

# GENERAL RULES

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

*Note: 2008 Newly adopted or changed rules in italics.*

1. \* These rules dated October 12, 2008 supersede all others. They are intended to outline current acceptable practices. Deviation beyond these practices may result in disqualification. Directors are responsible for interpretation of all the rules pertaining to the Association. Decision of the Directors is final.
2. \* All cars must comply with Montana license and insurance requirements.
3. \* No alcoholic beverages will be allowed in competing cars. Substantiated violation is cause for disqualification.
4. \* Drivers performing in an unsafe or unsportsmanlike-like manner will receive 1 warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.
5. Not more than two people are allowed per endurance car while under time.
6. \* All drivers and relief drivers must be a paid-up member of the MCCTA.
7. \* Drafting of any kind is not authorized or condoned by the MCCTA. No tailgating of support or tour vehicles or any non-participating vehicles.
8. \* 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.

# INSPECTION RULES

9. \* All "T"s will be available for subsequent inspections at any time.
10. \* All drivers and relief drivers must sign an Endurance Run Waiver and Inspection Form.
11. 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. All T's must be assembled from stock parts and/or reproduction parts equal to stock specifications, with the following exceptions:
12. \* All competing cars must be equipped with two headlights and one *or more* rear ~~stop/tail~~ *stop and tail light* in working order. *The stop and tail light does not have to be a single unit.*
13. \* Horn of any type in working order required.
14. \* Rear view mirror of any type required.
15. \* Emergency brakes must be in good working order.

16. Windshields must be stock for year of car. No altering. Must have safety sheet ~~of~~ or safety plate glass top and bottom. Windshields to be completely closed and sealed *by an inspector*.
17. \* All transmission bands must be in good working order.
18. \* Complete set of floorboards required.
19. Body parts must be stock for year of car, *sawed off tourings allowed*.
20. \* Padded seat and back rest of any type required.
21. 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 inch wood.
22. Rebuilt *or new* radiators allowed. Must be built to stock dimensions including tanks and side brackets.
23. Gas tank must be stock for that year of car and mounted in stock position. Gas strainers allowed. Fuel line not to exceed 3/8" I.D.
24. \* At least 36 inches of 1 1/2 inch exhaust pipe required, properly attached to and extending from the exhaust manifold.
25. Only stock cast iron or aluminum intake manifolds with ports not to exceed 1 1/8" diameter are allowed. New manufactured manifolds with ports not to exceed 1 1/8" are allowed. No grinding or performance enhancing alterations of the intake or exhaust ports allowed.
26. Oiling system options: One outside oil line allowed. No modifications of the inside oiling system allowed. Transmission oil screen allowed. *Grooving and drilling of the rod bearings and main bearings optional*.
27. Only stock Ford roller type, New Day, Anderson flapper type timers or Crystal timers allowed. Ball or needle bearing rollers optional. Quick couplers NOT ALLOWED in timer wires. Internal timer material optional.
- ~~28. Rear ends must have 11 tooth pinion and 40 tooth ring gear. Ruckstell locked in high.~~
28. \* Body must be painted, color optional.
29. Hoods are not required. Tops of open cars, use *and type* of muffler, and fans are optional. *Non-Model T style and size tops not allowed*.
30. Holes must be drilled through the heads of the following bolts for braided seal wire: ~~Left hand front head bolt, Right hand middle head bolt~~ *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*.
31. Only NH swayback and/or Ford "F" swayback carburetors allowed. Must be complete including choke butterfly. The Association's 0.710 inch gauge MUST NOT go through the carburetor.

32. Modifications of venturi and throat of carburetors allowed as long as the Association's .710 gauge does not pass. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Choke and throttle rods must pass a visual inspection for stock uniform shaft dimensions with no obvious modifications. Butterflies must be original size.

33. No performance enhancing 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.

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

(Also see all other rules)

## CHASSIS RULES

35. Chassis parts may be assembled from any year T parts.

36. Zerk fittings in place of oil and grease cups are optional.

37. Only Model "T" *type* wire, wooden spoke or disk wheels allowed. May use Model "A" 21 inch wire wheel or 30 by 3 1/2" wire wheels.

38. Only stock Model "T" or Ruckstell rear-ends and axles with:

- standard eleven tooth pinion
- forty tooth ring gear
- stock roller bearings
- Options: Bronze or roller thrust washers. Neoprene seals.
- *Ruckstell rear-ends must be locked in high.*

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

40. *Use and type of* shock absorbers are optional.

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

42. External auxiliary accessory type brakes are not allowed.

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

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

45. *Steering dampeners are not allowed.*

(Also see Inspection Rules.)

## ELECTRICAL AND BATTERY

46. Ignition battery must be 6 volt type.

47. Accessory battery charging devices must be disconnected.

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

(Also see Inspection Rules.)

## POWER UNIT RULES

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

50. 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. Knurling of piston optional. *Use of multi-piece rings optional.* [Refer to Illustration for Piston Dimensions](#)

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

52. 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.

53. ~~Only Ford script high heads allowed with the following exceptions: No limit to amount of milling of mating surfaces; Removal of metal in combustion chamber may be done to allow clearance for shoulder of piston and head of valves.~~ *Any cast iron original Ford script head is allowed, but the combustion chamber is limited to 275cc minimum.* [Refer to Illustration for Head](#)

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

55. Counter-balanced crankshaft not allowed.

56. Valves: Stainless steel and swirl polished valves are optional. 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. Hardened valve seats are optional. Radiused, 45 degree or three angle seat grinds allowable.

57. Use of offset key between crankshaft timing keyway and the crankshaft timing gear keyway is optional. Camshaft timing gear material optional. Camshaft gear may be drilled ~~to realign camshaft pins for valve setting purposes only.~~

58. 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. Camshaft bearings and seal optional.

59. Type of fourth main is optional.

60. Type of band material optional.

61. Gauges are optional.

62. Design and use of water pump optional.

62. "V" type belt and pulleys optional.

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

64. Balancing of rotating parts is optional.

## **BODY RULES**

(See Inspection Rules.)

## **TEAR DOWN RULES**

65. The top 3 cars will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Endurance drivers. Endurance drivers will vote to accept or reject items of question.

66. The first, second and third place cars will be torn down by a panel of five inspectors appointed by the Board of Directors. None of the inspectors may be a driver of the car to be inspected. If a car is disqualified, the next place lower will be inspected, until three have been found qualified. An inspector who is the driver of the car coming up for inspection due to disqualification of another car will be replaced by the directors with another inspector. 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.

(Also see all other rules.)

## **TIMING RULES**

67. \* Each car will come to a complete stop before starting at the timers direction.

68. 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.

## **PENALTY RULES**

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

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

71. Disabled cars will receive slow time for each leg not completed, plus a daily penalty of one hour. In addition, cars trailered in on the last day are not eligible for prize money or trophies.

72. Replacement of complete engine is cause for disqualification.

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

