

# Montana 500 Newsletter

Jul - Sep 2014

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

[www.montana500.org](http://www.montana500.org)

## 2011 Officers and Directors:

President: Mike Cuffe  
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Garrett Green 2014  
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Meeting Secretary: Jillian Robison  
Correspondence: Tom Carnegie

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

Cover photos:  
The top three cars: Mike Stormo, Jillian Robison, Tom Carnegie. Below: Mike Stormo receives the trophy from last year's winner, Garrett Green

If you have a photo that you would like to see on the cover of the Montana 500 newsletter, please send it to: [montana500@antiqueautoranch.com](mailto:montana500@antiqueautoranch.com) and I'll see what I can do!



Pres Talk  
Mike Cuffe

The annual meeting of Montana Cross Country Model T Touring Association is set for Sunday, Oct. 5 at Thompson Falls. Meeting will begin at 1 pm. Location will be the Falls Motel where we gathered for the 2008 Montana 500. Thompson Falls is two hours from the Missoula airport, and about the same from Spokane airport.

Key agenda items will be election of officers and location for the 2015 Montana 500. Officer positions coming open include the presidency. Suggested locations for the spring run include Billings, White Sulphur Springs, and Dillon.

Yours truly, the current president, suggests no new rules for this meeting. Meanwhile...

Folks at Libby are still talking about our Montana 500 visit to Montana's far northwest corner last June. Mike Munro, owner of Treasure Mountain Casino, was recalling the last leg photo finish video of Mike Stormo edging out Jillian Robison at the checkered flag near Troy. Lots of folks recalled the run this weekend during Libby NordicFest, including: Igniters Car Club, Chamber of Commerce, The Venture Inn, police officers, museum folks and real people. They want us to come back soon. Heritage Museum had three Model T Fords in the NordicFest parade, although the rusty 1917 was being towed. They have done a bunch of work on it and promise it will be running soon.

Where did the summer go? In my county, if you don't have the radiator drained or filled with an antifreeze blend, then you are too late. We've had several hard snaps of freezing weather, and our friends from Cochrane, Alberta, got hit with 6 inches of snow last Monday. Cochrane, located just west toward the Rockies from Calgary, is HQ for the MTFCA national tour next July.

However, at the same time snow was falling east of the Rockies, 10 Model Ts and one fancy Model A were gathering at Don Eckelberry's home near Noxon for a spontaneous ramble over Thompson River Pass into Idaho on Sept. 8. I only had time to go over the pass and back, the others rambled around for three days. They had a grand time, but the Model A needed the trouble truck.

Anyway, hope to see you all in Thompson Falls Sunday, Oct 5.

Questions? Call 406-293-1247 or email [mcuffe@interbel.net](mailto:mcuffe@interbel.net)

## Editor's Propaganda

Tom Carnegie

Not much for me to say at this point. I had a great time at the Montana 500 this year, in spite of the rain and my kidney aching the whole time. Speaking of kidney, I finally got my kidney operated on. After the operation a stent was placed inside of me. The stent was nearly as bad as the kidney pain - really. So, for two months I hobbled around with what felt like a stick poking my innards. Finally the doctor pulled it out, and I feel like a new man! I haven't felt this good in years and years. So, my hope is that I will have enough energy to work on my T this year. We did have a set back. My brother's (Rick Carnegie's) machine shop caught on fire and part of it was badly damaged. Luckily, most of his equipment was spared major damage. All work in progress was spared any damage. Now there is a lot of work to do and a lot of fighting with the insurance company. From my perspective it seems as if the insurance company is dragging their heels. I was planning to have Rick work on my motor for 2015, but I might just run it one more year, given the circumstances.

I didn't write a "Philosophy of Rules" article for this newsletter. I will probably do one for the next newsletter.

## 2014 Montana 500 Results

Name	Hometown	Miles	Total	Day 1	Day 2	Day 3	Avg. Speed
Mike Stormo	Davenport, WA	495	09:03:03	03:27:48	03:53:00	01:42:15	54.69
Jillian Robison	Valley Ford, WA	495	09:04:31	03:30:42	03:52:46	01:41:03	54.54
Tom Carnegie	Spokane Valley, WA	495	09:14:16	03:32:35	03:57:34	01:44:07	53.58
Dennis Powers	Odgen, IA	495	09:14:38	03:31:54	03:57:06	01:45:38	53.55
Garrett Green	Orange, CA	495	09:17:05	03:34:58	03:58:45	01:43:22	53.31
Mike Robison	Valley Ford, WA	495	09:23:16	03:36:32	04:03:20	01:43:24	52.73
Mike Cuffe	Eureka, MT	495	09:23:58	03:33:18	04:04:41	01:45:59	52.66
Dan Brown	La Porte City, IA	495	09:27:06	03:39:12	04:02:11	01:45:43	52.37
Rick Carnegie	Otis Orchards, WA	495	09:27:40	03:44:06	04:00:39	01:42:55	52.32
Bill Mullins	Spokane, WA	495	09:32:23	03:47:28	04:00:05	01:44:50	51.89
Jamie Allen	Green Acres, WA	495	09:45:36	03:45:44	04:09:50	01:50:02	50.72
Alex "Sandy" Watt	San Diego, CA	495	09:46:00	03:44:53	04:10:14	01:50:53	50.68
Dan & Dwayne Lukowski	Kansas City, MO	495	10:09:57	04:00:33	04:17:21	01:52:03	48.69
Andria Myers	Long Beach, CA	495	10:16:01	04:14:32	04:13:45	01:47:44	48.21
Ed Marshall	Burley, WA	495	10:23:51	03:54:23	04:35:43	01:53:45	47.61
Patrick Barrett	Rainier, WA	495	11:08:06	04:14:18	04:53:19	02:00:29	44.45
Sergio Hernandez	Belle Gardens, CA	462	09:42:00	03:36:58	04:18:28	01:46:34	51.75
Gary Yeager	Cheney, WA	190	11:20:03	04:26:15	04:53:19	02:00:29	42.82
Gator Waldron	Blanchard, ID	154	10:49:27	03:55:39	04:53:19	02:00:29	49.09

A quick run down of the 2014 Montana 500.  
Tom Carnegie

We assembled up in Libby on the 15th of June, 2014. The inspection started around noon on Sunday, and was completed rather efficiently. In the evening we drew numbers for flag-out order. Bill Mullins drew number one and Mike Stormo drew number nineteen.

Monday morning we toured over to Troy in order to avoid some construction. We flagged out from the edge of town, and in a rather unusual thing (for the Montana 500) we headed into Idaho. The first car I passed was Bill Mullins, who was along side of the road. He lost a timer spring. By the time he repaired it, 14 cars had passed him. As I recall, it didn't rain too hard on this leg, but it rained pretty much from the second leg on. We stopped at the Tri-corner store in beautiful Bonners Ferry. The top three cars for this leg were: Jillian Robison, Mike Stormo and Dennis Powers. Jillian needed to take care of her toddler Brooke, so she had requested to be let go last so that she would have maximum time to spend with her baby. This might have been Jillian's downfall, as she would have to con-

tinually work her way around the slower cars. The next leg was a dash up to Canada with a whip-around at the border and back to Bonners Ferry. I like “whip-arounds” as it gives you a chance to see a lot of the other T’s. Traffic was pretty heavy on this leg. The fastest three cars were: Mike Stormo, Jillian Robison and Dennis Powers. The next leg was to Ponderay. Again, quite a lot of modern traffic. The top three were: Mike Stormo, Dennis Powers and Jillian Robison. Then, up to Clark Fork. As a club, we decided to self-police our cars. We utilized a radar gun and had one of our helpers check speeds in the speed zones. We did pretty well at keeping it legal. The traffic on this leg was really bad. I think I heard every driver complain, including me. It turns out that even though I thought I was blocked by modern cars, I had the best time followed by Mike Cuffe and Garrett Green. I think Andria had timer trouble on this leg. From Clark Fork, we headed back into Montana and stopped at Aitken’s gas station, near Don Eckelberry’s place. The traffic was good on this leg. The top three were: Mike Stormo, Jillian Robison and Tom Carnegie. We



then flagged out from Eckelberry's place and rolled back to Troy. The top three for the final leg of day one were: Mike Stormo, Bill Mullins and Tom Carnegie. The order at the end of day one was: Mike Stormo, Jillian Robison, Dennis Powers, Tom Carnegie, Mike Cuffe, Garrett Green, Mike Robison, Sergio Hernandez, Dan Brown, Rick Carnegie, Sandy Watt, Jamie Allen, Bill Mullins, Ed Marshall, The Lukowski brothers, Pat Barrett, Andria Myers, Gary Yeager and Gator Waldron, who trailered in on the last leg. I think it was because of an oil-pan leak. Less than three minutes separated Mike Stormo and Jillian.

Day two started with rain, which turned to snow and then turned to rain. Those without tops got soaked. Indeed, those without side-curtains got soaked. Gary Yeager packed it in. Gator was still out. The first leg was from fifteen miles or so south of Libby, to avoid the ubiquitous construction. We ran over to Kalispell. The top three this morning were: Mike Stormo, Bill Mullins and Jillian Robison. Mike Cuffe had trouble on this leg. Perhaps his carburetor iced up. Then, over to Eureka. Sergio

dropped a valve keeper on this leg, which put him onto the trailer. Some folks got turned around for a bit and lost some time on this leg. The top three were: Jillian Robison, Dennis Powers and Mike Stormo. After a photo op and repairs on Sergio's car, we did another run up to Canada with a whip-around, then back to Libby. The top three for the last leg of day two were: Jillian Robison, Mike Stormo and Tom Carnegie. At the end of day two the order was: Mike Stormo, Jillian Robison, Dennis Powers, Tom Carnegie, Garrett Green, Mike Cuffe, Mike Robison, Dan Brown, Rick Carnegie, Bill Mullins, Sandy Watt, Jamie Allen, Lukowskis, Andria Myers, Ed Marshall, Pat Barrett, Sergio Hernandez, Gary Yeager and Gator Waldron. Still less than three minutes separated Mike Stormo and Jillian.

Day three we tried to run through the construction, but that didn't work too well. We went about 12 miles before we had to stop. The top three were: Mike Stormo, then Dan Brown and Mike Robison with an identical time. So, to the edge of Troy again and a run up to the Dirty Shame Saloon in Yaak. The top three for this leg were: Jillian Robison, Mike Stormo and Garrett Green. The last leg was the mad dash

back to Troy. The top three cars were: Jillian Robison, Rick Carnegie and Mike Stormo. Jillian had made up some time on Stormo, but not enough. Stormo and Jillian had a photo finish on the last leg, but his total time was a minute and 28 seconds ahead of her for first place. There were a few place changes on the third day though. Tom Carnegie pulled ahead of Dennis Powers, Mike Robison pulled ahead of Mike Cuffe and Jamie Allen pulled ahead of Sandy Watt.

This is stuff that I remember seeing from my vantage point. There is probably a bunch of stuff that I missed. I would encourage others to write a summary from their perspective, especially Andria and Pat, as this was their first run. I always enjoy the perspective of the first-timers. Hopefully Gator will be back next year and do better.

The tear-down went smoothly and Mike Stormo was declared the official winner. Congrats to all who competed and especially those who finished!

We wound up having the picnic in the hotel basement to avoid the rain. Ed Marshall won the “Bud Peters spirit” award.

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