

# Montana 500 Newsletter

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

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



**1st Place Women's:  
Janet Cerovski and Alayna in  
Janet's 26 Roadster**

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

## **2008 Montana 500 Information**

The Montana 500 will be held in Thompson Falls in 2008.

Rimrock Lodge

4926 Montana Highway 200

Thompson Falls, MT

(Dates and cost will be discussed at Oct. 14th meeting)

## **FROM THE EDITORS DESK**

Howdy-

What a enjoyable 2007 Montana 500. We had a great time with wonderful weather most of the time. Twelve endurance cars and 5 tour cars attended. Doug Langel did a superb job setting up the hotel and planning the tour day after the race. Thank-you Doug for all your hard work. It was greatly appreciated.

I am still looking for interesting stories, anecdotes, and articles. Please send anything you have to: [n\\_robison@yahoo.com](mailto:n_robison@yahoo.com)

### **About the cover:**

Mark Hutchinson's "26" Roadster-Winner 2007 Montana 500

## **PRESIDENTS MESSAGE**

Where does the time go? It is hard to believe it is time for the annual meeting already. Before I get too involved with the details of that, I would like to again thank everyone for their assistance making the Havre run such a great success! Now let's move on to next year's event.

I have made reservations at the Rimrock Lodge located at 4926 Montana Highway 200 in Thompson Falls, MT at 11:00 A.M. (MST) on October 14, 2007 for the annual meeting. They are going to reserve a banquet room (a small one, I'm sure). Plan to eat lunch at the meeting. I hope to see a lot of you there. Bring your thinking caps.

This is the same lodge we are reserving for the June event. They have tentatively offered us rooms at \$64.20/night including tax. They also have RV parking with water, electric, and sewer for around \$20-\$22/night. This price may change and so it isn't firm yet.

If you can not make the meeting and would like something brought up, please contact me or someone else that is going to get your subject into the discussion. See you in Thompson Falls.

Hutch

## **FYI**

**Your 2007 dues are due!!!! If your newsletter does not say 2007, this will be your last newsletter.**

**Send dues to:**

Janet Cerovski  
1004 Sioux Road  
Helena, MT 59602

## 2007 MONTANA 500

### From Tweetybird's eye

By Nan Robison

The 2007 Montana 500 blew into Havre Mt, under gale force winds. Inspection day saw twelve endurance cars and four tour cars. The evening arrival of Lee Burgess and Gene Kicha brought the tour count to five. The sun was shining and the wind blowing when the inspection got underway at about 1:00 pm, June 17th. The Spokane racing team brought Rick and Tom Carnegie, Mark Hutchinson, Jillian Caples, Nan and Mike Robison. California brought Garrett Green/Sunny Bishop and the Dan Diaz DeLeon/Chuck Harrison racing teams. Western Washington saw Gary Ebbert from Port Orchards, and Cam Marshall from Kent. Montana entrants included Doug Langel from Rudyard, and Tony/Janet Cerovski from Helena. Tour cars included Lee Orr, Wes Knowles, Clair Carter, Bill Mullins and Lee Burgess and Gene Kicha.

All cars passed inspection with only a few adjustments. The evening meeting at the 4B's saw the following places drawn: #1 Cam Marshall, #2 Janet Cerovski, #3 Mark Hutchinson, #4 Rick Carnegie, #5 Dan Diaz DeLeon, #6 Jillian Caples, #7 Mike Robison, #8 Tom Carnegie, #9 Gary Ebbert, #10 Doug Langel, #11 Garrett Green, and #12 Nan Robison. All drivers were cautioned to follow all rules of the road and remember that this race was not worth dying for. With those admonishments we headed back to the hotel in anticipation of the following days race.

**Race** day dawned windy and overcast. Cars were gassed, oil checked and last minute tweaking attended to. The first leg was from Havre to Fort Belknap. At 8:00 sharp, under the watchful eye of the timers Carla and Meghan Carnegie, Susie Carnegie and Heather Robison, Cam Marshall flagged out. The re-



mainder of the racers flagged out without a hitch and the race was on! Cam immediately began experiencing timer trouble. As he struggled to dial in his car, Janet passed him, followed by Mark. His car continued to give him trouble as he was passed by Rick and Dan and he fell behind. Mark caught Janet and surged into the lead. Mark had chosen to leave his top up as it was cold and windy. It proved to be a fortuitous move as we had a stiff tail wind. That top acted like a sail and sent Mark a kiting. He *averaged* 63mph the first day! Meanwhile in the middle of the pack, Mike and Tom were duking it out. Tom caught and passed Mike, as Mike's car was being very cantankerous. It would run great for awhile, then start missing like crazy. Then it would fire on all four and he was able to pass Tom. Then it would start missing again and Tom would surge ahead. At the end of the first leg, Mike drained the carburetor bowl and found water in his gas. The car ran a bit better, but still was missing a lot. The rear of the race saw Garrett catch and pass Doug. Cam continued to experience trouble on the second leg. He fell to Jillian, then Mike and Tom. There were no other changes that leg. Garret had gained enough on Gary to catch him and they came into Malta together. The third leg was a Malta to Malta run, and incorporated one of the favored turn arounds. They have proven to be a blast for the drivers as you execute a 180° turn and head back the way you just came. You get a chance to see some of the action in the rest of the race. The tail wind which had pushed car averages to over 58 mph, now proved to be a great burden to some. I was clipping along at about an average of 55 mph, but as I turned around it was like I had hit a brick wall! Tweety was straining and I fell to 43 mph. Mike had ran most of the second leg alone, but caught Jillian and passed her on the 3rd leg. They played cat and mouse for awhile, but he finally shook Jillian. Garret caught and passed Gary, and Cam dropped to last. It had begun to drizzle as we neared Malta. We stopped for lunch at the end of the third leg, which proved fortuitous as a gully-washer came through while we ate. Soaked everything that hadn't made it to cover, people and cars included. Mike drained his carburetor bowl again and found more water. He ran a bit better and on the Malta to Ft. Belknap leg, Mike caught Dan, who had ran by himself most of the first day. Mike passed him, but bad gas proved to be a problem again for Mike and Dan was able to gain the lead. Then Rick was their sites. They caught him and came into Ft. Belknap as a

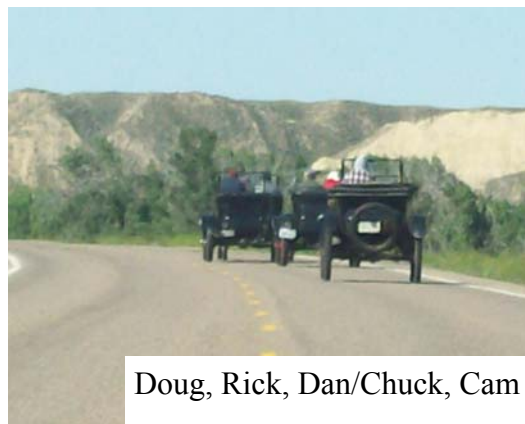
trio. Tom meanwhile had continued to gain on Jillian and passed her. They came into Ft. Belknap together. Gary picked up the pace. He caught and passed Garret and they came into town one second apart. Tweetybird was running OK, but not well enough to catch anyone. I only caught and passed Cam, probably because he was still having timer trouble.

The last leg saw a few more changes. Mike was finally able to pass Dan, and Jillian was caught by Garrett, who had also swapped places with Gary again. They came into Havre together.

The top placing for the day was Mark-1st, Garret-2nd, and Gary-3rd.

**Day** two started out with Cam in the “envious” first car out position. Tweetybird and I were blessed with the #2 post position, followed by Jillian, Janet, Rick, Dan, Doug, Tom, Mike, Gary, Garrett, and Mark out last. Tweetybird was running well and I caught and passed Cam within the first few miles. We hooked up and ran together for quite a while. Jillian started out well, but needed to stop and make a small adjustment that cost a few minutes. She was running well after that, but Janet was running better and caught and passed her. They hooked up and ran together. I thought that Cam and I were making good time, when suddenly there appeared a strange color blob in my rear view mirror. Janet and Jillian came on like a house afire, and passed Cam and me in a blur of purple and pink. With Cam hanging on for dear life, I snagged the back of Jillian as she whipped by. We stayed as a foursome for a bit, but the speed was more than Cam’s car could take, and he lost us. Janet, Jillian and I stayed together and came across the time-out line in a kaleidoscope of color. Purple, pink and yellow!!! The prettiest sight in all Montana!!!

Back in the mix, Cam was passed by Rick, Dan and Doug. They jockeyed for position and came in on that leg with Rick, Dan, and Doug as a threesome. Mike was finally running smooth, and caught and passed Cam and caught Tom. They left Cam be-



Doug, Rick, Dan/Chuck, Cam

hind as Tom and Mike swapped places for a bit and came into town together. The timers thought that it was another threesome as Mike and Tom came in, but the third car was one of Montana's finest, drafting on Mike!! And last but not to be out done, Mark continued to make good time, catching and passing Garrett and Gary. They came into Fort Benton as a trio also. Cam was only 30 seconds behind. That leg of the race had the cars in three sets of three and one of two, with less than five minutes between the first car and the last! Janet flagged out of Fort Benton and ran most of that leg alone. Jillian flagged out next and then I. I could see Jillian, most of that leg, but never could gain. Toward the end I lost sight of her. Jillian could see Janet, but was never able to catch her either. Rick caught and passed me, but I was not able to snag him and he disappeared. He gained some on Jillian, but never caught her that leg. Dan started out well, but his car began to over-heat, and his radiator burst. He trailered in to Chester. Mike passed Tom and Mark caught Tom. They came into Chester together.

On the last leg from Chester to Havre, Doug passed me, and Mike caught and passed me and we came into town together. No other cars changed positions. Day two ended with the following placings: Mark-1st, Garrett-2nd, Gary-3rd, Mike-4th, Doug-5th, Tom-6th, Rick-7th, Janet-8th, Jillian-9th, Nan-10th, Cam-11th, and Dan-12th. Dan found a radiator shop that afternoon that was able to get his radiator in. They were able to fix it and he had the radiator in that evening, and was ready to roll.

**The** last day was beautiful. Sun was shining and not a hint of a breeze. Mark started out the parade that day. He started out great, but lost a coil just out





of town. He did a high speed coil swap, and was off again. He lost just enough time for Mike to catch him, but he was not able to pass. Mike's car was still running on three cylinders. Would be interesting to see just how fast that car would go if it ever ran consistently on four! He also passed Garrett and Gary, but was not able to gain enough time to gain one of the top three positions. Gary maintained his position, and was able to gain time on Garrett, but not enough to change placings. Gary ran the fastest last leg. Doug appeared to have his car dialed in and actually gained time on both Gary and Garrett, but still not enough to matter. Garrett ran the fastest first leg, but lost time to Mike, Gary and Doug the second leg.

Jillian caught Janet the first leg, but wasn't able to pass. She gained about a minute on Janet the last leg. Dan was back in the pink of things and was only 2 sec. off of Mark's time for the first leg, and was only about one minute off top time for the second. Rick and Tom gained a few seconds the first leg, but no appreciable change the second. Cam and I continued to bring up the rear.

Tear down was relatively uneventful. There was a few discussions but no cars were disqualified. The final placings saw Mark-1st, Garrett-2nd and Gary-3rd. Congrats to all. The winner of the Women's Trophy was Janet. Congratulations to her as she ran a great race.



Tear down-One of Montana's finest checks in to make sure no one broke any laws!

Doug had a wonderful day planned for the Tour day. We toured out to Rudyard, where we saw the museum there and the Dinosaur display. Both very nice. We then went to the Hi-Line Vintage Motors Museum. They had a great display also.



I found this 500 to be interesting in a couple of ways. One, the speeds were amazing to me. I found it hard to believe that I could average almost 50 mph, and come in 10th!!! Granted we ran mostly on the flat, but still, Mark's average speed was 53.54 mph. WOW!

Also, nobody had any major engine break-downs. Although Dan had his radiator issue, that was really due to a fluke, versus mechanical defect.

Seemed that the cars were very well matched. No one really was blown away by any other cars. It was really fun to have everyone in the mix this year.

(\*Disclaimer\* The recap of the 2007 was taken from notes, personal interviews and leg by leg times. I offer my apologies if my memory is a bit faulty, and take literary license for any mistakes.)

Top three placers L-2nd Place: Garrett Green, C-1st Place: Mark Hutchinson, R-3rd Place: Gary Ebbert



## 2007 MONTANA 500 RACE AND TOUR CLASS DRIVERS



1st row: Alayna (Janet's niece), Garrett Green, Jillian Caples, Mark Hutchinson, Nan Robison

2nd row : Gary Ebbert, Janet Cerovski, Cam Marshall (and daughter), Tom Carnegie, Rick Carnegie

3rd Row: Gene Kicha, Clair Carlson, Tony Cerovski, Sunny Bishop, Doug Langel, Dan Diaz DeLeon, Chuck Harrison, Lee Burgess, Bill Mullins, Mike Robison

