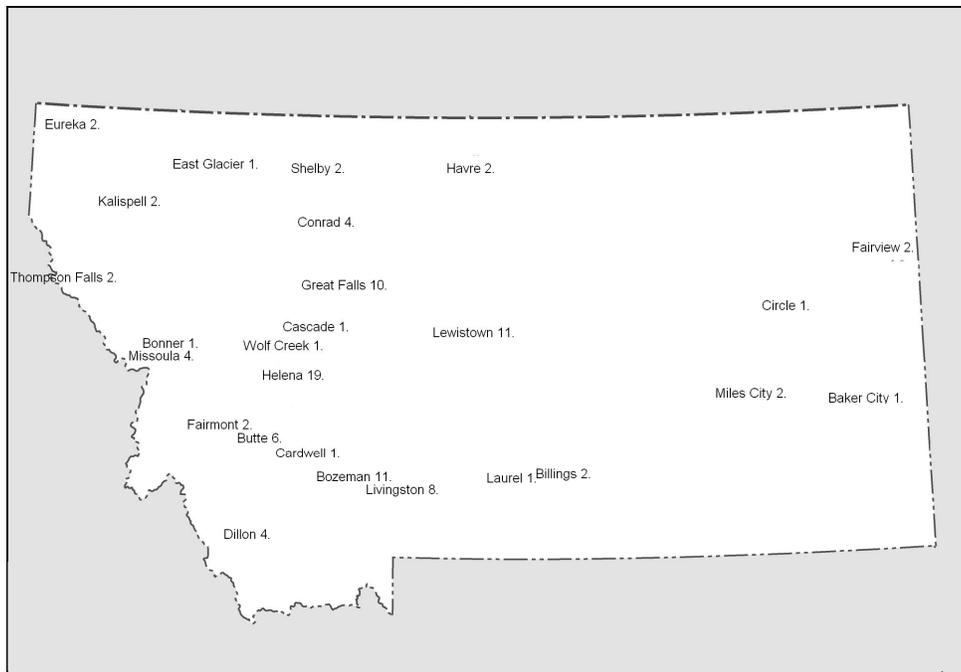


Montana 500 Newsletter

Jul - Sep 2012

Volume 12 no. 3



Montana Cross Country T Assn.
1004 Sioux Road
Helena, MT 59602

www.montana500.org

2011 Officers and Directors:

President: Mike Stormo
Vice President: Mike Robison
Secretary: Jillian Robison
Treasurer: Janet Cerovski

Directors:

Mike Stormo 2013
Mike Robison 2013
Janet Cerovski 2013
Tom Carnegie 2012
Doug Langel 2012
Mark Hutchinson 2012
Nan Robison 2011
Mike Cuffe 2011
Garrett Green 2011

Meeting Secretary: Jillian Robison
Correspondence: Tom Carnegie
Newsletter Editor: Tom Carnegie

Membership dues \$10.00
Touring class: \$25.00
Endurance runner: \$35.00

Cover: The map on the front cover shows the number of times the Montana 500 has started or ended in each city listed.

EDITOR'S PROPAGANDA

Tom Carnegie

The fall meeting will be in St. Regis rather than where we've had it in the past. The idea is to rent a room and have the meeting in this room. It might be cozy, but it shouldn't be as noisy as usual.

**Annual fall meeting will be held Sunday, October 14th at St. Regis, Montana at the Super 8 Motel
1:00 p.m.**

9 Old US Highway, 10

Saint Regis, MT 59866

The meeting is at 1:00, so you need to be fooded up before the meeting. We have three different recounts of the 2012 Montana 500 in this newsletter. Thanks to Mike Cuffe and Garrett's sister Carolyn Patten for their perspective. In addition, I have provided mine in a form that I've used before, that is, listing the top T's leg by leg.

I have not heard any rumblings about rule changes this year. That is not to say that there won't be any.

Be thinking of what host city we want and possible routes.

Keep your eye on www.montana500.com for last minute updates.



President's Message

This will be the last presidents message I will be submitting for the Montana 500 news letter.

As I look back on the last two years, I have a lot of fun memories of working with such a great bunch of people. It seems like only last week we were in Missoula and I was taking over the helm from Mike Robison. In those two years I think we had two great and very different events, Conrad was more flat land and rolling hills whereas Butte was all mountains all the time. I could not have done my job with out all the help of my many assistants. I would like to thank them all very much. I think that the biggest challenge of the last two years was the loss of my ramrod Dave Robison. Even though several people stepped up this year to help with the job, nothing went quite as smoothly as in Conrad.

For me personally it has been a two year high with only a couple of low points along the way.

This year's meeting may be the biggest challenge that the new president faces, as it will be held in a hotel room with limited space for seating, but I know whoever we elect will overcome this and any other challenges they are faced with.

The last two years have proven to me that you can make a whole group of type A personalities start at the same place and all finish together.

I hope to see all of you in St Regis.

Mike Stormo

THE 2012 MONTANA 500: A REVIEW

Carolyn Patten

Event Dates: June 17 through June 21, 2012
Starting and Ending Location: Butte, Montana
Base for Attendees: Quality Inn
2100 Cornell Ave.
Butte, Montana

Sundav. June 17

Formal inspection of the vehicles was carried out today. There was a drivers' meeting in the evening to review the format and rules of the run, to outline the Monday route, and to draw starting numbers. The order for drawing numbers was determined by the person traveling the longest distance to Butte drawing first and so on down to the shortest distance traveled drawing last. Dues were collected, hats and tee shirts sold. There are 18 cars in the timed division and 11 cars in the touring class. Cars in the touring class are to start one hour prior to the timed cars.

Mondav. June 18

Flag out time was scheduled for 9:00 a.m. on the Butte I-90 westbound on-ramp. There was a delay of 15 minutes while cars were rearranged at a starting point farther back on the on-ramp. Cars traveled on I-90 to the junction off I-15 south to Dillon. There were two trouble vehicles in service; one driven by Janice Hutchison from Spokane, Washington and the other driven by Larry Walker from the Orange County Model T Club. At a point about halfway between Butte and Dillon the vehicle carrying the flag-out timers was found stopped

on the roadside because of the radiator overheating. The vehicle was put on Janice's trailer and off loaded at Dillon to free the trailer for disabled Model T's. The gas stop was in Dillon. From Dillon the route followed Highway 41 to Twin Bridges where the cars were flagged in due to road construction. Flag out was on the other side of Twin Bridges on #287 going south to Virginia City for the lunch stop. Cars toured from Virginia City to Ennis. Flag out was at Ennis on #287 northbound to Wheat for a gas stop. From Wheat drivers headed west on I-90, north to Boulder via Highway 69 and I-15 to Butte for a total of 248 miles for day one. The Continental Divide was crossed three times today.

Tuesday. June 19

Starting time this morning was 8:30 a.m. Drivers traveled eastbound on I-90 to Wheat, then north on #287 through Toston and Townsend to East Helena for the lunch stop. After lunch, drivers toured through West Helena to Highway 12 for flag out. Highway 12 is a beautiful drive over 6,325 ft. MacDonald Pass ending at Garrison on westbound I-90. The route continued west on I-90 to Drummond, south on Highway 1 to I-90 and a short distance on I-15 back to Butte. Total miles for day two - 222.

Wednesday. June 20

Drivers toured 20 miles from Butte to approximately three miles east of Anaconda, meeting at the intersection of Highway 1 and Highway 569 for the flag out point at 9:30 a.m. to travel south. Highway 569 is a 27-mile winding, bumpy but scenic mountain road called Mill Creek Pass that ends at Highway 43 where drivers

turned east. After a short distance cars were flagged in due to 13 miles of road construction. Highway 43 follows the Wise River, also a very scenic route ending at Divide. Drivers were flagged out on the I-15 on-ramp at Divide for the final leg to Butte. Total miles for day three - 70. Total miles Monday, Tuesday, Wednesday - 540.

Final Results

First Place - Tom Carnegie, Spokane, WA
Second Place - Mike Stormo, Davenport, WA
Third Place - Jillian Robison, Valleyford, WA
Fourth - Garrett Green, Orange, CA
Fifth - Mark Hutchinson, Spokane, WA
Sixth - Mike Robison, Valleyford, WA
Seventh - Sergio Hernandez, Bell Gardens, CA
Eighth- John Herd, Fullerton, CA
Ninth - Rick Carnegie, Otis Orchards, WA
Tenth - Jamie Allen, Greenacres, WA
Eleventh - Dennis Powers, Ogden, IA
Twelfth - Mike Cuffe, Eureka, MT
Thirteenth - Glen MacDonald, Calgary, Canada
Fourteenth - Brandon Langel, Rudyard, MT
Fifteenth - Dan Brown, Ogden, IA
Sixteenth - Nan Robison, Spokane Valley, WA
Seventeenth - Mark Penniman, Austin, TX
Eighteenth - Donald Carnegie, Post Falls, ID

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Mileage of Cars DNF
Brandon Langel - 504 miles
Dan Brown - 294 miles
Nan Robison - 248 miles
Mark Penniman - 122 miles
Donald Carnegie - 116 miles

What Happened

Brandon Langel lost a rod only 36 miles from finishing.

Dan Brown had a rod knock.

Nan Robison's motor locked up the morning of day two.

She started the car for the day, it ran about one minute then locked up.

Mark Penniman lost a rod.

Donald Carnegie had field coil windings come loose and were shredded.

Other Happenings

John Herd's car had a valve spring pin fall out; however, he was off the clock at the time of failure and it did not cost him time. This happened at Wheat. The failure was repaired quickly and he was back in the running. Sergio Hernandez had car failure at the start of day three. He was waiting to be flagged out, was next in line when the car quit running due to a broken power wire. The clock started while the car was not running. Tom Carnegie came to Sergio's rescue and fixed the broken wire. At Twin Bridges John Herd passed the flaggers and continued for a number of miles before stopping. By a vote of the directors, he was given slow time for this leg. Nan Robison and Sergio Hernandez took wrong turns, costing them time. Sergio's mistake was at Wheat where he went to Three Forks and had to back-track to pass the flag-in timers. At the tear down only the first place car was examined. It was discovered Tom's car had several timing gear teeth broken off. It was fortunate he was able to finish.

Awards Ceremony

Wednesday afternoon drivers and families gathered at Stodden Park at 5:00 p.m. for a picnic supper consisting of fried chicken, potato salad, fruit salad, cookies, rolls and drinks provided by the Missoula Model T Club. The revolving

trophy was presented to Tom Carnegie and different groups were gathered for pictures. Closing remarks were given by Mike Stormo as club president. Recognition and thanks were extended to all those who helped in any way. Mike Cuffe announced the schedule for Thursday's tours.

Thursday Tours

Two tours were arranged for today; a morning tour to mines in the Butte area, an afternoon tour to Deer Lodge to go through the Ed Towe auto museum. First stop on the morning tour was to the Orphan Boy mine where the twenty-seven members of the group were taken 250 feet into the mine to view the mine interior and see the apparatus where a blast was to be detonated. After the group exited the mine, Garrett Green had the honor of setting off the blast, a memorable experience for him. True to tradition, he shouted, "Fire in the hole!" with great gusto. Next stop, a mine with some railroad cars. The group went inside the wash house and the generator room. The Granite Mountain Memorial was the next stop. This is an impressive memorial in honor of 168 miners who were killed in a Butte mine fire in 1917, the most devastating hard-rock mining disaster in the United States. Last stop of the morning was the Berkeley Pit where there is a viewing stand overlooking a circular body of water three miles in circumference. In the early days of Butte mining pumps were used to remove water from the underground mines. In 1982 the pumps were shut off, resulting in the mines and the Berkeley Pit filling with acidic water. The pit depth is 1,780 feet with a water depth of over 1,000 feet. There is a very extensive program to monitor the depth and pH balance of the water as well as remove the minerals and ore. The morning tour was interesting, informative, and an opportunity to learn some of Butte's history. It was enjoyed by all who attended.

Top Five Leg by Leg Run Down of the 2012 Montana 500

Tom Carnegie

Leg one was 64 miles from Butte to Dillon. The top three drivers were Tom Carnegie, Mike Stormo and Jillian Robison. Rounding out the top five were Garrett Green and Mark Hutchinson. The difference was 3:53 between the first place and fifth place cars. This works out to 3.6 seconds per mile. Leg two was 13 miles from Dillon towards Twin Bridges. We hit some construction and were flagged in. The top five were: Mike Stormo, Tom Carnegie, Garrett Green, Mark Hutchinson and Jillian Robison. Difference between 1st and 5th – 23 seconds. 1.8 seconds per mile. Leg three was 12 miles from the construction to Twin Bridges. The top five were: Tom Carnegie, Sergio Hernandez, Mike Stormo, Garrett Green, Mark Hutchinson. Difference, 36 seconds. 3 seconds per mile. Leg Four was 27 miles from Twin Bridges to Virginia City. The top five were: Mark Hutchinson, Tom Carnegie, Brandon Langel, Sergio Hernandez, Mike Stormo. Difference, 31 seconds. 1.2 seconds per mile. The next leg was from Ennis to Wheat. 45 miles. The top five were: Mike Stormo, Tom Carnegie, Mark Hutchinson, Jillian Robison and Garrett Green. 1:57 difference between 1st and 5th. 2.6 seconds per mile. Leg six was 51 miles from Wheat to Boulder. The five were: Tom Carnegie, Mike Stormo, Mark Hutchinson, Jillian Robison and Nan Robison. The first to fifth disparity was 2:30 for 2.9 seconds per mile. Seven was the 36 miles from Boulder back to Butte. First was Tom Carnegie then Nan Robison, Mike Stormo, Mike Robison and Jillian Robison. 1:03 difference between 1st and 5th. That is 1.8 seconds per mile. Day two's first leg was leg eight. We went from Butte to Wheat, which is 47 miles. Tom Carnegie, Mike Stormo, Mike Robison, Jillian Robison and Garrett Green were the top five. 2:46 difference. That is 3.5 seconds per mile. Leg nine was from 21 miles from Wheat to Toston. 57 second difference between 1st and 5th which is 2.5 seconds per mile. Tom Carnegie, Mike Stormo, Garrett Green, Mike Robison and John Herd were the top five. Leg ten was 22 miles from Townsend to East Helena. The top five were:

Mike Stormo, Tom Carnegie, Mike Robison, Mark Hutchinson and Garrett Green. The difference was 1:24. The difference per mile was 3.8 seconds. Leg eleven was the slog over McDonald Pass from Helena to Drummond. It was 74 miles into the wind. The five were: Tom Carnegie, Mike Robison, Jillian Robison, Mike Stormo and Garrett Green. The disparity was 5:33 for a 4.5 second per mile difference. The last leg of day two was leg twelve overall. It was the 70 mile dash from Drummond to Butte. The day ended up with: Tom Carnegie, Mike Robison, Garrett Green, Sergio Hernandez and Jillian Robison. The difference was 3:19 for a 2.8 second per mile average. Day three began with a run from Anaconda to some construction near Divide. 32 miles. The top five were: Jillian Robison, Mike Robison, Garrett Green, Mike Stormo and Tom Carnegie. 1:44 seconds equal 3.3 seconds per mile. The last leg, leg fourteen was from Divide back to Butte. The top five were: Tom Carnegie, Mike Robison, Jillian Robison, Mike Stormo and John Herd. 24 miles with a one minute difference for 2.5 seconds per mile.

The biggest disparity between first and fifth was 4.5 seconds per mile. The smallest was 1.2 seconds per mile. Rick Carnegie in 9th place was the highest place finisher to not have a top 5 finish on any leg. The actual overall difference between 1st and 5th place over 540 miles, was 3.7 seconds per mile.

Number of legs finished in the top five:

Tom Carnegie - 14
Mike Stormo - 13
Jillian Robison - 10
Garrett Green - 10
Mike Robison - 8
Mark Hutchinson - 7
Sergio Hernandez - 3
John Herd - 2
Nan Robison - 2
Brandon Langel - 1

SPOKANE MODEL T LEADS
500 MILE ENDURANCE RUN
Mike Cuffe

Endurance was huge in the 2012 Montana 500 as Model T Fords crawled over mountain passes in the face of ferocious winds day after day, and Spokane Valley's Tom Carnegie endured right into the record book with his fifth championship.

"We have seen lots of wind over the years, but the hard, steady blow this year takes the cake. It is the worst I can recall," stated Carnegie, who averaged 50.45 mph for 540 miles to win possession of the traveling trophy.

Tom Carnegie first won the Montana 500 when he was 18 years old, and his fifth win matches the record set by the late Bud Peters of Ledger, Mt. Six previous Montana 500 champs drove in 2012, and a seventh, Doug Langel of Rudyard, MT, was on the roadside supporting son Brandon and cheering for everyone. Other previous champions in the trophy hunt were Mark Hutchinson of Spokane, Garrett Green of Orange, Ca., Rick Carnegie, of Otis Orchards, Wa., Nan Robison, of Spokane Valley, and Mike Robison, of Valleyford. Glen MacDonald of Calgary, Alberta, made it an international competition and other visiting T drivers hailed from California, Texas, Iowa, Washington and Montana. Touring cars came from North Dakota, Oregon, Washington, Idaho and Montana.

The 52nd annual 500 mile endurance run was headquartered at Butte, Montana, which is known as the richest hill on earth. As traditional, it began on Father's Day Sunday, June 17. With individual times recorded, cars crossed the Continental Divide six times plus several other steep climbs, always with a fierce wind in the face. The big question was: "How is it possible to drive in a circle, yet have the wind battering the front of your car at every turn?"

Worst of all was the incline leading from Helena, Montana's capital city, over MacDonald Pass. While grinding upward in low gear, some drivers feared they would be pushed backward by the wind. Even the winner dropped into low gear. Yet everyone made it over and immediately launched into a rollicking roll into the wind down the west side, eventually landing on Interstate 90 in Drummond for a surpris-

ing “wind at the back run” back to Butte. While the 10 mile crawl up the pass for many featured speeds at 12 mph, the cruise up I-90 ranged from upper 40s to mid 60s. Frowns turned to smiles. T’s are tough!

Thanks to Henry Ford’s enduring philosophy of a simple and cheap car for the common man, the same basic Model T was manufactured over and over from 1908 to 1927, totaling at some 15 or 16 million. Many remain, and some of the best were at Butte. Each has the original four cylinder, 20 horsepower engine and two speed automatic transmission shifted by a foot pedal, and a six volt electrical system based on a magneto and coils.

After Sunday’s safety inspection at a warehouse courtesy of T.J. Harrington, drivers lined up Monday morning for a run south to Dillon, then east through Twin Bridges and Sheridan to lunch at gold camp Virginia City and Ennis. Last half of the day was north to Three Forks, onto I-90 a short distance before the big climb from Cardwell to Boulder, then a cold, dark trip to Butte. The run ended about 9 pm. Weary Model T jockeys recalled wind in the face most of the day, except for parts of the run from Dillon to Virginia City. Just as drivers got the wheels rolling good, construction stops broke momentum but it was a scenic drive and truly great fun. Had the easiest crossing of the Continental Divide between Dillon and Twin Bridges, a steeper climb between Boulder and Butte.

The antique Fords flagged out of Butte eastward on Tuesday morning with the immediate climb over Homestake Pass and Pipestone Pass plus the long grind east of Whitehall on Interstate 90 to Three Forks. Then north and east to Townsend and lunch in Helena before the challenge of MacDonald Pass. Several drivers worried about mechanical problems before realizing the real deal was Mariah blowing down-grade, although the wind was also called a lot of other things that day. Coming off the pass we hooked east on the cutoff from Avon to Helmville, then wound down a little known canyon highway to emerge under the interstate at Drummond. Just time enough for gas before that refreshing cruise back to Butte.

After Tuesday’s news reports, we had cheerleaders from the parking lot all along the shorter Wednesday route. We toured to Anaconda. Then 30 or 40 onlookers cheered as we flagged onto the Mill Creek-Big Hole Road which struggles for funding attention from county and

state for maintenance. It is rough, narrow, winding, and beautiful. One driver found his Model T behind four pickup and trailer combinations, although he was able to get around them. When Champion Tom Carnegie pulled into Butte, KXLF-TV reporter Jamie Leary climbed into the cab for a victory lap around the block.

The closing awards picnic at Stodden Park was hosted by the Rocky Mountain MTFCA Chapter with President Rick Bonebright and wife Char, of Florence, gathering up the grub. Championship Trophy went to Carnegie, and second place went to Mike Stormo, of Davenport, Wa., who is president of the Montana Cross Country Racing Association and the guy who laid out the runs via the internet with help from Don Carnegie. As MC, Stormo, completing his second term at the helm of the famous 500, presented the women's trophy to Jillian Robison, of Valleyford, Wa., who also placed third overall and has become a regular among the top three. Not only were these three in the fastest Model Ts, they could compete anywhere for looks with Tom's robin egg blue roadster rolling on almost fluorescent blue wheels, Mike's classic tan and brown roadster flashing orange wheels and Jillian's pink beauty with black top and charcoal wheels.

Stormo also announced that this reporter, Mike Cuffe of Eureka, MT, was honored by other drivers as winner of the Bud Peters Inspirational Award, in large part for helping with arrangements. I was able to seek help from state Senators Jon Sesso and Jim Keane and Representative Max Yates to locate a facility beside our motel for safety inspection and engine tear down, the picnic site, front page newspaper, radio and television coverage, and a personalized trolley car tour of the mining city. Led by retired miner and now Sen. Jim Keane, the tour included an inside look at huge air compressors and lift cable stations as well as the skips which formerly lowered miners a mile into the depths of the earth. It featured visits to the memorial above the nation's greatest tragedy in hard rock mining and the huge Berkeley Pit, now filled with contaminated water. Highlight of the day saw California Model T enthusiast Garrett Green bellowing "Fire in the Hole!" as he touched off a mine tunnel blast. Final event was a visit to the famous antique auto museum at Deer Lodge 20 miles

east on I-90.

The cars running under time were joined by 10 or 12 Model T's in the touring class, most of whom elected to drive shorter and less demanding routes. Jackie Stormo flagged and Susie Carnegie timed in the drivers. Timers at the start of each leg were Meghan Carnegie and Heather Hall with their grandmother Donna Jean Carnegie on the green flag. Janice Hutchinson from Spokane, and Larry and David Walker from southern California drove trouble truck. Veteran competitor and all around helper Tony Cerovski offered advice on road conditions, provided danger flags at construction sites and inputted all of the timing information into the computer.

Eighteen drivers flagged out under time at the beginning. Final results for the full 540 mile run were: first Tom Carnegie at 10:41:38 and 50.54 mph; second Mike Stormo at 10:55:57 and 49.41 mph; third Jillian Robison at 11:02:03 and 49.04 mph; fourth Garrett Green at 11:06:43 and 48.60; fifth Mark Hutchinson at 11:08:08 and 48.49; sixth Mike Robison at 11:11:12 and 48.27; seventh Sergio Hernandez of Belle Garden, Ca., at 11:29:39 and 46.98; eighth John Herd of Fullerton, Ca., 11:35:29 and 47.06—note that Herd's time includes penalty time added but his mph is on actual recorded time; ninth Rick Carnegie of Otis Orchards, Wa., at 11:37:04 and 46.48; 10th Jamie Allen of Greenacres, Wa., 11:52:09 and 45.50; 11th Dennis Powers of Ogden, Iowa, 12:00:23 and 44.98; 12th Mike Cuffe of Eureka, Mt., 12:01:54 and 44.98; 13th Glen MacDonald of Calgary at 13:47:45 and 39.14.

Unable to complete the full route were: 14th Brandon Langel of Rudyard, Mt., 504 miles and 46.78 mph; 15th Dan Brown Ogden, Iowa, 294 miles and 44.92 mph; 16th Nan Robison of Spokane Valley at 248 miles and 42.31 mph; 17th Mark Penniman of Austin, Tx., at 122 miles and 36.39 mph; 18th Donald Carnegie of Post Falls, Id., at 116 miles and 42.54.

For more information go to the Montana 500 website, or see the KXLF newscast at: <http://www.kxlf.com/videoplayer/?videoid=13776&categories=244> or the Butte Montana Standard article at: http://mtstandard.com/news/local/tagging-the/ts/article_6134e-f4e-ba8e-11e1-a480-001a4bcf887a.html.

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