped woodruff keys may be used at the small timing gear. (Oct 2002).

2.5.2.2.3.3. Drilling offset timing holes into a T-type camshaft timing gear allowed. (Oct 2002).

2.5.2.2.4. Coil Box. Material type optional. (<1988).

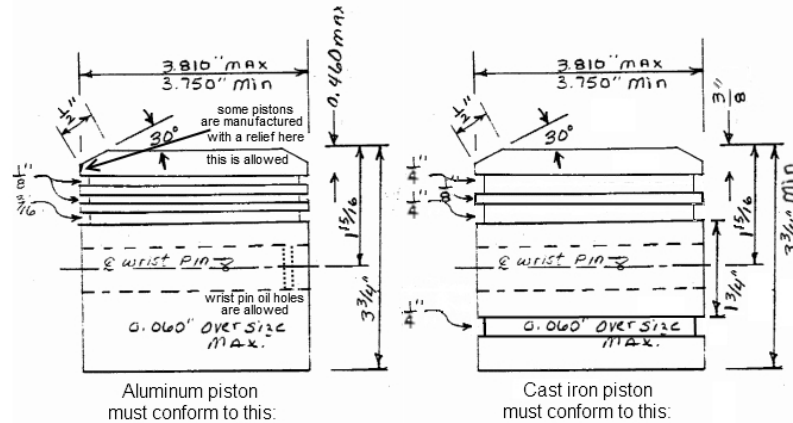
2.5.2.2.4.1. Panel materials are optional, i.e., wood, plywood, plastic, plexiglass, etc.

2.5.2.2.5. Connecting Rods. Use *of* Model T Ford script rods *and/or Snyder's New Babbitted Rods T-3026* allowed. (10-16-2022.)

2.5.2.2.5.1. Use connecting rods with the center-to-center of rod journal bore to wrist pin bore of 7.000". 7.030" c-t-c is the maximum length allowed.

2.5.2.2.6. Stock type rod bolts and nuts optional. Alternative connecting rod bolts with nut choice optional.

- 2.5.2.2.7. Rod cap dippers allowed and rod cap may be drilled for dipper oiling.
- 2.5.2.2.8. Grooving connecting rod babbitt for oiling allowed.
- 2.5.2.3. **Rod-Piston-Cap Assembly.** There must be one unmodified piston, rod and cap assembly in the engine. The other three (3) assemblies can be balanced to this one.
- 2.5.2.3.1. **Exception.** *If using a set or partial set of Snyder's T-3026 New Babbitted Rods, one rod must be unmodified and the other three rod-piston-cap assemblies can be balanced to it. (10-16-2022.)*
- 2.5.2.3.2. **Exception-LA.** *If using a Snyder's T-3026 New Babbitted Rod or set, with any Ford Script rod or set, one rod must be unmodified. (10-16-2022.)*
- 2.5.2.4. **Protrusion.** Do not allow any piston to protrude above the head gasket by more than 0.400-inches.
- 2.5.3.**Crankshaft.** Use a Ford script Model T crankshaft.
 - 2.5.3.1. Use a stock stroke of four-inches. +/- 0.030-inches allowed.
 - 2.5.3.2. Chroming, hardening, or grinding of crankshaft journals allowed.
 - 2.5.3.3. Maximum crankshaft journal diameter is 1.250-inches.
 - 2.5.3.4. Minimum crankshaft journal diameter is 1.208-inches.
 - 2.5.3.5. An offset Z-Key may be used on the crankshaft and small timing gear.
 - 2.5.3.6. Do not use counter-balancing devices with the crankshaft.
 - 2.5.3.7. Do not use a counter-balanced crankshaft.
- 2.5.4.**Cylinder Bores.** Do not use cylinder bores that are smaller than (standard) 3.750-inches or larger than 3.825-inches.
- 2.5.5.**Cylinder Head.** Any cast iron original Ford script flat head (low or high) can be used.
 - 2.5.5.1. The head can be milled, but the combustion chambers are limited to 270 cubic centimeters minimum each.
 - 2.5.5.1.1. Measure the combustion chamber volumes without head gasket or spark plug. Fill the spark plug hole flush with modeling clay.
 - 2.5.5.1.2. One combustion chamber cannot be modified.
 - 2.5.5.2. Do not add material to any combustion chamber.
- 2.5.6.**Decking the Block.** The block may be decked, but no portion of the pistons can protrude out of the deck more than 0.400-inch from the top surface of the head gasket in use.
- 2.5.7.**Lifters (Tappets).** Adjustable flat tappet lifters (push rods) of stock dimensions, stem oversize to 1/32" allowed. (1962).
- 2.5.8.**Main Bearings.** Grooving and drilling babbitted main bearings for oiling allowed.
- 2.5.9.**Pistons.** Use stock type cast iron or aluminum pistons conforming to the Association's drawing shown below.
 - 2.5.9.1. **Cast Iron Pistons.** Use a full set of 0.250-inch width rings on cast iron pistons.
 - 2.5.9.2. **Aluminum Pistons.** Use two 0.125-inch width compression rings and one 0.187- inch oil ring with aluminum pistons. Multi-piece piston rings allowed.
 - 2.5.9.3. Snyder's Premium pistons T-3021 are allowed. (2017).



2.5.9.4. Drilling oil holes into wrist pin boss allowed. See above drawing.

2.5.9.5. Knurling pistons allowed.

2.5.10. Rod-Cap-Piston-Assembly See 2.5.3.2.

2.5.10.1. Piston Protrusion. See 2.5.3.3.

2.5.11. Porting. Do not grind, enhance, or alter any intake or exhaust port of the block or of the manifolds.

2.5.11.1. *Deburring bore hole ends. Vacant.* (10-16-2022)

2.5.12. Valves. Use stock T valves, reproduction stock-type valves, stainless steel, and swirl polished valves meeting the following dimensions allowed. (2003)

2.5.12.1. Minimum valve stem diameter is 5/16-inch (0.3125-inch).

2.5.12.2. *Absolute maximum valve head diameter is 1.515-inches.* (10-16-2022)

2.5.13. Valve Seats. Hardened valve seats allowed.

2.5.13.1. Use a valve seating face of 45 degrees. Radiused, 45 degree, or three angle grinds allowed on the valve seat.

2.5.14. Valve Retainers. Use stock pin-type valve retainers or modern two-piece keepers with retainers.

2.5.15. Valve Springs. Use stock Model T or stock Model A Ford valve springs in the valve train.

2.6. Exhaust System.

2.6.1. Exhaust Manifold. Use stock cast iron or new manufactured cast iron exhaust manifolds with ports not to exceed 1-1/8" I.D.

2.6.2. Exhaust Ports. No grinding or performance enhancing alterations of the exhaust ports allowed.

2.6.3. Exhaust Pipe. Use at least 36 inches of 1-1/2" *outside diameter (nominal size)* (10-16-2022) exhaust pipe, securely attached to and extending from the exhaust manifold.

2.6.3.1. Vacant.

2.6.3.2. Do not use exhaust wrapping on the first 36 inches of the exhaust pipe or on the exhaust manifold. (October 11, 2015.)

2.6.4. Muffler. Using a muffler of any type is optional.

2.7. Fuel System.

2.7.1. Gas Tank.

2.7.1.1. Use a stock-type gas tank, stock to the body, and mounted in the stock position.

2.7.1.1.1. Exception: Gas tanks for 1925 and earlier bodies may be raised by 1-5/8".

2.7.2. Fuel. All cars must use straight automotive pump gasoline as fuel during the Endurance Run.

(2004). No fuel additives allowed. See Section 3. Rules for Inspection of Endurance Cars, 3.1.

2.7.3. Fuel Lines. Do not use fuel lines that exceed 3/8" I.D.

2.7.4. Fuel Strainers. Allowed.

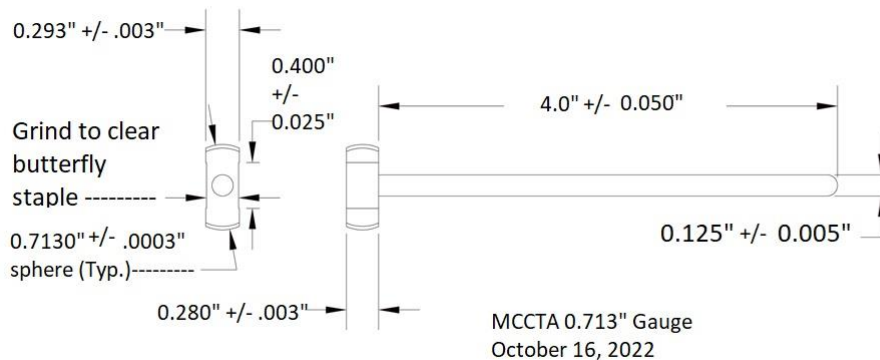
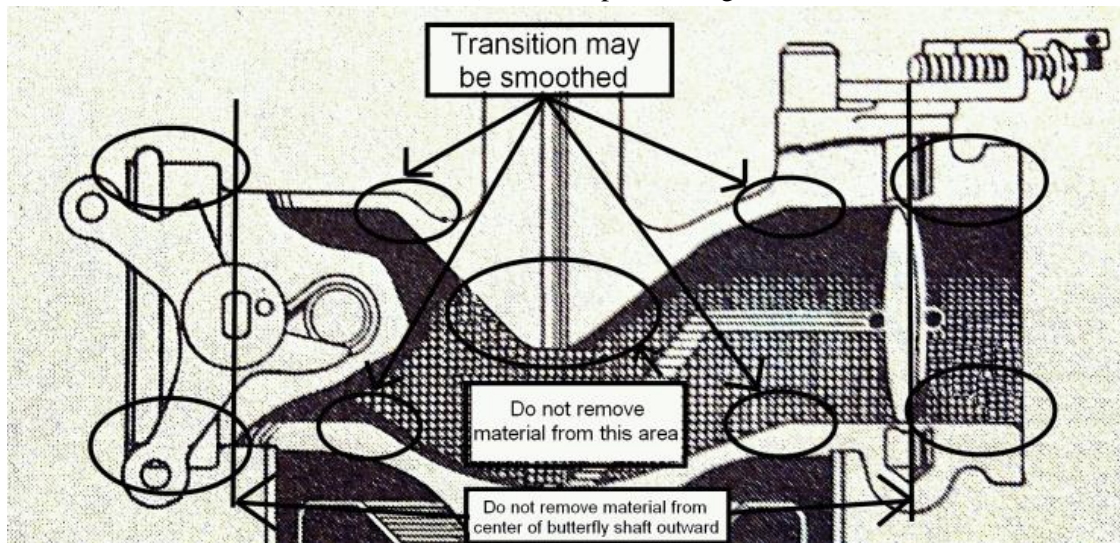
2.8. Intake System.

2.8.1. Carburetor.

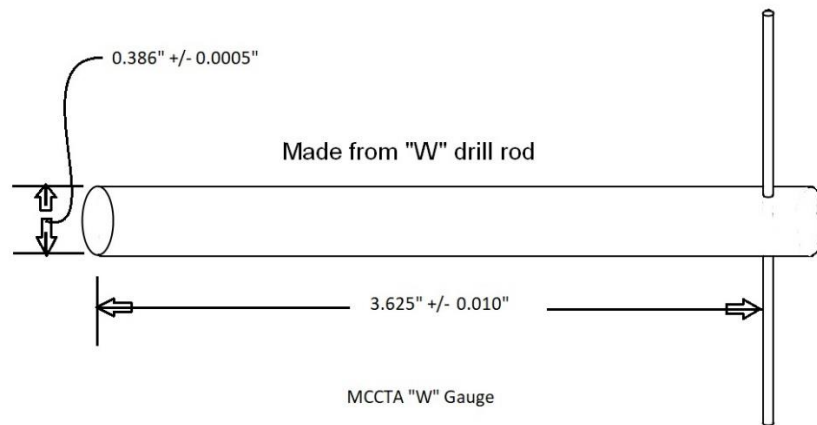
2.8.1.1. Use NH or Ford F swayback carburetor.

2.8.1.2. Do not add any material to the interior of the carburetor.

2.8.1.3. The throat of the carburetor may be smoothed in certain areas as shown on the Association's gif drawing below as long as the Association's 0.713" gauge (actual spherical diameter is 0.7130" +/- 0.0003") does not pass through the venturi from either side.



2.8.1.3.1. Also assure that the association's W-gauge does not engage the gauge handle when inserted through the choke throat, past the venturi, and into manifold side throat.



2.8.1.3.1.1. Associations "W" Gauge.

2.8.1.4. Carb must be complete with stock parts. Use stock choke shaft and butterfly, throttle shaft and butterfly, spray needle, float, and jets.

2.8.1.4.1. Choke and throttle shafts must pass a visual inspection for stock uniform shaft dimensions with no obvious modifications. Butterflies must be original size.

2.8.1.4.2. Use a stock spray needle with diameter of 0.125" +/- 0.015".

2.8.1.4.3. Assure that the association's 0.713" (actual diameter is 0.7130" +/- 0.0003") gauge does not go through the swayback venturi opening from the choke or throttle openings.

2.8.2. Intake Manifold. Only stock cast iron, stock aluminum, or new manufactured aluminum intake manifolds with ports not to exceed 1-1/8" I.D. allowed. Chaffin's aluminum manifolds are allowed if the gland ring has an 1-1/8" or less gland ring in place.

2.8.2.1. Intake Manifold Ports. No grinding or performance enhancing alterations of the intake manifold ports allowed.

2.8.3. Hot Air Stove. Using an original type hot air stove is allowed.

2.9. Neoprene Seals. Use of neoprene seals is optional.

2.10. Oiling System.

2.10.1. Modifications to the **inside oiling system** not allowed.

2.10.2. One **outside oil line** running from the hogshead, mag post plug, or band door cover to the front of the engine pan allowed.

2.10.2.1. *Maximum nominal inside or outside diameter of outside oil line is 0.5– inch. (10-16-2022).*

2.10.3. Zerks. Grease zerks used in place of oil and grease cups allowed.

2.11. Transmission System.

2.11.1. **Balancing** rotating transmission parts allowed.

2.11.2. **Bands.** Assure all bands are in good working order.

2.11.3. **Band material** optional, i.e., kevlar, cotton, bonded, wood, etc.

2.11.4. **Triple gear** stock-type z-bronze bushings may be replaced with needle bearings.

2.11.5. **Triple gear** flywheel pins may be replaced with the hardened type. (10-21).

2.11.6. Fourth main bearing, use babbitted or modern roller bearing type. (>1986).

2.11.7. Oil Screen maybe use below the transmission door cover.

2.11.8. Steel *or reproduction iron transmission drums* (10-16-2022) can be used in place of the cast iron Ford script drums.

2.11.9. Clutch Disks. Use Ford original, Watts, or Turbo 400 clutch disks.

3. Rules for Inspection of Endurance Cars.

- 3.1. **Fuel in tank before Inspection.** Use straight automotive pump gas as fuel during the Endurance Run time, starting with inspection and continuing until the end of the Endurance Run. (B1). *Assure there is no more than 5 gallons of fuel in the Endurance Car's gas tank. Use only straight pump gas from that point forward. Do not add fuel from auxiliary gas containers at any time. Exception: Taking verified straight pump fuel from a container on a trouble truck after the car runs out is allowed. (10-16-2022.)*
- 3.2. **All ignition timers** will be internally inspected during the inspection procedure by a designated inspector. The driver will remove the timer from the front plate to allow a visual inspection of the timer. If the timer in use is of the correct type, the inspector will coat #1 timer wire connections with designated inspection paint. Paint will be applied to the end of the 10-32 threads on #1 ignition wire at the coil box and on #1 wire terminal at the timer.
- 3.2.1. **The driver is responsible** for periodically inspecting all seals and ensuring that they are intact during the Endurance Run. If a seal or seal wire is found to be broken or suspect the driver will immediately inform all directors present for further review and resolution. Replacing the inspected timer is allowed (either under time or not under time). When timer is replaced under time the driver must immediately inform an official at the first opportunity after the timed leg. Before replacing timer while not under time the driver must inform an inspector before breaking the seals and removing the timer and seals. After installation of a replacement timer an official will install new seals. (10-16-2022.)
- 3.2.2. *(Additional paint seal, see 3.7 below.)*
- 3.3. **New stainless-steel wires and lead seals** will be placed on each Endurance Car by the inspection committee during inspection each year. (October 10, 2021) Drivers are required to remove and properly discard existing seals and seal wire from the head bolts, carburetor bolts, rod door bolts, and windshield sticks before inspection begins. (10-2020).
- 3.4. **Drill through the following bolts** for accepting seal wire. Paint these drilled bolts a contrasting color.
- 3.4.1. Two head bolts, next to each other.
- 3.4.2. Two rod door bolt heads, across from each other.
- 3.4.3. Two carb to intake manifold bolts, through the threaded portion, and below the nut.

- 3.5. Provide room for seal wire to assure the windshield cannot be opened. (10-16-2022.)
- 3.6. Seal Guns. Two seal gun button (stamp) heads will be drawn from the supply at the beginning of the inspection and used in the seal guns for that year. The seal gun and buttons will remain in position of the President for the remainder of the Endurance Run. (10-16-2022.)
- 3.7. Paint Clamp Bars on Intake Manifold Bosses. Inspector's will place the same paint used on the timer (3.2 above.) on to the interface of the Manifold clamp bars and the intake manifold boss. If this paint seal becomes disturbed, notify the directors asap. Cars with disturbed paint may be disqualified or receive a 15-minute time penalty, depending on the director's decision. (10-16-2022)

4. Rules for Timing Endurance Cars and Penalties.

- 4.1. 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 15 minutes. Flaggers or signs may be posted as deemed necessary or advisable.
- 4.2. Routes should be planned to avoid running through stoplights under time.
- 4.3. Each car will come to a complete stop before starting at the Timer's direction.
- 4.4. 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.
- 4.5. Removal of cylinder head or rod door pan 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 while under time imposes no penalty. Removal of head or rod door pan must be reported to the directors at the first opportunity for replacement of seal.
- 4.6. Changing the carburetor and or intake manifold (10-16-2022) imposes a time penalty of 15 minutes *for each occurrence*. Report the infraction to a director immediately. Replacement carburetor *and or intake manifold* (10-16-2022.) must meet the requirements stated in *the 2.8 Intake System Section*. (10-16-2022.)
- 4.7. Trailered cars will receive slow time for each leg when using a trouble trailer. Disabled cars will receive slow time for each leg not completed thereafter until their car resumes a subsequent leg again.
- 4.8. Speed Limit Violation Penalties. See Section 5.2.
- 4.9. Replacement of complete engine is cause for disqualification.
- 4.10. Placement position results for cars that do not complete the entire endurance run will be based and ranked on actual mileage completed.
- 4.11. Homologated (approved) cars will be placed higher in the finish order than non-homologated cars. (October 10, 2021.)

5. Rules for Radaring Endurance Cars.

- 5.1. The President will pick one non-driver person to be in charge of the radar guns.** This person will select the locations for radaring and the other non-driver persons for running the radar guns. This person and helpers are on their honor to not discuss the radar location whereabouts with anyone else. (October 10, 2021.)
- 5.2. Any driver exceeding the posted speed limit** by 6 MPH will incur a 6-minute time penalty. The 6-minute time penalty will be increased by 1-minute per each MPH over the 5-MPH allowance, i.e., 10 MPH over incurs a 10-minute time penalty. (October, 2020.)
- 5.2.1. 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. (October, 2020.)

6. Rules for Tearing down Endurance Cars.

- 6.1. All Directors and Drivers** are expected to attend the teardown.
- 6.2. After the last flag,** the top 6 position cars will immediately head to the teardown location *without pausing for repairs or adjustments.*
- 6.2.1.** *Do not work on your car from the last flag forward. 10-16-2022).*
- 6.3. The Car in First-Position** will be torn down immediately following the last flag by a panel of five inspectors.
- 6.3.1.1.** The driver in the top position at teardown cannot be an inspector, but the next five placed drivers are expected to be inspectors for teardown.
- 6.4. The Teardown Manual** is a supplement to printed Rules. If there is a conflict between the teardown manual and the printed rules, then the printed Rules will take precedence.
- 6.5. Inspector Duties.** If any inspector does not want to fulfill the teardown duty, then the next placed finishing car driver can fill the vacant inspector void, and so on.
- 6.5.1. The teardown inspectors** will elect a leader who will use the Teardown Manual to guide the procedure, step-by-step, *and record the findings for all drivers to see.*
- 6.5.2. Inspectors are to use and follow the procedures,** *line-by-line, in order of presentation found in the Association's Teardown Manual.*
- 6.5.3. The five teardown inspectors** will bring all *issues (10-16-2022.)* to the vote of the Directors.
- 6.5.4. Broken Seals.** *Inspectors finding broken seals or seal wires will inform the Directors immediately and wait for ruling. (10-16-2022).*
- 6.6. Director Duties.** Directors will discuss and vote to accept or reject items of question brought to them by the inspectors.
- 6.6.1.** *The Directors may vote to put the concern to a vote of the drivers. (10-16-2022).*

6.6.1.1. If a director is also the driver of the car in question, that Director cannot vote on concerns with their car.

6.7. Driver Duties. All drivers should be on hand to witness and vote on items or concerns when directed to.

6.7.1. All drivers will be allowed to view the teardown from a respectable distance.

6.7.2. Any driver has the right to consult with an inspector on any issues concerning the cars.

6.8. Disruptive people will leave the area. (October 10, 2021).

6.9. Association's Gauges. *The Association's gauges shall meet the drawing specifications listed in the rules. (10-16-2022).*

6.9.1. "713-gauge" testing procedure. (10-16-2022).

6.9.1.1. *Identify the following:*

6.9.1.1.1. *The "713 test gauge" spherical measurement is 0.7130" \pm 0.0003"*

6.9.1.1.2. *A "713 check gauge" having a spherical measurement of 0.7130" \pm 0.0003" is only used if the "713 test gauge" passes (through the venturi).*

6.9.1.1.3. *A "714 special gauge" having a spherical measurement of 0.7140" \pm 0.0003" is only used if the "713 check gauge" passes (through the venturi.)*

6.9.1.2. *Remove the spray needle from the carburetor.*

6.9.1.3. Step 1: *The driver will select one inspector to use both gauges ("713 test gauge" & "713 check gauge") and test the carburetor. After the selected inspector has finished the select inspection, then the remaining 4 inspectors will also perform this test.*

6.9.1.4. Step 2: *Identify the gauge to use and confirm (with measurement by a micrometer) that it meets the drawing specification of 0.713-inch diameter. If the gauge does not meet the specification, then set it aside and select another gauge, meeting specifications.*

6.9.1.5. Step 3: *Following the above instructions, gently insert the gauge into the carburetor throat and test if it goes beyond the venturi.*

6.9.1.5.1. *If the gauge stops with gentle pressure from either ends of the carburetor, then the venturi being tested passes the 713-test. Continue with the 6.10.2 W-GAUGE TEST PROCEDURE (below).*

6.9.1.5.2. *If the gauge goes through the venturi without an interference fit, stop Step 3 and continue to step 4.*

6.9.1.6. **Step 4:** *In this case the Association's check gauge will be used. The check gauge is also a 713 gauge that meets the specified drawing but is only used when Step 3 gauge test result was a fail. If the check test gauge 'sticks' or does not go pass then the venturi shall be deemed ok. As a courtesy, let the driver know that this carburetor is very close to a potential failure. If the check gauge passes then continue to step 5.*

6.9.1.7. **Step 5:** *Using the 714 special gauge, again test the carburetor.*

6.9.1.7.1. *If the gauge passes beyond the venture (again NOT USING PRESSURE) then the carburetor has failed and will be disqualified.*

6.9.1.7.2. *If the 714 gauge does not go through the venturi, then car will be assigned a 15-minute time penalty.*

6.9.2. **W-GAUGE TEST PROCEDURE (10-16-2022).**

6.9.2.1. **Step 1:** *Identify the W-gauge to be used, confirm that it meets the Association's W-Gauge drawing, if not discard and use another gauge that meets the Association's W-Gauge drawing.*

6.9.2.2. **Step 2.** *Gently insert the W-gauge from the choke side of the carburetor.*

6.9.2.2.1. *If the gauge stops without engaging the handle under light pressure, then the Carburetor meets the W-gauge specification.*

6.9.2.2.2. *If the gauge slides into the venturi up to the handle stop then the test is a FAIL.*

6.9.2.2.2.1. *Failed W-gauge test will result in disqualification.*

6.10. **Disqualification.** *If the first-position car is disqualified, the next place lower will be inspected, and so on, until a car has been found qualified. See 4.11 Homologated cars.*

6.11. **Members will be given 20 minutes** *to view and check any part removed from the car and those parts remaining with the car.*

6.12. *The teardown committee* will assist in assembling the car(s) if the owner(s) agrees. (10-16-2022.)

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://www.facebook.com/pg/Montanafivehundred/posts/>

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

Webmaster: Dwight Patten dmpatten@outlook.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 2023-2025	rcbonebright@gmail.com
Brandon Langel 2023-2025	brandon@purewestmt.com
Janet Cerovski 2023-2025	jcerovski@bresnan.net

Sonny Bishop 2023-2025	sheridanbishoppiii@gmail.com
Meghan Teats 2020-2022	mcc_cow@hotmail.com
Erica Cerovski 2023-2025	erica.cerovski@gmail.com
Larry Azevedo 2023-2025	dribblebit@comcast.net
Nan Robison 2022-2024	n_robison@yahoo.com
Matt Hansen 2022-2024	gbluffcider@yahoo.com

Meeting Secretary and Correspondence:

Meeting Secretary: Tony 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
1. Ken Cook	Bozeman, Montana	1963	Bozeman to Lewistown '63
2. Ray Habel	Dutton, Montana	1964	Baker to Helena '64
3. Bill Walters	Bozeman, Montana	1965-1966	Great Falls '65, Laurel '66
4. John Foos Jr.	Laurel, Montana	1967-1968	Lewistown '67, Dillon '68
5. Bud Peters	Ledger, Montana	1969-1970	Shelby '69, Helena '70
6. Rich Armstrong	Helena, Montana	1971-1972	Bozeman '71, Miles City '72
7. Al Rieker	Boulder, Montana	1973-1974	Helena '73, Livingston '74
8. David Meuli	Conrad, Montana	1975-1976	Great Falls '75, Helena '76
9. Ed Delzer	Shelby, Montana	1977-1978	Lewistown '77, Helena '78
10. Rich Armstrong	Helena, Montana	1979-1980	Great Falls '79, Libby '80
11. Chuck Worthington	Livingston, Montana	1981-1982	Conrad '81, Livingston '82
12. Terry Peters	Ledger, Montana	1983-1984	Bozeman '83, Helena '84
13. Marian Cook	Bozeman, Montana	1985-1986	Helena '85, Helena '86
14. Dale Schuler	Carter, Montana	1987-1988	Butte '87, Billings '88
15. Jim Halseth	Dutton, Montana	1989-1990	Great Falls '89, Bozeman '90
16. George Nickol	Ledger, Montana	1991-1992	Butte '91, Great Falls '92
17. Terry Peters	Ledger, Montana	1993-1994	Butte '93, Bozeman '94
18. Tony Cerovski	Helena, Montana	1995-1998	Fairmont '95, Helena '96,
19. Tony Cerovski	Helena, Montana	1997-1999	Lewistown '97, Lewistown '98
20. Simon Nickol	Ledger, Montana	1999-2000	Missoula '99, Great Falls '00
21. Sam Nickol	Ledger, Montana	2001-2002	Kalispell '01, Helena, '02
22. Tom Carnegie	Spokane, Washington	2003-2004	Bozeman '03, Eureka '04
23. Rick Carnegie	Spokane, Washington	2005-2006	Lewistown '05, Dillon '06
24. Mark Hutchenson	Spokane, Washington	2007-2008	Haver '07, Thompson Falls -08
25. Mike Robison	Valleyford, WA	2009-2010	Livingston '09, Fairview->Bonner '10
26. Mike Stormo	Davenport, WA	2011-2012	Conrad '11, Butte '12
27. Mike Cuffe	Eureka, Montana	2013-2014	Fort Benton '13, Libby '14
28. Tom Carnegie	Spokane, Washington	2015-2016	White Sulphur '15, Dillon '16
29. Bill Mullins	Spokane, Washington	2017-2018	Missoula '17, Shelby '18
30. Matt Hansen	Colbert, Washington	2019-2020	Columbus '19, Helena '20
31. Rick Bonebright	Florence, Montana	2021-2022	Kalispell '21, Glendive '22
32. Rick Bonebright	Florence, Montana	2023-2024	Fort Benton '23, xxxxxx '24
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