

Montana 500 Newsletter

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

www.montana500.org

2011 Officers and Directors:

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

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Mike Cuffe 2015
Mike Stormo 2014
Nan Robison 2014
Garrett Green 2014
Janet Cerovski 2014
Mike Robison 2013
Tom Carnegie 2013
Doug Langel 2013
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Correspondence: Tom Carnegie
Newsletter Editor: Tom Carnegie

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

Cover photo: A picture of the Grand Union Hotel in
Fort Benton, Montana. Source and year unknown.



Pres Talk

Mike Cuffe

Thank you to former President Mike Stormo for a couple years of great leadership. That comes from all of us who make up this hearty group of Montana Cross Country Endurance drivers and groupies. Mike Stormo has been a tireless worker who put his heart and soul into the Montana 500, and he offers me all the assistance I might request, except the use of his “hot” Model T. He is a good friend, a determined competitor, and one of the key mechanics who literally helped me put the wire wheels on my coupe last spring.

Fort Benton, MT, will welcome the Montana 500 with all the gusto of a little frontier town. Many recall quick visits and meals at the uppermost steamboat port on the Missouri River. History and tradition runs rich there, and so does the connection with roads we drive and the Model T Ford. For instance, US Army Capt. John Mullan was commissioned to construct a wagon road to freight military supplies arriving from the south

and eastern states to the fort at Walla Walla, WA, in the mid-1800s. Road signs today reflect the original route still known as Mullan Road in Missoula, Coeur d'Alene, Spokane and other locations.

We reserved 22 rooms for the Montana 500 at the historic Union Grand Hotel. You will like this huge brick old Inn, and you will sleep in rooms where many historical characters have slept. A few very nice suites are available. This is a popular place, so reserve early.

Thank you all for electing me president of our organization. I am honored and humbled by your confidence. On an additional note, many of you know I have been serving Montana as a state representative. I was re-elected in November. Then at our caucus and organizational meeting I was elected to the leadership team as a majority whip, and the speaker of the house appointed me chair of my appropriations subcommittee, which consists of both state senators and representatives. We work up the final budgets for six departments: Livestock, Natural Resources, Environmental Quality, Transportation, Agriculture and Fish-Wildlife-Parks. So I am busy and getting busier. Our 63rd Legislative session begins Jan. 7. Then the action really starts, although I am spending much of November and December at the Capitol. By March and April I will need to get out on the road in the Model T to blow the carbon out of my ears. I will be driving possible Montana 500 routes. A Model T owning legislator from Colstrip in the southeast corner wants to ride along, and he says he will drive with us at Fort Benton. He took my advice and used his old buggy to campaign in this fall.

The legislator who nominated me for the whip position said: "Let me tell you about Mike Cuffe who drives his Model T to meetings all over Montana." We talk frequently by cell phone, and I called him last June from the roadside near Helena as we were driving past his ranch.

In closing, get going on your winter T projects. Former President Stormo will return with a gleam in his eye and an open highway ahead on his mind. As they say by text mail—"U B 2."

Dogfights!

Tom Carnegie

The description of “dogfight”, for the purpose of this article is the contest between the winner and the second place finisher in any of the fifty-two Montana 500 runs. Since there have been fifty-two runs, there are 104 dogfighters. As with any comparison between runs of different years, it is rather difficult to draw hard conclusions, as there are a lot of factors that might be behind the variances in the results. Things like course, restrictor plates, rule changes from year to year and disqualifications, to name a few. Still, it can be illustrative to look at the results and try to discern some trends. Of the fifty-two runs, fifty-eight percent were run without restrictor plates, and forty-two percent with.

The chart on the following page shows all of the dogfights in order from biggest disparity between first and second place, to smallest. There are no known times for 1963. The largest difference is from the first run in 1961. This is not a surprise to me. From stories that I have heard, the cars were not held to any meaningful standard. For instance, I’ve heard that some cars had distributors and that the first place car had non-Ford aluminum pistons with no oil rings. This may be apocryphal, but would give some account to the disparity. I have heard over the years that the restrictor plates either amplified the difference between the strong and weak cars, or minimized the difference. Let’s say for the sake of argument, that restrictor plates minimized the difference. If that were the case, then it would stand to reason that most of the close runs would be restrictor plate runs and wide runs unrestrictor plated. A glance at the chart shows that this is not true. The restrictor plated runs are spread fairly uniformly throughout. In fact, of the top ten closest runs, 40% were restrictor plated. Also, 40% of the top ten widest runs are restrictor plated. About equal to the 42% to 58% overall ratio of restrictor plated to unrestrictor plated runs.

Year	First	Second	Difference	First	Second	
1961	11:25:51	12:04:36	38:45	Lingle, E.	Habel, R	
1992	08:14:49	08:38:44	23:55	Nicholas	Schuler, Dale	Restrictor
1987	10:08:28	10:30:48	22:20	Peters, L.	Peters, T.	Restrictor
1976	10:53:19	11:11:48	18:29	Hellwig	Peters, T.	
2002	10:19:42	10:37:38	17:56	Carnegie, T.	Carnegie, R.	Restrictor
2009	09:14:32	09:29:47	15:15	Carnegie, T.	Hutchinson	
1974	11:21:40	11:36:21	14:41	Rawlings	Upshaw	
2012	10:41:38	10:55:57	14:19	Carnegie, T.	Stormo	
2000	09:23:15	09:36:47	13:32	Carnegie, R.	Nickol, Simon	Restrictor
1971	10:04:29	10:15:33	11:04	Bergan	Eberhardt	
2007	09:20:19	09:30:43	10:24	Hutchinson	Green	
2006	10:20:24	10:30:12	09:48	Carnegie, T.	Robison, M.	
1979	07:48:37	07:57:47	09:10	Delzer	Peters, T.	
1998	10:02:07	10:09:56	07:49	Coniff, S.	Nicholas	Restrictor
1999	10:51:04	10:58:49	07:45	Nickol, Simon	Nicholas	Restrictor
1966	12:06:03	12:13:39	07:36	Eberhardt	Pope, L.	
1970	10:45:11	10:52:41	07:30	Iverson	Bergan	
2001	09:40:22	09:47:37	07:15	Miller, R.	Coniff, S.	Restrictor
1973	11:42:45	11:49:59	07:14	Rawlings	French	
1986	08:05:49	08:12:39	06:50	Habel, R.	Habel, C.	Restrictor
2011	09:54:07	10:00:57	06:50	Robison, M.	Robison, J.	
1982	08:56:07	09:02:23	06:16	Peters, L.	Oblander	
1989	10:01:58	10:08:13	06:15	Peters, T.	Peters, L.	Restrictor
1969	11:19:23	11:25:28	06:05	Eberhardt	Iverson	
1978	09:36:03	09:41:29	05:26	Watters	Delzer	
1997	09:50:51	09:56:15	05:24	Nicholas	Nickol, G.	Restrictor
1968	12:38:48	12:44:08	05:20	Oversen	Foos	
1981	07:59:35	08:04:42	05:07	Peters, T.	Delzer	
1972	10:51:12	10:56:15	05:03	Ratzburg, D.	Rieker	
1975	10:38:21	10:43:06	04:45	Eberhardt	Habel, R	
1983	09:26:48	09:31:16	04:28	Matthews	Peters, T.	Restrictor
1995	09:29:14	09:33:40	04:26	Schuler, Dale	Nickol, Simon	Restrictor
1965	08:53:32	08:57:56	04:24	Pope, J.	Habel, R	
1967	11:42:03	11:45:42	03:39	Pope, L.	Habel, R	
2003	09:45:54	09:49:15	03:21	Langel, D.	Carnegie, T.	Restrictor
2010	08:24:39	08:27:59	03:20	Robison, N.	Carnegie, T.	
2004	08:42:02	08:45:15	03:13	Robison, M.	Robison, N.	Restrictor
1984	11:08:30	11:11:19	02:49	Halseth, J.	Langel, D.	Restrictor
1988	10:12:45	10:15:17	02:32	Delzer	Peters, L.	Restrictor
1990	09:13:49	09:16:14	02:25	Schuler, Dale	Peters, T.	Restrictor
1991	09:11:58	09:13:57	01:59	Peters, L.	Schuler, Dale	Restrictor
2005	10:07:00	10:08:54	01:54	Dakan	Coniff, S.	
1964	10:09:11	10:10:36	01:25	Frick, J.	Warhank, R.	
1980	09:34:32	09:35:50	01:18	Delzer	Peters, T.	
1994	10:10:49	10:11:41	00:52	Halseth, J.	Peters, T.	Restrictor
1962	12:01:57	12:02:43	00:46	Schelly	Hi-Line	
2008	09:08:44	09:09:27	00:43	Green	Carnegie, T.	
1993	08:31:14	08:31:52	00:38	Peters, L.	Peters, T.	Restrictor
1977	09:47:26	09:47:59	00:33	Carnegie, T.	Watters	
1985	09:32:39	09:33:05	00:26	Peters, L.	Habel, R	Restrictor
1996	10:18:43	10:18:47	00:04	Nicholas	Halseth, J.	Restrictor
1963			00:00	Schuler, F.	Rector, L.	
		Average	07:19			

The next chart shows all of the dogfighters in order from most dogfights to least.

Name:	First	Second	Total
Peters, T.	2	8	10
Carnegie, T.	5	3	8
Peters, L.	5	2	7
Habel, R.	1	5	6
Delzer	3	2	5
Nicholas	3	2	5
Eberhardt	3	1	4
Schuler, Dale	2	2	4
Coniff, S.	1	2	3
Halseth, J.	2	1	3
Nickol, Simon	1	2	3
Robison, M.	2	1	3
Bergan	1	1	2
Carnegie, R.	1	1	2
Green	1	1	2
Hutchinson	1	1	2
Iverson	1	1	2
Langel, D.	1	1	2
Pope, L.	1	1	2
Rawlings	2		2
Robison, N.	1	1	2
Watters	1	1	2

Continued on next page:

Dogfighters from most to least. (cont.)

Name:	First	Second	Total
Dakan	1		1
Foos		1	1
French		1	1
Frick, J.	1		1
Habel, C.		1	1
Hellwig	1		1
Hi-Line		1	1
Lingle, E.	1		1
Mathews, P.	1		1
Miller, R.	1		1
Nickol, G.		1	1
Oblander		1	1
Oversen	1		1
Pope, J.	1		1
Ratzburg, D.	1		1
Rector, L.		1	1
Rieker		1	1
Robison, J.		1	1
Schelly	1		1
Schuler, F.	1		1
Stormo		1	1
Upshaw		1	1
Warhank, Ray		1	1

EDITOR'S PROPAGANDA

Tom Carnegie

If you plan to come early, there may not be any rooms available at the Grand Union for Saturday. In which case, you may have to stay at a different motel, or perhaps stay in Great Falls, as I am planning to do.

Please consider receiving this newsletter electronically. That would save the club a lot in postage and handling, plus you would get it soon and it would always be in color. If you would like to receive e-mail newsletters, please send an e-mail to: montana500@antiqueautoranch.com

The Annual Meeting of the Montana Cross Country T Assn – 2012:

The meeting was held in St. Regis, MT on October 14th, 2012.

The meeting was called to order by President Mike Stormo at 1:00pm.

Officers, members, and guests present included: Mike Robison, Mark Hutchinson, Mike Stormo, Mike Cuffe, Janet Cerovski, Nan Robison, Heather Hall, Tom Carnegie, Donald Carnegie, Rick Carnegie, Tony Cerovski, Susie Carnegie, and Jillian Robison.

The floor was opened for nominations for president. Mike Cuffe was nominated. There was a motion to cast a unanimous ballot for Mike Cuffe as president. It was seconded and passed. Mike Cuffe took over as president and conducted the meeting going forward.

The floor was opened for nominations for vice president. Mike Stormo was nominated. There was a motion to cast a unanimous ballot for Mike Stormo as vice president. It was seconded and passed.

The floor was opened for nominations for treasurer. Janet Cerovski was nominated. There was a motion to cast a unanimous ballot for Janet Cerovski as treasurer. It was sec-

ended and passed.

The floor was opened for a director position. Garrett Green was nominated. There was a motion to cast a unanimous ballot for Garrett Green as a director. It was seconded and passed.

The floor was opened for a director position. Nan Robison was nominated. There was a motion to cast a unanimous ballot for Nan Robison as a director. It was seconded and passed.

There was a motion to approve the minutes as presented at the meeting and printed in the newsletter. It was seconded and passed.

Old Business:

Tom Carnegie gave a carb committee update. The carb gauges that were supposed to be made by Steve Coniff, but that fell through. Garrett Green has a guy working on them, but they have not come through yet either.

There was a question about if the carb gauge was on the website. It is.

New Business:

There was discussion about the location of the 2013 Run.

Meghan Carnegie suggested several locations: Choteau, Cutbank, White Sulfur Springs, or Billings. Tom Carnegie suggested Fort Benton. Mike Stormo suggested Three Forks and Hamilton. Tony Cerovski suggested Lewistown. There was lots of discussion about the suggested locations. There was a motion to hold the 2013 run out of Fort Benton. It was seconded and passed.

There was a motion to use Association funds, if needed, for a down payment to reserve the Grand Union Hotel in Fort Benton as the host hotel for the 2013 run. It was seconded and discussed. The motion was passed.

There was a motion to hold the 2013 run out of White Sulfur Springs as a backup if Fort Benton falls through. It was seconded and passed.

There was a motion to hold the 2013 run out of Missoula as a backup if White Sulfur Springs falls through. It was seconded and passed.

There was a motion to hold the 2013 run from June 17th through June 19th, with June 16th as the inspection day.

Janet Cerovski presented a treasurer's report. There is \$3,380.00 in the bank account. The only expense outstanding is the newsletter. For the 2012 run, there was about \$1,480 in revenues and \$1,300 in expenses.

There was a motion to close the post office box in Missoula. It was seconded and passed.

There was a question about if anyone has seen the crimper for the seals. It has been missing since Conrad.

Garrett Green sent in an email with some suggestions. Some of Garrett's concerns are about a working magneto, generators, and E-timers. Someone mentioned that if a person's mag dies on the run, are they disqualified? Garrett's email mentioned that someone might be able to change a generator to put out more power. There was a motion (from Garrett's email) that the ignition system must run a 6 volt DC battery and AC magneto without alterations. If a generator is used, it must be disconnected or cut out while under time. Generator output grounded to protect the generator. It was not seconded. His email noted that there is not a surprise inspection procedure. There was lots of discussion about this fact. The procedure, who can call a surprise inspection, and how it happens were all discussed. There was a motion to add to rule A12 "Any member may initiate an inspection at any time, subject to the majority vote of the directors present." It was seconded and passed.

Mike Robison asked Mike Cuffe if he wanted Mike to work on t-shirts again this year. He said yes.

Jillian Robison asked Mike Cuffe if he wanted Jillian to work on the advertisements that are in the Model T magazines. He said yes.

There was some discussion about hats and if the dates should appear on the hats.

Mike Stormo asked if anyone is artistic or has any suggestions for art for the 2013 run. If anyone has ideas, they should contact Mike Stormo at gravelguy54@me.com.

There was a motion to adjourn the meeting at 2:11pm. It was seconded and passed.

(end of meeting minutes)

MONTANA 500 RULES

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

Note: 2012 Newly adopted or changed rules in italics.

A. GENERAL INFORMATION

A1. * These rules dated October 14, 2012 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.

A2. * All cars must comply with Montana license and insurance requirements.

A3. * No alcoholic beverages will be allowed in competing cars. Substantiated violation is cause for disqualification.

A4. * Drivers performing in an unsafe or unsportsmanlike manner will receive 1 warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.

A5. Not more than two people are allowed per endurance car while under time.

A6. * All drivers and relief drivers must be a paid-up member of the MCCTA.

A7. * Tailgating of any kind is not authorized or condoned by the MCCTA. Drivers must maintain a safe following distance. No tailgating of support or tour vehicles or any non-participating vehicles.

A8. * All participating cars must have attached or placed directly on both sides a sign with name of sponsor or owner and hometown. Use three (3) inch letters preferred.

A9. * Drivers must drive at or below posted speed limits.

A10. Drivers are responsible for following the prescribed route. Failure to travel the entire prescribed route will result in an assessment of slow time for that leg plus a penalty of fifteen minutes. Flaggers or signs may be posted as deemed necessary or advisable.

A11. Routes will be planned to avoid running through stoplights under time.

A12. * All Ts will be available for subsequent inspections at any time. *Any member may initiate an inspection at any time, subject to approval by a majority vote of the directors present.*

A13. * All drivers and relief drivers must sign an Endurance Run Waiver and Inspection Form.

A14. Every year new lead inspection seals will be placed on each competing car.

A15. Placement position results for cars that do not complete the entire endurance run will be based on actual mileage completed.

B. GENERAL RULES

B1. Body must be painted. Body parts must be stock for year of car, sawed off tourings allowed. Cars must have four fenders, splash aprons, running-boards, and if so equipped: front splash apron, dash, and radiator shell, and all replacement body parts must be made of metal. Chassis parts may be assembled from any year T parts. Gas tank must be stock for that year of car and mounted in stock position. No fuel additives are allowed. Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race.

B2. All T's must be assembled from stock parts and/or reproduction parts equal to stock specifications, with the following exceptions:

B2a. * All competing cars must be equipped with two headlights and one or more rear stop and tail light in working order. The stop and tail light does not have to be a single unit.

B2b. * Horn of any type in working order required.

B2c. * Rear view mirror of any type required.

B2d. Windshields must be stock for year of car. No altering. Must have safety sheet or safety plate glass top and bottom. Windshields to be completely closed and sealed by an inspector.

B2e. * Padded seat and back rest of any type required.

B2f. Original turtle deck may be replaced by some type of substantially built box or turtle deck. Minimal length and width equal to size for stock turtle deck on that year of car, with floor, sideboards and end-gate. Sides and end no less than six (6) inches high from the floor and made of no smaller than 3/4" wood.

B2g. Fuel line not to exceed 3/8" I.D.

B2h. * At least 36 inches of 1 1/2" exhaust pipe required, properly attached to and extending from the exhaust manifold.

B2i. Only stock cast iron or stock aluminum or new manufactured intake manifolds with ports not to exceed 1 1/8" diameter are allowed. No grinding or performance enhancing alterations of the intake or exhaust ports allowed.

B2j. Only stock Ford roller type, New Day, Anderson flapper type timers or Crystal timers allowed. Quick couplers NOT ALLOWED in timer wires.

B2k. Holes must be drilled through the heads of the following bolts for braided seal wire: two center head bolts, middle two small pan bolts, and a hole must be drilled through the threaded end of both bolts that fastens the carburetor to the intake manifold. Please paint the heads of the drilled bolts a contrasting color.

B2l. Only NH swayback or Ford "F" swayback carburetors allowed. Carburetor must be complete, including choke butterfly. [The Association's 0.710" gauge](#) MUST NOT go through the carburetor from either side. The club's W gauge shall not pass from the choke side of the carburetor. [Carburetor must conform to the diagram as printed](#). No material can be added to the interior of the carburetor.

B2n. Only Model T type wire wheels, Model T type wooden spoke wheels, Model T type disk wheels, Model T type aluminum spoke wheels, Model A 21" wire wheels, or 30 by 3 1/2" wire wheels are allowed.

B2o. Only stock Model T or Ruckstell rear-ends and axles with:

- standard eleven tooth pinion
- forty tooth ring gear
- stock roller bearings
- Ruckstell rear-ends must be locked in high.

B2p. Cast iron or aluminum pistons of stock Model T type required. Cast iron pistons must have a full set of .250" width rings in place. Aluminum pistons must have two (2) .125" width compression rings and one (1) 0.1875" width oil ring in place. Pistons must conform to the attached diagrams. [Refer to Illustration for Piston Dimensions](#)

B2q. There must be one stock piston, rod and cap assembly in the engine. Exceptions: Cap may be drilled for dipper, and grooved for oil. The other three (3) assemblies can be balanced to this one. Piston is not to exceed a height of .400" above the head gasket.

B2r. Rods must be Model T Ford script. Maximum center to center distance of 7.030" measured from center of rod journal to center of wrist-pin.

B2s. Any cast iron original Ford script head is allowed, but the combustion chamber is limited to 270cc minimum. The head will be measured without the head gasket, without spark plugs, and the spark plugs holes will be plugged with clay to be flush. One stock combustion chamber is required, the other chambers to mimic the stock chamber. No material can be added to the combustion chamber to equalize.

B2t. The crankshaft must be Model T Ford Script with a stock stroke of four (4) inches +/- .030. Chroming, hardening or grinding of journals allowed, not to exceed 1.250" maximum or 1.208" minimum diameter.

B2u. For all valves use a minimum stem diameter of 5/16", a maximum head diameter of 1.500" and seating face of 45 degrees. Use either pins or two-piece keepers. Radiused, 45 degree or three angle seat grinds allowable.

B2v. Any cam that doesn't require modification of the block may be used. Bearing bores must be standard size, no relieving of the bearing bores.

B2w. Adjustable flat tappet lifters (push rods) of stock dimensions, stem oversize to 1/32" allowed.

B2x. Only stock Model T Ford and Model A Ford valve springs are allowed.

C. NON-OPTIONAL ITEMS

- C1. * Emergency brakes must be in good working order.
- C2. * All transmission bands must be in good working order.
- C3. * Complete set of floorboards required.

- C4. Rebuilt or new radiators allowed. Must be built to stock dimensions including tanks and side brackets.
- C5. No modifications of the inside oiling system allowed.
- C6. Non-Model T style and size tops not allowed.
- C7. Throat of carburetor may be smoothed as long as the Association's .710" gauge does not pass. No altering of the basic design of the carburetor allowed. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Choke and throttle rods must pass a visual inspection for stock uniform shaft dimensions with no obvious modifications. Butterflies must be original size.
- C8. Bolts on wishbone at rear of pan must be safety wired. Front wishbone accessory braces on pre-1920 cars allowed. Use standard wishbone sizes.
- C9. Use stock configuration spring sets with a minimum of seven leaves per spring set.
- C10. External auxiliary accessory type brakes are not allowed.
- C11. Belly bands are allowed and if the motor mount breaks the car takes the standard penalty. The belly bands cannot be used for support at any time.
- C12. Accessory pan arms are not allowed except for as an emergency repair while under time.
- C13. Steering dampeners are not allowed.
- C14. Ignition battery must be 6 volt type.
- C15. Accessory battery charging devices must be disconnected.
- C16. Battery disconnect switches and fuses are allowed in the primary circuit, excluding the ignition system.
- C17. Original type ignition switch required.
- C18. Cylinder bore not to exceed 3.825" maximum or 3.750" minimum
- C19. Counter-balanced crankshaft not allowed.

D. ITEMS WITH OPTIONS

- D1. Optional equipment must serve the original purpose and no other purpose.
- D2. Optional equipment includes:
- Balancing of rotating parts
 - Band material type
 - Body color
 - Bronze or roller thrust washers and neoprene seals on Model T or Ruckstell rear ends and axles
 - Camshaft bearings and seal
 - Camshaft gear may be drilled
 - Camshaft timing gear material type
 - Coil box material type
 - Engine splash pans
 - Fan use and type
 - Fourth main type
 - Gas strainers allowed
 - Gauges
 - Grooving and drilling of the rod bearings and main bearings
 - Hardened valve seats
 - Hood use
 - Hot air stove, original type
 - Internal timer material type

- Knurling of piston
 - Maximum of one outside oil line allowed
 - Muffler use and type
 - Multi-piece piston rings
 - Neoprene seals use
 - Rod bolts and nuts choice
 - Shock absorber use and type
 - Spare tires and type of carriers
 - Stainless steel and swirl polished valves
 - Timer ball or needle bearing rollers
 - Tops of open cars use
 - Transmission oil screen allowed
 - Turn signals
 - Use and type of high speed clutches, such as Watts and Turbo 400
 - Use of offset key between crankshaft timing keyway and the crankshaft timing gear keyway
 - "V" type belt and pulleys
 - Water pump design and use
 - Windshield wiper of any type
 - Zerk fittings in place of oil and grease cups

E. TIMING AND TEARDOWN RULES

- E1. Timing will begin as designated for each car whether or not the car is on the starting line. Starting times can be adjusted at the timer's discretion. If the timers recognize a beneficial savings in time, a lagging car may be sent out ahead of its designated time. Usually this will be discussed with the Directors ahead of time. Time will start for this car when it leaves the starting line.
- E2. * Each car will come to a complete stop before starting at the timer's direction.
- E3. Removal of head or pan while at stop (not under time) or on tour day, if tour day occurs during the endurance run, will impose a time penalty of 1 hour. Report this infraction to the inspectors immediately. Removal of head or pan under time must be reported to the inspectors at the first opportunity for replacement of seal.
- E4. Changing the carburetor imposes a time penalty of 15 minutes. Report the infraction to an inspector immediately. Replacement carburetor must meet the requirements stated in the Inspection Rules.
- E5. Disabled cars will receive slow time for each leg not completed. In addition, cars trailered in on the last day are not eligible for prize money or trophies.
- E6. Replacement of complete engine is cause for disqualification.
- E7. The top 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.
- E8. The first, second and third place cars will be torn down by a panel of five inspectors. The driver in the top position at tear down cannot be an inspector, but the next five place drivers are required to be inspectors for tear down. If a car is disqualified, the next place lower will be inspected, until three have been found qualified, as per rule #76. All inspectors must vote. Any driver has the right to consult with an inspector on any issues concerning the cars. The five teardown inspectors have final say in what is brought to the vote of the drivers.
- E9. The teardown team must ask the drivers present if there are any other items that should be reviewed, before the completion of the teardown. Items brought up will be voted on by the drivers present. If a majority of drivers vote yes, the teardown team will take a look at the item brought up.

Montana Cross Country T Assn.
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