

Montana 500 Newsletter

Jul-Sep 2013

Volume 13 no. 3



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

www.montana500.org

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President: Mike Cuffe
Vice President: Mike Stormo
Secretary: Jillian Robison
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Newsletter Editor: Tom Carnegie

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

Cover photo: Virgelle ferry all loaded down with
Model T Fords. Picture by Tom Carnegie



Pres Talk
Mike Cuffe

It seems like only last week, but summer has come and gone since we were flagging out to roll over the Missouri River Bridge beside the Grand Union Hotel in downtown Fort Benton, Montana.

Congratulations to Montana 500 champion Garrett Green, our seriously focused but loveable leader of the contingent from southern California. In addition to being a great competitor which makes us all better, Garrett encourages and helps others along the way. Congratulations as well to women's winner and overall second place driver Jillian Robison. Soon to be Mom, Jillian was picked by other drivers to receive the Bud Peters Inspirational Award. We fin-

ished the 500 on June 19, and Brooke first saw sunlight on July 24, 2013. But we all know she was encouraging her Mom across the Montana landscape in that pink Model T roadster. For the record, I guess we should note that seventh place Mike Robison is the proud father. Third place went to Tom Carnegie and his coupe. What fun it was, and I always believe that anyone who makes this run is a winner.

How time flies! Now our autumn meeting on the second Sunday in October is drawing near. We will gather Oct. 13 at the Community Center in St. Regis Montana, west of Missoula on I-90. The Community Center is a quarter mile east of I-90 on Highway 135 going toward Paradise. Call to order at 1 pm, Montana time.

New business includes election of officers. I enjoyed serving as your president, and I am willing to serve again. If you prefer a fresh face, begin lining up a candidate. Thank you all for your support and advice, especially Tom Carnegie and Mike Stormo. Although not required, I would appreciate being notified of ideas for agenda items. If I am missing something, please let me

know. Email mcuffe@interbel.net or call me at 406-293-1247. One suggestion: Consider an increase in dues. Key agenda item is where to hold the 2014 Montana 500, although I'm sure we have other topics to chew over. Last year we discussed White Sulphur Springs, and I checked it out. It is a good prospect. I believe the first Model T road race grew out of a friendly discussion in a WSP watering hole. At my first Montana 500 in Bozeman in 2003, I interviewed Joe Walsh, commonly called Texaco Joe, who was there right at the beginning. He confirmed the story, but he couldn't recall whether the discussion was in a bar or a café, but it did end with a couple Model T Fords dueling it out between two communities. Then came that famous inaugural cross state 500 mile run from Missoula to North Dakota. "Every county fair and Jaycee Club started holding Model T races. I damn near went bankrupt driving around to them," Walsh told me. You know the rest of the story. The immediate future is the 54th running of the event, which is normally a hub tour out of a single community. Near the center of Montana, plenty of routes can be run out of White Sulphur Springs. As many

know, the town grew around a popular hot springs pool which offers great relaxation after a day in your T. With a population of 939 Model T lovers, it is the county seat for Meagher County. Other prospects include Symes Hotel at the town of Hot Springs in northwest Montana or going over to the southeast side of the state, perhaps Billings or beyond. A few other northwest communities are interested as well, maybe more. I truly enjoyed the 2013 Montana 500, and each Tin Lizzie jockey. Even more, I appreciated all the work from safety inspectors to trouble truck drivers, flaggers, timers, calculators and tear down team.

One other announcement: Mike Wendland, county commissioner from Chester area who drove the white Warhank Model T, became the proud owner of that roadster. He bought it at the Warhank's Auction shortly after the 500, and it will run the 500 in future years.

Hope to see all of you at the fall meeting, especially Brooke. Oh, yes, I hope she brings her Mom and Dad, too, along with uncles, aunts, and Gramma and Great Gram, as well. Maybe a few other Model T buds.

Editor's Propaganda
Tom Carnegie

Mike covered a lot of stuff in his Pres Talk section. Usually I have a few things to mention, but can't think of any this time. I will therefore muse a little. It seems that there is a lot of cheating going on in sports these days. For example: Lance Armstrong in cycling, Alex Rodriguez and Ryan Braun in baseball, Larry Ellison in yacht racing. These are not allegations. I think allegations of cheating, when no proof is present is even worse than cheating, but these folks were caught dead to rights. What causes these people to cheat? Why would someone as obviously talented as Alex Rodriguez feel the need to cheat? I really don't know the answer to this. The people in the America's cup yacht racing world are devastated by this scandal. They can't believe that any yachtsman could be so dishonorable. To me, there are different degrees of cheating. Degree one might be someone who knowingly pushes the envelope. I don't have a problem with this, as it could be a matter of interpretation whether this is actually cheating, or not. Second degree:

Someone who unknowingly or accidentally breaks the rules. One should know the rules of the game he is playing, so unknowingly breaking the rules is a poor excuse. It is entirely possible to cheat without knowing it though. For instance, say your bat breaks in a ball game and you grab another, but unbeknownst to you it is corked. You are cheating, to be sure, but I would quickly forgive such a thing. Third degree: Knowingly breaking the rules because “everyone is doing it”. There is no honor in this, in my opinion. Fourth degree: Knowingly breaking the rules to gain an unfair advantage. This is the worst kind of cheating as far as I am concerned. The only thing less honorable than that, is to accuse someone of cheating based on rumor or hearsay. If your honor is important to you, it is sure hard to defend against rumor. OK - end of philosophical section. On to the results of 2013 along with a write up by a first-time participant. I hope to have more write-ups in later additions of the newsletter. I encourage folks to send me articles that you have written - either anecdotal or technical. Also, email montana500@antiqueautoranch.com and ask to receive the newsletter electronically if you are not already.

	Name	Hometown	Miles	Total	Avg. Speed
1	Green, Garrett	Orange, CA	527.9	09:56:49	53.07
2	Robison, Jillian	Valley Ford, WA	527.9	10:11:47	51.77
3	Carnegie, Tom	Spokane, WA	527.9	10:16:26	51.38
4	Hernandez, Sergio	Bell Gardens, CA	527.9	10:16:30	51.38
5	Robison, Nan	Spokane, WA	527.9	10:17:50	51.27
6	Powers, Dennis	Ogden, IA	527.9	10:19:05	51.16
7	Stormo, Mike	Davenport, WA	527.9	10:23:33	50.80
8	Robison, Mike	Valley Ford, WA	527.9	10:23:37	50.79
9	Watt, Alex "Sandy"	Santa Ana, CA	527.9	10:26:55	50.52
10	Langel, Brandon	Rudyard, MT	527.9	10:39:06	49.56
11	Hutchinson, Mark "Hutch"	Spokane, WA	527.9	10:40:40	49.44
12	Carrothers, Gene	Huntington Beach, CA	527.9	10:47:02	48.95
13	Cuffe, Mike	Eureka, MT	527.9	10:49:13	48.79
14	Roorda, Milt	Odessa, FL	527.9	11:06:20	47.53
15	Carlson, Ed "Skeeter"	Cheney, WA	527.9	11:07:59	47.42
16	Allen, Jamie	Spokane, WA	527.9	11:17:03	46.78
17	Brown, Dan	La Porte City, IA	527.9	11:21:47	46.46
18	Carnegie, Donald	Post Falls, ID	527.9	11:27:02	46.10
19	Wendland, Mike	Rudyard, MT	288.5	11:44:14	47.75
20	Bishop, Sheridan "Sonny"	Orange, CA	275.5	11:31:46	49.70
21	Lukowski, Dan	Kansas City, MO	131.4	12:05:43	44.36
22	Carnegie, Rick	Otis Orchards, WA	28	12:12:59	

2013 Montana 500

Leg one was from Fort Benton to Great Falls, 37 miles. The top three cars for this leg were: Garrett Green, Mike Stormo and Tom Carnegie. Leg two was Great Falls to Big Sandy, 75 miles. The top three cars for this leg were: Mike Stormo, Garrett Green, and Tom Carnegie. Leg three was Big Sandy to Havre, 31 miles. The top three cars on this leg were: Garrett Green, Tom Carnegie and Jillian Robison. Leg four was Havre to Chester, 58 miles. The top three cars were: Garrett Green, Jillian Robison and Tom Carnegie. Leg five, the last leg of day one, was Chester to Fort Benton, 53 miles. The top three cars were: Garrett Green, Tom Carnegie and Dennis Powers. Leg six was from Fort Benton to Denton, 36 miles. The top three cars were: Mike Stormo, Jillian Robison and Dennis Powers. Leg seven was Denton to Lewistown, 36 miles. The top three cars were Mike Stormo, Garrett Green and Tom Carnegie. Leg eight was Lewistown to Stanford, 49 miles. The top three cars were: Garrett Green, Sergio Hernandez and Jillian Robison. Leg eight was Stanford to

Arrow Creek, 17 miles. The top three cars were: Garrett Green, Nan Robison and Mike Robison. Leg nine, the last leg of day two was from Arrow Creek to Fort Benton, 44 miles. The top three cars were: Garrett Green, Nan Robison and Mike Robison. Leg ten was from Fort Benton to Belt, 37 miles. The top three cars were: Mike Robison, Sergio Hernandez and Nan Robison. The last leg of day three and of the run was leg eleven, Belt to Fort Benton, 37 miles. The top three cars were: Mike Stormo, Garrett Green and Mike Robison.



Our timers, Jackie Stormo, Susie Carnegie and Tony Cerovski

A First Timer's Perspective Gene Carrothers

Driving in the Montana 500 for the first time is an experience that any serious Model T Ford enthusiast should have on their bucket list.

It started out at one of our local T club meetings listening to the guys there talking about how they did during their past runs of the Montana 500. Some had not prepared well and others had worked all year on perfecting their cars for the event. They call it an endurance run but there are some real serious racers that show up with their stock Fords tuned to the max for speed

One of our local club members, Garrett Green, asked me if I would be interested in driving one of his cars in the coming year. I jumped at the chance and was soon driving home the new race car. I had never driven a New Improved model, a 1926 Roadster. I've had a '12 Torpedo Roadster for nearly forty years and on several national tours but what a difference this car was!

I started checking all the obvious things as normal for a tour, like the tires, steering gear, nuts, and bolts. Then came the engine and drive line - making sure everything was lubed and in good condition. I washed and waxed the cool red runner. I talked with my friend at Mothers Waxes and Polishes and got a sponsorship for the race and goodie bags for everyone and buckets for the winners. So with some Team Green and Mothers stickers for the cars we were soon ready.

My thirteen year old grandson came with me for a trip of his life time. We arrived in Fort Benson and unloaded the car. It was a small town with a grand old hotel next to the Missouri River and lots of history. Many of the other cars were parked out front and we all enjoyed looking and talking with each other and seeing familiar and new faces.

Our first drivers meeting included everyone - not just the drivers. We heard some rule changes and about all these spots along the routes that might be under construction and all the gas stops and soon decided we

would just figure it out when we got there. The routes were easy with lots of stops where we were flagged in and later flagged out. Each start and stop was timed and recorded and then tallied for each day and later given to all the drivers.

It was quite a sight to see all the T's lined up at the side of the road waiting their turn to get the green flag and start off on the first leg of the day. The starting order was by a random drawing and each car started off at a one minute interval. We got to the first stop without seeing another T. It was gas and go with another line up and flag out starting our next run. Our car ran great logging some good times through out the day. It was a good sight to see our hotel again that evening with dinner with old friends.

I had been on several tours before and driven some days of over 200 miles. One of the fun things about this race was that everyone was TRYING to pass the other guy. No one was upset and calling the other driver a speed freak when a faster car passed them. So many times on tours I've been behind slower cars and wondered if I should pass them. Boy, not here!

Back at the hotel at the end of the days run

guys were going over their cars and tweaking them here and there. Checking this and that and making sure everything was good to go for the next day. Then, wondering what happened to the cars on the breakdown trailers. The last day was a short run and then the real fun starts. The “inspection teardown”. The top three cars are given a very intense inspection with probing cameras, micrometers, NoGo gauges. and eye droppers. Everyone is eager to find what is inside the winning car that made it go so fast! If there's an issue that can't be resolved there's a vote of the drivers to decide if it's legal. Everyone passed and the winners were declared. Next we're off to the dinner banquet and awards presentation.

What a fun and educational trip. I love driving Model T's and also going fast trying to pass the guy in front. Many of the guys driving faster cars were helpful and willing to share a "couple" of their speed tips.

I would encourage anyone that enjoys making their T dependable and interested in finding out how fast a stock Model T will go over a 500 mile run to check out the Montana 500 Endurance Run. PS the scenery is fabulous too!

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