

Montana 500 Newsletter

Nov-Dec 2006

Volume 6



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

www.montana500.org

2007 Officers and Directors:

President: Mark Hutchinson
Vice President: Mike Robison
Secretary: Jillian Caples
Treasurer: Janet Cerovski

Directors:

Rick Carnegie 2007
Tony Cerovski 2007
Dave Robison 2007
Tom Carnegie 2008
Nan Robison 2008
Doug Langel 2008
Janet Cerovski 2009
Mark Hutchinson 2009
Mike Robison 2009

Meeting Secretary: Jillian Caples
Correspondence: Tom Carnegie
Newsletter Editor: Nan Robison

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

About the cover:

Gary Ebhart: Port Orchard, WA waits to flag out.
Dave Robison: Timer, Heather Robison: Flagger.
2006 Montana 500

FROM THE EDITORS DESK

Hi. My name is Nan Robison, and I am the new editor. I am a newbie at this, so this publication is my first attempt. I apologize for the lateness of this addition. It has taken me a while to get the hang of it. I look forward to putting the newsletter together, but would really appreciate any and all help offered. I am not good at articles about engine workings and such, so would really appreciate any stories or articles you might feel beneficial. Please feel free to submit anything you feel would be interesting or make good reading. Also any human interest type stories would be great also.

I can be reached at 509-924-8654, or by e-mail at n_robison@yahoo.com.

Thank-you to Tom Carnegie for submitting the first article for me.

Thanks

Your new editor-Nan Robison

2006 Montana 500 Info.

Dues are due! Check your name on the address label. If it doesn't say 2007 or lifetime you are past due!

Send dues to:

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

The 2006 Montana 500 will be held out of Havre, Montana, June 18th-21st. The pre-run inspection will be Sunday the 17th. The run will commence Monday the 18th. Doug Langel is looking into a hotel this and the information will be posted in this publication and on the Montana 500 website. There will be an optional tour day the 21st.

Please read and be familiar with the rules. Make sure bolts are drilled! It might be a good idea to bring an extra carburetor. If the inspectors can get the gauge to go through, your carb will be disallowed. Rain gear can be in order in June in Montana (snow gear for that matter).

Presidents Message

Thank you to all who voted for me at the meeting. For those of us that didn't, I completely understand. I think Mike would make an excellent President.

Doug Langel, has been busy setting up things for the upcoming Endurance Run. Look for his proposed routes later in this newsletter. If you have any comments, negative or positive please let me know. My contact information is: Mark C. Hutchinson 6003 S. Mt. Vernon, Spokane Wa. 99223. Feel free to give me a call at 509-220-0892, or if you prefer e-mail to mark.hutchinson@coldwellbanker.com

The Fall Meeting of the Montana Cross Country T Association:

The meeting was called to order on October 8th in Haugen, MT at 11:00am by President Rick C. There was a motion to approve the minutes as printed in the Montana 500 Newsletter. It was seconded and passed. There was a call for nominations of the President. Mike R. and Mark H. were nominated. There was a motion to close the nominations. It was seconded and passed. The votes were tallied and Mark H. is the new president. The meeting was turned over to Mark H. Mike R. was nominated as Vice President. There was a motion to cast a unanimous ballot cast for Mike R. as Vice President. It was seconded and passed. Janet C. asked to remain treasurer. There was a motion to cast a unanimous ballot for Janet C. as treasurer. It was seconded and passed. Jillian C. was nominated as secretary. There was a motion to cast a unanimous ballot for Jillian C. as secretary. It was seconded and passed. Directors were nominated and voted on. The Club needs to replace Doug L. and Gary E. as directors. Doug L. was nominated to maintain his position as a director. It was seconded and passed. Doug L. is now a director. Dave R. was nominated. There was a motion to cast a unanimous ballot for Dave R. as director. It was seconded and passed.

The list of Directors includes:

Rick C. 2007	Tom C. 2008	Janet C. 2009
Tony C. 2007	Nan R. 2008	Mark H. 2009
Dave R. 2007	Doug L. 2008	Mike R. 2009

Old Business:

Ed M. requested that we extend his allowance for his emergency brake handle to be on the outside of his body for next year's race. It was seconded and passed.

We had tabled the valve seat port size discussion until this year, so we started the discussion again. Rick C. moved

that we go with the size of the blueprints for the gauge. There was no second. Tom C. thinks that we should give .010 from the blueprint. Rick C. thinks we should have a go gauge as the blueprint and a no go gauge as .010 from the blueprint. The gauge will be flat on the sides to accommodate oval holes. There was more general discussion on the matter. Ed M. asked why we need this gauge because we have a carb gauge, a port gauge, and a valve gauge. Tom C. would hate to disqualify someone because of a few thousands; he wants to error on the sides of the angels. There was a motion to table the discussion on the valve seat gauge. It was seconded and passed. Tom C. made a motion to nominate Rick C. to be in charge of the gauge for the next year. A gauge will be made to see how it goes this year, but it will not be a rule yet. The gauge will have flat sides.

New Business:

Mike R. wants to have an addition to a rule change. On the carb specs, it says nothing about the choke or throttle shaft. There was discussion. There was a motion to clarify a rule: to state that choke and throttle shaft size must be uniform stock dimensions with an allowance for shaft wear. There will be a visual check done at the race. Some wear is acceptable, but no obvious changes are allowed. The motion was seconded and passed.

Tom C. made a motion that a line be added to the checklist that is signed at inspection that states the inspection at the beginning of the race is a courtesy inspection. It was seconded and passed.

Frank Fenton wants the club to become a chapter of the Model T Ford Club International. It won't cost the club anything. Directors do not need to be members. The insurance is the same for the clubs, so we won't double up. It will get more exposure for the club. We are going to table

the discussion for a while, so everyone can read through the materials presented.

Ed M. says that he is uncomfortable with the fact that if you finish, you may end after someone who didn't finish. A DNF person may have higher ranking than someone who finished the whole race. There was a motion to show, when the list is in public view, the order of finishers first, then all those who were trailered be placed below. The number of finish would stay the same, just the list order would differ. There was a second and the motion failed.

There was a motion to change the order of the flag out at the race. The motion is to have the cars go out on the first day lot ascending, lot descending on the second day, and by a drawing on the third day. There was no second. The motion was withdrawn.

There was a motion to flag out in 15 or 30 second intervals. There was no second. The motion was withdrawn.

Ed M. made a point of discussion. In the route, he would like cones where you turn. It is hard to do and you have to check with the state before you can do it.

It was discussed that we would give out times the next day as opposed to the night when we come in.

We returned to the discussion of the MTFCl Chapter. It was noted that the club only needs five members to be members of the MTFCl to be a chapter. Tom C. made a motion that if that is all that it takes to be a chapter, we will join the MTFCl. It was seconded and passed. Five members agreed to become member of the MTFCl: Tom C., Nan R., Mike R., Jillian C., and Mark H.

Route:

Places mentioned were: Havre, Thompson Falls, Fort Benton, and Miles City. We flipped a coin between Havre and

Thompson Falls and Havre is where the race will be held in 2007. There was a motion to have the Montana 500 in 2007 out of Havre from June 17th through the 21st. It was seconded and passed'

Old Business: (cont)

Tom C. asked what happened to the committee to get Don Engleman to transfer his videos to dvd. The club will pay for them. Rick C. said he has done nothing, but will.

There was a treasurer's report passed around.

Doug L. will find a host hotel and a tear down place for us in Havre.

Nan R. said she will take the newsletter for one year and do four issues. She needs a membership list from Janet C. and wants Tom C. to help her get started. The minutes will be put in the newsletter.

An email list was sent around. If anyone wants to be on the email list, but was not at the meeting, please send an email of your preferred address to modelt-babe@yahoo.com

October 14th, 2007 will be the date of the next meeting. It will be at 11:00am at a place that the President picks.

There was a motion to adjourn the meeting at 12:46pm. It was seconded and passed.

Doug has secured the following Hotel for the 2007 Montana 500

Super 8

1901 Hiway 2 West

Havre Mt 59501

406-265-1411

Single \$54.77*

Double \$67.29*

* I'm not sure if this includes tax.

I would advise that you make your reservations as soon as possible as last year the special rate was only good for a specific time. There are 20 rooms reserved, and they will go on a first come, first served basis.

Here is the proposed route for the 2007 Montana 500. This route is not set in stone:

Proposed Routes

Day 1 Miles

Havre-Chinook 19

Chinook-Fort Belknap 24

Fort Belknap-Malta 41

Malta-Saco 27

Saco-Malta 27

Malta-Fort Belknap 41

Fort Belknap-Chinook 24

Chinook-Havre 19

Total day 1-222

Day 2 Miles

Havre-Big Sandy 31

Big Sandy-Fort Benton 42

Fort Benton-Chester 54

Chester-Havre 60

Total Day 2-187

Day 3 Miles

Havre-Chinook 19

Chinook-Cleveland 25

Cleveland-Chinook 25

Chinook-Havre 19

Total day 3-88

Three Day Total 497

Tour Day

To Rudyard for the Grand Opening of the New Antique Auto Museum.
Tour of the Dinosaur Museum

Teardowns:

by Tom Carnegie

Perhaps one of the most contentious issues of the Montana 500 is teardowns. I talked to Ray Habel who came in second in 1961, which was when the first run was held. He says that they tore his car down and also the first place car of Evan Lingle. At that time there was significant prize money given, so teardowns were considered essential. Throughout the years teardowns were continued even as the prize money diminished. Rick Carnegie was present in 1971 when they tore down Norm Eberhardt's car. Rick tells the story of the teardown taking place on a sandlot baseball diamond.

Apparently they tore Norm's rearend apart right in the sand on home plate. My first experience with a teardown was in 1977. The top three cars drove to someone's place with a big garage. The three top cars were then torn down by the owners of said cars. The inspectors, of which there were five, checked the motors, including removed pistons, manifolds and valves. They also checked the fly-wheel with mirrors and the rearend ratio by cranking the car by hand in gear. After a meeting the three cars were declared legal and the owners reassembled them with gaskets supplied by the club. At that time the five inspectors had the final say on whether a car was disqualified or not. There were times though when the inspectors would turn the vote over to the drivers. It is not clear by reading the rules of the times how the inspectors were chosen. As a driver I don't remember ever voting for inspectors, so they must have been picked by someone. In 1986 the teardown became optional. Ray Habel won that year and was not torn down. To Ray it was ironic that he was torn down several times when he came in

second but not when he won. Rich Armstrong won several times in the cast-iron division. He says that some years he was torn down and other years not. Apparently they weren't as concerned with the cast iron cars. This is how it went from 1986 until 1999. That is, teardowns were only performed when the drivers voted to do so. In 1988 the rules were clarified to say that the directors picked the inspectors. During this time teardowns were rarely performed. The only teardown I know that was performed during that time was 1987 which resulted in the disqualification of Nick Nicholas. During this time I kept my ear to the ground and heard rumblings from the participants that virtually everyone was cheating. To me this seemed silly that you could vote to not tear down someone's car, then turn around and call them a cheater. I decided that if I were to participate I would lobby real heavy to make teardowns mandatory. Most people saw things my way and teardowns were reinstated in 2000. The drivers were to have the final say now instead of the five inspectors. Even then no cars were torn down that year. The directors did not have a place planned for a teardown. This meant the teardown would have had to have been done in the parking lot. This was too much for the drivers, so no teardowns were performed. The exact same situation presented itself in 2001. Again no cars were torn down. Again rumblings of cheating drivers were heard. In 2002 we had a place lined up for the teardown and one took place. One has taken place every year since then. I think the teardowns have done much to quiet the accusations of cheating and have been welcomed by most of the drivers. You might think that teardowns would discourage drivers from entering the race. This does not seem to be the case. From my point of view I think that teardowns are great. I love to see what is inside the top cars. This is coming from the guy that is perhaps the most torn down driver in the history of the Montana 500. My cars have been torn down six times!