

Montana 500 Newsletter

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

www.montana500.org

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Vice President: Mike Robison
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Tom Carnegie 2012
Doug Langel 2012
Mark Hutchinson 2012
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Newsletter Editor: Tom Carnegie

Membership dues \$10.00
Touring class: \$25.00
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Front cover: Sally (Peters) Aschim sings while President Mike Stormo dances a little jig. Brandon Langel's car is in the background. Jamie Allen's car is behind it. (Just kidding about the singing and dancing).

EDITOR'S PROPAGANDA

Tom Carnegie

The fall meeting is fast approaching. Contact someone attending the meeting, or send an email, or better yet, plan to attend the meeting in person if you have stuff that you want presented or discussed. The meeting will be held Sunday, October 16th, at the 50,000 Silver Dollar Bar in Haugan, MT at 1:00 p.m. Mountain time. The meeting is supposed to be the second Sunday of October, but the president pitched it onto the 16th so as to not conflict with the Hershey swap meet. We will try to find a quieter place to actually hold the meeting, if possible as this has been the major complaint with the 50,000 dollar bar. Some of the topics of discussion that I know about are the reports of the rule realignment committee, the carburetor rule committee and the teardown manual committee. We will also be discussing next year's route.

This space reserved for president's message

2011 Montana 500
Tom Carnegie

For me 2011 will be remembered as the year of the great California meltdown. That, and the year of the mosquitoes. That, and the year the Peters came back. That, and the year that my good friend got a heartbreaking disqualification. That, and the Bud Peters memorial run.

We had 23 entries, nearly 24. Of those, five came from California. John Herd, Stew Harvey (rookies), Sergio Hernandez, Sonny Bishop and Garrett Green. John Herd ran well and finished sixth, all of the others had problems of one sort or another. Garrett Green did not finish. From Washington we had eleven drivers. From Montana we had five, nearly six. I'll explain that in a bit. This is the most T's from Montana in a long time! I looked it up. It is the most Montana drivers since

2005. Also the most drivers since 1985. The reason for the increase in Montana drivers was the appearance of the Peters family. They showed up to honor Bud Peters, the recently deceased patriarch of the Peters family. They entered two cars. One (Bud's car) was driven by Terry and Sally (Bud's son and daughter), the other (Terry's car) by Terry's daughter Cassie. They tried for a third entry, but it broke down right out of the starting gate. The other two cars were from Iowa (Powers, Brown) and Kansas (Lukowski). Both were rookies.

Day one was up to Cutbank, over to Glacier Park and back to Conrad through Valier. The first leg, to Cutbank was led by Garrett Green. Dan Brown had the next best time, followed by Mike Stormo. Leg two was to Browning. Very windy. The top cars on this leg were Mike Stormo, Dan Brown and Jillian Robison. Garrett Green dropped out with a seized wrist pin. Leg three was as winding and leg two was windy. Up the hills to Glacier through traffic, including Glacier site-seeing busses. We managed to make it to the edge of Glacier Park (St.

Mary's). The top three cars on this leg were: Nan Robison, Mike Robison and Sonny Bishop. By this time one third of the drivers have been in the top three spots on at least one leg. For leg four, we turned around and headed right back where we came from on leg three. The top three cars were: Brandon Langel, Sonny Bishop and Mike Stormo. The Lukowski car broke down on this leg, but would return later. Leg five was from Browning to Valier. It was lead by Mike Stormo, followed by John Herd and Sonny Bishop. Dan Brown broke down on this leg. The last leg of day one was Valier back to Conrad. It was led by Nan Robison followed by Mike Stormo and Tom Carnegie.

Day two was a loop around through Great Falls. The first leg was Conrad to Chester. The top three were the same as the last leg of day one: Nan Robison, Mike Stormo and Tom Carnegie. Same with leg eight to Fort Benton. Brandon Langel, who was driving his father Doug's car from the year before broke his crank on this leg. Leg nine was to Great Falls. Mike Stormo, John Herd and Mike Robison lead. Leg ten

was then back to Conrad for the end of day two. Mike Stormo, Mike Robison and Jillian Robison had the best times for this leg.

Day three was a dash to Dutton on the back roads, then back on the freeway. Whilst in Dutton we visited the C. E. Van Horn fire station and got eaten by mosquitoes. For some reason, perhaps the wet spring, the mosquitoes were really thick this year at practically every stop. Leg eleven was lead by Jillian Robison, Mike Robison and John Herd. The last leg was lead by Mike Robison, Nan Robison and Jillian Robison.

When we got back to Conrad, we headed to the Ford dealer for the post run teardown. This was the most heartbreaking thing for me and I'm sure much worse for Mike Stormo. He had the best time, but was disqualified when it was discovered that one of his combustion chambers was five CC's undersized. Mike was obviously disappointed that he had made the mistake, but was quite philosophical and handled it like a true sportsman. Everyone below moved up one spot and Mike Robison was declared the winner of the 2011 Bud Peters Memorial Montana 500.

Place	Car. No	Name	Hometown	Total	Miles	Average Speed For
1	22	Mike Robison	Spokane, WA	9:54:07	506	51.10
2	13	Jillian Robison	Spokane, WA	10:00:57	506	50.52
3	2	Tom Carnegie	Spokane, WA	10:01:35	506	50.47
4	7	Bill Mullins	Spokane, WA	10:02:24	506	50.40
5	3	Cassie Peters	Ledger, MT	10:02:37	506	50.38
6	6	John Herd	Fullerton, CA	10:03:19	506	50.32
7	4	Nan Robison	Spokane, WA	10:12:04	506	49.60
8	23	Terry Peters/Sally Aschim	Ledger, MT	10:15:29	506	49.33
9	10	Mike Cuffe	Eureka, MT	10:19:36	506	49.00
10	1	Stew Harvey	Santa Anna, CA	10:30:44	506	48.13
11	5	Hutch Hutchinson	Spokane, WA	10:34:40	506	47.84
12	12	Jamie Allen	Spokane, WA	10:38:47	506	47.53
13	14	Sonny Bishop	Los Angeles, CA	10:45:41	506	47.02
14	21	Sergio Hernandez	Bell Garden., CA	10:45:43	506	47.02
15	17	Donald Carnegie	Spokane, WA	11:08:47	506	45.40
16	9	Rick Carnegie	Spokane, WA	11:10:04	506	45.31
17	16	Skeet Carlson	Spokane, WA	11:48:40	506	42.84
18	18	Janet Cerovski	Helena, MT	11:49:04	506	46.77
19	8	Dan Lukowski	Kansas Ciry, KC	12:16:11	383	42.53
20	11	Brandon Langel	Rudyard, MT	10:46:39	303	49.54
21	20	Dan Brown / Dennis Powers	Ogden, IA	11:50:47	158	47.48
22	19	Garrett Green	Orange, CA	12:20:41	88	50.56
DO	15	Mike Stormo	Davenport, WA	9:46:39	506	51.75
no place	24	Peter's Red Pickup	Ledger, MT	12:39:14		0.00

The Carburetor Issue

At this time, and I believe indeed, pretty much throughout the history of the Montana 500, carburetors have been a bone of contention amongst the drivers. There was no specific mention of carburetors in the first set of rules from 1961. One might assume that only stock carburetors were allowed, through implication. The rules for 1963 stated: “NO Boring of Carburetors, needles and seats.

Carburators must be stock” [sic]. Exactly what was meant by that I'm sure is open for interpretation. The next year (1964) the rule was changed to “No boring of carburators or of seats and needle valves. Carburators must be stock, Kingston, Holley, or Ford” [sic]. Apparently there was still controversy as the rule was again changed the next year (1965) to “No boring of carburetors or of seats and needle valves. Carburetors must be stock, Kingston, Holley, or Ford, and complete including choke butterfly.” The next year (1966) “Not more than three qualified carburetors allowed in possession.” was added. I have never figured out exactly why you were only allowed to have three carburetors in your possession, or why you would want three carburetors in your possession, but such was the rule. What a “qualified carburetor” was wasn't spelled out in the rules. The next year (1967) the line “can be interchanged among years” was added. The next year (1968) rules included the line “Only NH Holley swayback and/or Ford swayback carburetors allowed.” The

next year (1969) the line “Carburetor bolt on thread end must be drilled and also drill center head bolt on manifold side for sealing purposes. .710 thousandths gauge must not go thru carburetor.” was added. A little history on the .710” gauge. Some folks suspected that other folks were “hogging” out the venturi on the carburetors. A whole bunch of carburetors were checked with an inside gauge and it was decided the .710” was the correct size of an unmolested swayback NH. The .710” gauge was created. Later the gauge size was increased to .713”. Even later the gauge was widened a bit. Even at that, many seemingly unaltered carburetors will pass the club's gauge. The next year (1970), the rule remained unchanged. This was the first time since carburetors were mentioned that the rule stayed the same for a whole year. In fact, the rule remained the same for several years. They must have thought the carburetor controversy had been put to rest. It was not to be. In 1982 the rule was changed to: “Only NH Holley swayback and/or Ford swayback carburetors allowed. No Altering of carburetors or of needle and seats allowed. Must be complete including choke butterfly. Carburetors can be interchanged among years. No more than three (3) qualified carburetors allowed in possession. Carburetor bolt on thread and must be drilled and also drill center head bolt on manifold side for sealing purposes. .71c thousandths gauge must not go thru carburetor. Carburetors to be taken off at

Inspection.” [sic] The salient point is that the words “no boring” were replaced with “no altering”. Apparently folks were altering, but not boring. The argument was made: “The rule says 'no boring'. I didn't bore out my carburetor, I hexed it out, the gauge didn't pass, so it is legal” The upshot was a disqualified, and upset driver who maintained forevermore that his car was legal and he had been served a huge injustice. The next year (1983) the rule was changed to “no boring or altering”, all bases covered, I suppose. This was also around the time of the implementation of an 11/16” restrictor plate between the carburetor and the intake manifold. Also the peculiar “ Not more than three qualified carburetors allowed in possession” rule was eliminated. The carburetor rule remained in this form for a few years. In 1988 the entire rules were revamped and the “no altering or boring” line was removed from the carburetor rule. This became a bone of contention, as some folks thought that it was OK to polish the throat of the carburetor, and some folks thought that the carburetors must remain unaltered. Some argued that any cleaning was altering. The rule wasn't specific. There is a certain group of people (very rare amongst competitive people) that believe that you should underbuild your car to the most conservative interpretation of the rules. This is folly. Most competitive people push the envelope. They will use the broadest interpretation that they can justify in their mind's eye. Once they have made that

interpretation, they will defend it with religious fervor. The conservatives will call them cheaters. The “envelope-pushers” will take great offense to this, as well they should, for as I said it is folly to expect people to purposely handicap themselves to fit the most conservative interpretation. Back to the rules. There was nothing in the set of rules in place at this time that said *anything* had to be stock. The folks that hadn't been polishing their carburetors wanted to even the playing field, as you would expect. It was suggested that the “no altering” line be reinserted. They were reminded that any cleaning/sandblasting etc. technically altered a carburetor. It was decided that a line should be added to rules to the effect that all parts had to “equal stock specifications”, whatever that was. In 2006 it was decided to open the flood gates as it were. The rule was changed to: *“Modifications of venturi and throat of carburetors allowed as long as the Association's .710 gauge does not pass. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Butterflies must be original size.”* The thought was that everyone would be on a more or less even playing field. It was not to be. Some folks bored extra holes through the swayback portion on the carburetor. They argued that any alteration

was allowed. Others countered that a carburetor with extra holes was not complete. Some folks hogged out the airhorn and throttle bores arguing that these were part of the throat or venturi. Others said no, the throat is the area between the butterflies. Most agreed that the rule was vague. It was soon (2010) changed to: *“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.”* This did little to remove the vagueness. In fact to some it added more vagueness. What exactly is smoothing? What is the throat? What is the “basic design” and when has it been altered? The inadequacy of this rule was apparent to most, so a committee was formed to propose an alternative. This is my proposal for consideration, with the help and input from Randy Lyman and Garrett Green.

What I want is a rule that is largely objective. My preference would be to have all of the cars use stock, unaltered carburetors, but I can think of no practical way to prove a carburetor is stock and unaltered, objectively. There is the sticking point of when does cleaning end and altering begin. Also, such a rule would likely give an advantage to the

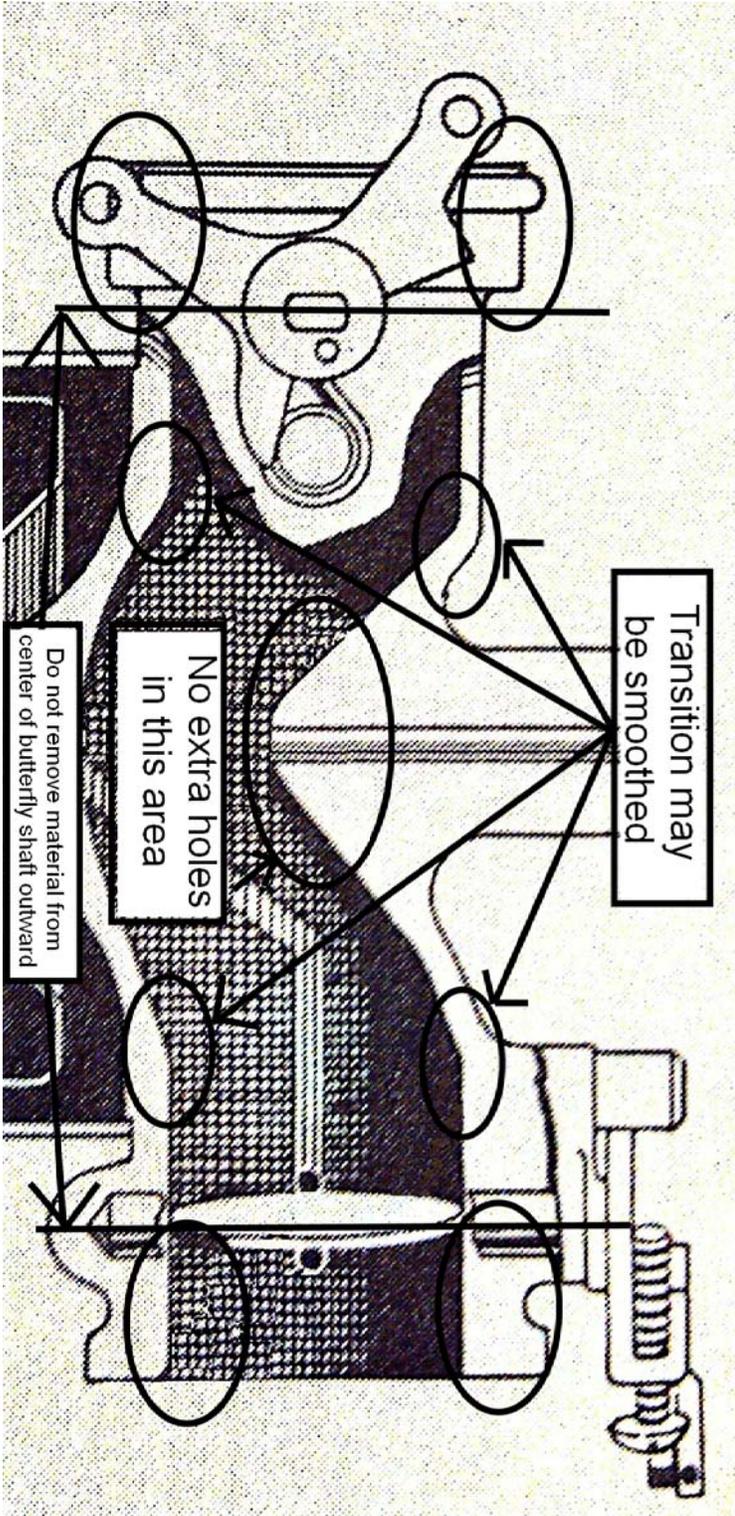
person who had access to the most carburetors to choose from. Some have suggested that the club supply carburetors. Presumably there would be a bank of identical carburetors that would be chosen by the drivers at random. This concept is odious to me. I want to use *my* carburetor. I want to be sure that the float won't leak, or the hinge won't break and the needle is good and so on. In short, I want it to be my fault if it fails. There is another faction that wants to allow unfettered modifications. Some even suggest bringing back the restrictor plate. A compromise is the only possible course, to my mind.

Here is a summary of my proposal:

There will be a drawing pointing out where material can be removed. There will be three gauges. A venturi gauge (same as the present so called .710 gauge). There will be a no-go gauge for the choke and throat bores. There will be a "swayback" gauge. The swayback gauge will be a piece of "W" drill rod (.386") with a "T" handle 3.645" from the end. If the handle can be made to touch the face of the airhorn, whilst being passed under the choke shaft, the carburetor is illegal.

That is it. This should allow someone to somewhat individualize their carburetor without putting it onto a different plane as everyone else.

Please comment and offer suggestions if you have read and understand this and have tried the three different gauges.



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