

M.S.R.A

MONTANA STREET ROD ASSOCIATION • 39TH YEAR

NEWSLETTER

WWW.MONTANASRA.ORG

DECEMBER, 2013

OFFICERS

STEVE SORG

President
307 E. Granite Ave.
Bozeman, MT 59718
Ph. (406) 582-7572
sorg1932@gmail.com

BOB DEGENHARDT

Vice President
PO Box 852
Bozeman, MT
Ph. (406) 219-3202
rdegenhardt@ecolibrum.com

ENNIE STREDWICK

Secretary
5601 Monforton Road
Bozeman, MT 59718
Ph. (406) 586-6809
cii55@msn.com

ELIZABETH SCHOLL

Treasurer
P.O. Box 1423
Bozeman, MT 59771-1423
Ph. (406) 219-3202
escholl@ecolibrum.com

NEWSLETTER

Barb Salerno
1104 13th St. W.
Havre, MT 59501
Ph. (406) 265-3163
gitgo@bresnan.net

WEBSITE

Steve Sorg
307 E. Granite Ave.
Bozeman, MT 59718
Ph. (406) 582-7572
sorg1932@gmail.com

BOARD OF DIRECTORS:

Steve Sorg - President
Bob Degenhardt - Vice President
Elizabeth Scholl - Treasure
Ennie Stredwick - Secretary
Fred Stradinger - Past President
Dwight Wade - Past President
Larry Hart - Member at Large
Kelly Tribble - Business Sponsor Rep
Tony Patrick - Member Club Rep

NSRA MONTANA REPS:

- Eastern MT Rep
Tony Patrick - Western MT Rep

MONTANA SAFETY REP

Tommy Taylor

PREZ SEZ...

Fellow MSRA members and friends,

I am approaching the end of my 2nd and final term as president of the Montana Street Rod Association. Thank you all for having confidence in me to lead this wonderful organization. It has been a fun and fast four years. I am proud of the things we have done together this past four years, especially applying for and receiving our 501(c)(3) status from the IRS.

We will be holding elections of officers at our February 2014 meeting in Bozeman. I strongly encourage each of you to attend that meeting and participate in the selection of our new MSRA leadership team. A slate of nominations is listed in this newsletter in the previous meeting minutes. But you can still nominate others or be nominated at the meeting as well.

See you at the meeting in February and on the road next summer!

Steve Sorg

THE NEXT MEETING WILL BE HELD FEBRUARY 1, 2014 AT:

Homewood Suites Hotel
Buffalo B room

1023 Baxter Ln., Bozeman, MT

Saturday, February 1, 2014 • 10:00 a.m.

NEW MEMBERS & IDEAS WELCOME

AUGUST 30, 2013 BILLINGS, MT

Steve Sorg called the meeting to order at Fuddruckers, Billings, MT at 5:05 p.m.

There were 16 members in attendance.

Minutes were presented in the Newsletter so we dispensed with the reading of the May 11, 2013 meeting minutes. Tony Patrick made a motion to accept the minutes as presented in the newsletter. Dwight Wade seconded the motion. Motion passed.

Treasurer's report by Elizabeth Scholl. As of August 30, 2013 there are 55 members, 33 business sponsors, and 9 car clubs in MSRA. Scholarship fund raising program is on hold until we received notification from the IRS of 501(c)(3) status. Larry Hart made a motion to accept the full treasurer's report. Kelly Tribble seconded the motion. Motion passed.

Steve Sorg asked for a motion to pay the bills. A motion was made and seconded to pay the bills that come in before the next meeting. Motion passed.

Old Business

Steve Sorg reported that the MSRA application for 501(c)(3) status is still pending. The IRS website reports that they are still looking at applications that were submitted in April of 2012. The April 2012 date has been on the IRS website for more than 3 months. We will contact US Rep. Daines office to see if they can intercede on our behalf.

New Business

Steve Sorg presented a proposed budget for 2014. Little discussion followed. Marilyn

Patrick made a motion to accept the proposed budget with a date change. The motion was seconded by Nathan Hackler. Motion passed.

There were six MSRA member clubs that had MSRA Pick plaques awarded at their car shows during the summer of 2013. Those clubs are: Badlands Drifters of Glendive, Helena Valley Timing Association, Headwaters Car Club of Three Forks, Helena Street Rodders Club, Igniters Car Club of Libby, and the Pioneer Street Rod Association of Butte.

Steve Sorg asked for nominations for 2013 Rodder of the Year. Steve Sorg and Tony and Marilyn Patrick were nominated. The selection will take place at the February 2014 meeting.

Steve Sorg asked for nominations for a slate of officers for the February 2014 election of officers. The following nominations were made from the members present:

- * President—Bob Degenhardt, Bozeman
- * Vice President—Debbie Hawe, Kalispell
- * Treasurer—Marilyn Patrick, Butte
Greg Staples, Spokane
- * Secretary—Elizabeth Scholl, Bozeman
Tom Reeves, Alder-Bozeman

The election will take place during the February meeting.

The next meeting will be held in Bozeman at the Hilton Homewood Suites hotel, Saturday, February 1.

Tony Patrick made a motion to adjourn, seconded by Kelly Tribble. Motion passed. The meeting was adjourned at 5:40 pm.

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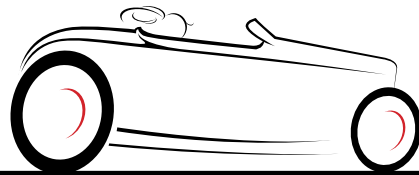
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Please send all news articles, classified ads, special interest articles, stories of trips you took, etc. to:

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1104 W. 13th St.
Havre, MT 59501

Ph. (406)265-3163

Email: gitgo@bresnan.net

MSRA TREASURER'S REPORT

AUGUST 30, 2013

1. Membership update as of 8/30/13
 - o Individuals and Family renewals, 55 (By the end of the year last year we had 66 individual and family memberships).
 - o Business Sponsorships, 33 (By the end of the year last year we had 37 business sponsorships). This includes two new sponsors, Paul Bunyan's Sandwich Shop in Butte and Lube Alley in Bozeman.
 - o Car Clubs, 9 (By the end of the year last year we had 7 car club members).
2. The scholarship merchandise program is still on idle until the IRS approves our 501 (c) (3) application. As we announced at the last meeting, when that is complete we will shift the program into high gear. We do have a few remaining can Koozies for sale from our initial test program. Contact any officer for purchase. They will also be available at the August meeting and throughout the rest of the year. The price is \$4.00 per Koozie. The net amount of the sale of each Koozie (\$1.70) will go to our scholarship fund. The remainder will go to purchase replacement Koozies for continued sales. After IRS approval, we will expand the merchandise selection to include more items such as caps and t-shirts. These will provide larger net amounts per item for the scholarship fund and program growth. Again, our goal in this program is to create a sustainable way to annually fund at least a \$500 scholarship to each of the six Montana tech schools that offer automotive or related programs.
3. MSRA patches and drag plates
We still have MSRA patches and drag plates available. They can be purchased at the August meeting or by calling me.
4. The Income and Expense Statements for year-to-date 2013 are available at the August meeting for anyone wanting to review them. We are running well into the black with our increased dues for this year, but are still able to sustainably provide only two \$500 scholarships.

Elizabeth Scholl, Treasurer
406.579.2996
escholl@ecolibrum.com



MSRA PICKS FOR 2013



Badland Drifters- Glendive
Rod & Susan Hankel of Billings, MT
1935 Chevy Coupe



Headwaters Club Show- Three Forks
Brad & Suzy Smith of Bozeman, MT
1941 Willys Coupe



Pioneer's Car Show- Butte
Carl & Irene Maglia of Victor, MT
1954 Ford Pickup

MSRA PICKS FOR 2013



Helena Street Rodders Roundup
Larry Mankin of Butte, MT
1937 Plymouth Coupe



HVTA- Blast From The Past- Helena
Richard & Diana Emmons of Billings, MT
1932 Ford Roadster



Ignite the Nights- Libby
Rick Blomdahl of Troy, MT
1935 International Pickup



John Zowada
Store Manager

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ARE YOU REALLY COVERED? - DIMINUTION OF VALUE

Grundy has always recognized the need to account for the diminution of value of significant collector vehicles that result from insured events, such as collision or theft. In fact, we were the first to recognize the need to cover such events.

Grundy understands that there are some instances in which the value of a vehicle will diminish, and it will be impossible for the damage to be fixed through restoration or repairs. In these cases, we might call this the “fine arts value” of the vehicle—where the originality of the vehicle cannot be replicated.

For example, some cars have been inspired by great restorers who are no longer living; therefore, if their work was destroyed in an accident, the car could never be restored by the original restorer; and, the vehicle would lose significant historical and dollar value. The historical and original value cannot be replaced in such a scenario, as the originality cannot be recreated. Similarly, if original paint or sheet metal was destroyed in an accident, it would be impossible to replace these original items; as a result, the value of the vehicle could be altered.

Another instance that might result in diminution of value is if matching-number ID parts are damaged and need to be replaced. The value of “numbers matching” vehicles and originality is ever-increasing. A car is considered to be “numbers matching” when the engine and transmission are marked with the same sequence number as the chassis VIN number and the rear axle/differential’s date code and casting number correspond.

You will find that these rare cars are priced much higher than similar vehicles that do not have matching numbers. If one of these number ID items is destroyed in an accident, the value of the vehicle could be significantly reduced. (Also, depending on the make and model, you may find numbers stamped on parts other than the engine, transmission and rear axle; sometimes the alternator/generator, carburetor, distributor, water pump and heads are stamped. If one of these stamped items, on a “numbers matching” car is destroyed, the value could be diminished.)

Diminution of value could also be covered if a perfectly restored, low-mileage vehicle was stolen and when the car was recovered, it was proven by documentation from an expert appraiser that the added mileage significantly altered the value of the vehicle. For example, if a rare collector car that showed just over 200 miles on the odometer was stolen and recovered in great condition, except for the 1000 miles that were added during the thief’s joyride, an appraiser may suggest that the value of the vehicle was lessened (as the car is no longer a super low mileage vehicle).

Determining the actual loss in value ultimately requires the report of an expert appraiser, who is hired by the car owner. In order to file a diminution of value claim, it is the responsibility of the owner of the damage vehicle to supply the insurance company with proof on diminished value.

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Anna Craver
Customer Service Supervisor

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Another instance that might result in diminution of value is if matching-number ID parts are damaged and need to be replaced. The value of “numbers matching” vehicles and originality is ever-increasing. A car is considered to be “numbers matching” when the engine and transmission are marked with the same sequence number as the chassis VIN number and the rear axle/differential’s date code and casting number correspond.

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Determining the actual loss in value ultimately requires the report of an expert appraiser, who is hired by the car owner. In order to file a diminution of value claim, it is the responsibility of the owner of the damage vehicle to supply the insurance company with proof on diminished value.

If there is in fact a loss in value, resulting from a covered event such as collision or theft, Grundy Insurance Co. indemnifies policyholders for the financial loss. The insured would receive an extra payment in the amount of the dollar value that was determined to have been lost as a result of the covered event in addition to the repair settlement!

While it is not the insurance company’s job to determine the loss in value, it is their job to cover it. Anything that affects the value of a vehicle could be considered eligible for coverage.

A few things to look at when discussing the topic of diminution value: (1) Read your insurance policy to make certain that you have the coverage. It may be listed under exclusions. (2) Not all states recognize diminution of value, and the coverage cannot be offered in those states. (3) If it is determined that you have the coverage, you will want to know if your insurance company has the reputation of taking a responsible approach to such unusual circumstances. One way to gauge a company’s reputation is by referring to AM Best ratings. Grundy only uses A, A+ and A++ rated carriers. These ratings refer to an insurance company’s financial stability and their claims-paying ability.

When purchasing insurance on a numbers matching or original vehicle, make sure your policy includes this rarely-mentioned but very important coverage!

- When replacing that stupid pain in the ass hose that connects the water pump to the giant heavy intake on a big block Ford cut a section of heater hose of the correct diameter and slide it on the nipple (down boys not that kind of nipples) from the water pump until it bottoms out then make your final cut so the open end just clears the nipple on the intake manifold. Install the manifold without worrying about lining up the hose or continue replacing leaking hose by simply sliding the new section of hose backward until it slides on the manifold nipple then just center the hose between the intake and water pump and you still have enough hose to put on the hose clamps no need to have a hose that goes all the way from the edge of the manifold to the edge of the water pump.
- Whenever you are struggling to reach something or put a nut on an “invisible” bolt; like when laying on your back under the car and reaching up into the chassis, try turning around and positioning your whole body the opposite direction. You will probably find the job just got a LOT easier.
- Another simple one that is easy to overlook. When building a custom car - build an owner’s manual! You have used so many odd parts from other years, cars, etc. Keep a notebook that references part numbers and/or the car that it is for. Ordering replacement parts becomes worlds easier when it comes time for maintenance, and if you go to sell it the new owner will be able to take care of it properly without too much headache.
- If you are fabricating something for one side of the car and will have to make another for the opposite side of the car, do not just make the second one the same (or a ‘mirror’ image) as the first until you have measured the second side too. Cars are rarely the same side-to-side, and the second part will most likely be slightly different.
- If you want to pull a steering wheel but your dumbassed friend, brother, neighbor, etc., “borrowed” your puller and never brought it back you can still do it.

Sit in the driver’s seat and remove the cover and whatever to get to the main nut holding the wheel on and remove it. This is the most important step (more later) screw the retaining nut back on a few threads at least.

Now pretend you are a bongo drum player and slap the front of the wheel on both sides back and forth a few slaps with the heel of your hand on one side then the other like you were rocking it back and forth.

Then do the same thing on the side of the wheel towards the dash and presto it should pop off.

Now if you forgot the most important step of putting the nut back on a few threads you very possibly could end up with a giant knot in the center of your forehead when the wheel suddenly pops off and there is nothing to stop it from flying into your face..... ask me how I know this.

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The first items available for sale are can Koozies. Additional items, such as t-shirts, caps, etc. will be available soon – watch the MSRA web site for availability (www.MontanaSRA.org)

CAN KOOZIES -- \$4.00 each

Can Koozies will be available for purchase at all MSRA meetings. Also, they can be purchased from all MSRA officers. In addition, Koozies will be for sale at selected car shows during the upcoming summer season.

**THANK YOU FOR SUPPORTING EDUCATION
FOR MONTANA KIDS!!**

AUTOMOTIVE PAINT GLOSSARY

CONTINUED FROM AUGUST NEWSLETTER

FLASH POINT	The temperature at which a coating or solvent will ignite.
FLAT	A painted surface that scatters or absorbs the light falling on it, so as to be substantially free from gloss or sheen.
FLEXIBILITY	Ability of a coating to expand and contract during temperature changes.
FLOATING	Separation of pigment colors on the surface of applied paint.
FLOWOUT	The desirable characteristic of droplets of sprayed material to meld together and level into a glass-smooth surface. Air pressure, gun atomization, and the amount of material being applied as well as the mixture of the paint all affect flow
GALVANIZED	A thin coating of zinc that covers iron or steel to prevent rust.
GLAZE	Material used to fill minor imperfections or improve the surface quality of body filler. Glazing putty was traditionally a single-component acrylic, although today catalyzed putties are available that reduce shrinkage. Fine grain and easy sanding are the main characteristics of glaze.
GLOSS	The luster or shininess of paints and coatings are generally classified as flat, semi-gloss, or gloss; the latter has the highest reflecting ability.
GLOSS METER	A standard scale for measuring the shininess light reflectance of paint.
HARDNESS	The ability of a paint film to resist denting, scratching, or marring.
HOLD-OUT	The ability of a paint film to dry to its normal finish on a somewhat absorptive surface.
HVLP	Stands for High-Volume, Low-Pressure; it refers to the design of modern spray equipment, initially introduced to meet air-quality regulations by reducing airborne overspray.

INHIBITOR	Material such as primer used to retard rusting or corrosion.
INTERCOAT ADHESION	The adhesion between two coats of paint.
INTERMEDIATE COAT	The coating between the primer and finish, often called a barrier coat.
LACQUER	The old standard for custom paint work, lacquers are a distinct paint type characterized by fast drying times and the ability to be polished to a beautiful luster. Poor durability and chemical resistance are the downside.
LAP	To lay or place one coat so its edge extends over and covers the edge of a previous coat, causing an increased film thickness.
LEVELING	Ability of a film to flow out free from ripples, pock- marks, and brush marks after application.
LIFTING	The softening and penetration of a previous film by solvents in the Paint being applied over it, resulting in raising and wrinkling.
LIGHTFASTNESS	No loss of color due to exposure to light, heat, or weathering.
MASKING	Temporary covering of areas not to be painted.
MASKING TAPE	A strip of paper or cloth similar to adhesive tape, which can be easily removed, used to temporarily cover areas that are not to be painted.
METALLICS	A class of paints that include metal flakes in their composition.
MINERAL SPIRITS	Paint thinners or solvents derived from petroleum.
Mixing Ratios	The amount of various components in the proper proportion to produce the final mix for spraying.
NONVOLATILE	The portion of a paint left after the solvent evaporates; sometimes called the solids content.

OPACITY	Ability of a paint to hide the previous surface or color.
OPAQUE COATING	A coating that hides the previous surface coating.
ORANGE PEEL	A surface flaw in which the paint goes on with too much texture. Usually caused by improper reducing or air pressure.
PAINT GAUGE	Instrument for measuring the thickness of paint film.
PAINT REMOVER	A compound that softens old Paint or varnish and permits scraping off the loosened material.
PEELING	Detachment of a dried paint film in relatively large pieces, usually caused by moisture or grease under the painted surface.
PIGMENTS	Paint ingredients mainly used to impart color and hiding power.
PIN HOLES	Small pin-sized holes in the paint, resulting from too much solvent, inadequate flash time, or surface contamination.
POLYURETHANE	Wide range of coatings, ranging from hard glossy enamels to soft flexible coatings. Good to very good adhesion, hardness, flexibility, and resistance. Surface preparation critical.
POT LIFE	Amount of time after mixing a two-part Paint system during which it can be applied.
PRIME COAT OR PRIMER	The first coat or undercoat that helps bind the top coat to the substrate.
PROPELLANT	The gas used to expel materials from aerosol containers.
REDUCER	A solvent used to thin (reduce) enamels, urethanes, and epoxies.
REMOVERS	Substances used to soften old paint so they may be removed easily.

RESIN	A natural or synthetic material that is the main ingredient of paint and that binds ingredients together. It also aids adhesion to the surface.
RUNS	Blemished film caused by excessive flow of coating.
RUST PREVENTIVE PAINT OR PRIMER	The first coat of paint applied directly to iron or steel structures to slow down or prevent rust.
SAGS	Excessive flow, causing runs or sagging in paint film during application. Usually caused by applying too heavy a coat of paint or thinning too much.
SEALER	A thin liquid applied to seal a surface, to prevent previous paint from bleeding through from the surface, or to prevent undue absorption of the topcoat into the substrate.
Sealing Primer	A primer used to isolate the existing substrate, or to provide some filling and surface enhancement under the final finish.
SEEDS	Small, undesirable particles or granules other than dust found in a paint.
SETTLING	Paint separation in which pigments and other solids accumulate at the bottom of the container.
SHRINKAGE	The characteristic of paint or filler to “shrink” with time as a full cure is reached, making surface flaws and sanding scratches reappear. Common with lacquer-based primers or acrylic spot putties.
SILICONE	See Resin.
SINGLE-STAGE	A paint system in which the color and gloss properties are both contained in a single topcoat product.
SKIN	Tough covering that forms on paints if container is not tightly sealed.

SOLIDS	See Nonvolatile.
SOLVENT	The volatile part of paint composition that evaporates during drying.
SPOT PRIMING	A method for protecting localized spots. The only areas primed are those that require additional protection due to rusting or peeling of the former coat.
SPRAYING	A method of application in which the coating material is broken up into a fine mist that is directed onto the surface to be coated.
STREAKING	The irregular occurrence of lines or streaks of various lengths and colors in an applied film; usually caused by some form of contamination.
STRIP	Removal of old finishes with paint removers.
STYRENE-BUTADIENE	See Resin.
SUBSTRATE	Surface to be painted.
SURFACING PRIMER or PRIMER/SURFACER	A primer designed specifically to build thickness for filling shallow surface flaws by sanding.
TACK RAG	A piece of loosely woven cloth that has been dipped into a varnish oil and wrung out. When it becomes tacky or sticky, it is used to wipe a surface to remove small particles of dust.
TACKY	Sticky condition of coating during drying, between wet and dry-to-touch stage.
TEXTURE	The roughness or irregularity of a surface.
THINNER	Solvent used to thin lacquer-based products – similar to REDUCERS used in enamels & urethanes.

TOUCH UP	The ability of a coating film to be spot repaired (usually within a few months of initial painting) without showing color or gloss differences.
TWO STAGE	A paint system in which the color is applied as a primary product (basecoat) followed by a clearcoat to provide gloss and reflectivity.
UNDERCOAT	A primer or intermediate coating applied before the finish coating.
URETHANE	Similar to acrylic enamels, but using urethane resins. Urethane has most of the desirable features of acrylic enamel but with enhanced durability, although they generally dry slower.
VEHICLE	The liquid portion of a paint composed mainly of solvents, resins, or oils.
VISCOSITY	The thickness of a coating as related to its ability to flow as a liquid.
VOC	Volatile organic chemicals; the VOC level of the final sprayable mix of the various paint and undercoat products is highly regulated in some regions.
WATER SPOTTING	A Paint appearance defect caused by water droplets.
WEATHERING	The effect of exposure to weather on paint films.
WET EDGE	Length of time paint can stand before applying additional material without showing a lap.
WET-SANDING	Sanding with wet-type sandpaper with water to clean away the sanding debris. Creates a higher-quality surface than dry sanding and makes the paper last longer without clogging up.
WRINKLING	Development of ridges and furrows in a paint film when the paint dries.

YELLOWING	Development of a yellow color or cast in white, pastels, colored, or clear finishes.
ZINC CHROMATE	Rust-inhibiting Pigment, greenish-yellow in color, that are used with a high-hiding pigment.

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SPOTLIGHT ON “CUSTOM COLLISION REPAIR”

Havre, MT

In August, Hi-Line Cruz'n Association had the opportunity to tour a “State of the Art” body shop in Havre, MT. That body shop is owned and operated by Chris Preputtin of Custom Collision Repair and who also happens to be a great business sponsor for MSRA.



In 2012, Chris started the process of expanding his shop and consequently his business. He added a 3000 square foot addition which allowed him to take on more jobs and to work more efficiently in the process.



Chris decided to upgrade his paint booth with the best modern equipment that he could find and with many months of research, he decided that what he needed to get was a paint booth made in Italy. This paint booth is made by Blowtherm and once the paint hits the car, it is dry in 15 minutes and ready to go out the door.



Chris has adopted an “assembly line” type of work environment. In the parts area, there is also a parts vending machine which controls what parts go to what job.

Across from the parts area, he has an area divided into bins and each bin is designated for big parts needed for the jobs they are doing on GM, Chevrolet, Ford, Chrysler and Imports.

CONTINUED



The next station is where the job is disassembled. A digital picture is taken of each part that comes off the vehicle, where it goes, etc. so there is no mistake as to where a new part goes. All this goes into a computer under the job for that particular vehicle.



The vehicle then goes to be repaired at another station.

Now it is time for paint. The paint you have to use is water based. Once applied and ready for “baking”, it will only take 15 minutes for that vehicle to dry. That vehicle comes out and another one goes in.



Restoration almost complete



The next restoration project in waiting....



I would like to thank Chris for letting our club in for a tour of his new “workshop”. It fascinated all of us...even us gals. It was also very clear that Chris loves what he does for a living.

**44th Yellowstone Rod Run
2014**

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(Think 70's - Disco)

June 13th, and 14th, 2014

Havre, MT

ALL EVENTS WILL BE HELD AT THE GREAT NORTHERN FAIRGROUNDS



AGENDA

June 13th - 5 pm-9 pm Registration & Eats

June 14th - 9 am-1 pm Registration

11 am-2 pm Show 'N Shine

2 pm-4 pm Poker Run to Marden's
Campground

6 pm - ?? Pitch Fork Fondue, Awards &
Dancing to "Blind Luck" at the Activity Bldg.

PRICES:

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For More Information Contact: Barb Salerno 406-265-3163 or 406-265-7283 or gitgo#bresnan.net or Kirsti Cederberg 406-379-2387 or maxc@ttc-cmc.net

MAKE CHECKS PAYABLE TO: Hi-Line Cruz'n Association, PO Box 98, Havre, MT 59501