

Montana 500 Newsletter

Oct-Dec 2007

Volume 7 No 4



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:

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

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

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

PRESIDENTS MESSAGE

Merry Christmas and a Happy New Year! I hope everyone is enjoying the season? It will soon be time to get the Ts out and to start tweaking them for the run in June. I hope everyone is happy with the new rules. I'm just finishing my shopping, and things are progressing smoothly. I am a little concerned that Janice may not like the present I'm considering getting for her; but really, how can anyone not love a ductile steel transmission drum? I'm sure she will think it is swell! See you around (hopefully) Hutch.

About the cover:
Newcomer Cam Marshall awaits the signal to flag out under the watchful eye of timers Carla and Meghan Carnegie.

FROM THE EDITORS DESK

Howdy,

Well, the 2007 Montana 500 is history, and plans are in motion for the 2008. I offered to do the newsletter for the next year, and no one said “Nay”, so you all are stuck with me. I have enjoyed doing the newsletter for the past year and look forward to the upcoming year. I value everyone’s input and comments. Thank-you Tom for your article. I appreciate your sending it to me. I would still really love any articles, thoughts, short stories, tidbits, etc. from others also. Please feel free to send them to me at: n_robison@yahoo.com, or mail them to me at:

Nan Robison
11607 E. 4th
Spokane Valley, WA 99206

Thanks again-Your humble editor

2008 Montana 500 Information

The Montana 500 will be run from June 16-18th and will held in Thompson Fall in 2008. Check in will be June 15th. Base hotel will be:

Rimrock Lodge
4946 Montana Highway 200
Thompson Falls, MT
(406) 827-3536
Email: TFL3536@Blackfoot.net

We have a block of rooms secured, but they will not last forever, so it is recommended that you book your room early. There also a very nice RV hook-up area for those who wish to bring RV's.

Directions: Rimrock Lodge is located one mile west of Thompson Falls on Montana Hiway 200, next to the bridge over the Clark Fork river.



MINUTES OF THE 2007 ANNUAL MEETING

The Annual Meeting of the Montana Cross Country "T" Association:

The meeting was held in Thompson Falls, Montana on October 14, 2007.

The meeting was called to order by President Mark Hutchinson at 11:55am.

There was a motion to approve the minutes as printed and read at the meeting. It was seconded and passed.

The floor was opened to nominate three directors to fill the open positions for the year 2007.

Rick Carnegie was nominated to fill the position of a director. There was a motion to cast a unanimous ballot for Rick C. as director. It was seconded and passed.

Tony Cervoski was nominated to fill the position of a director. Jillian Caples was nominated to fill the position of a director. There was a motion to close nominations. Votes were cast and counted. Jillian Caples was elected director. Dave Robison was nominated to fill the position of a director. There was a motion to cast a unanimous ballot for Dave R. as director. It was seconded and passed.

There was a motion to choose June 16th 2008 as the date of the race. It was seconded and passed.

New Business:

There was a motion and discussion to change the rules to read "Ignition battery must be 6 volt type." It was seconded and passed.

There was a motion and discussion to add a rule stating "Accessory battery charging devices must be disconnected." It was seconded and passed.

There was a motion to make all rule changes effective the year following the upcoming race. There was no second. Motion died.

There was a motion and discussion to add a rule stating "External auxiliary accessory type brakes are not allowed." It was seconded and passed.

There was a motion and discussion to add a rule stating "Belly bands are allowed and if the motor mount breaks the car takes the standard penalty. The belly bands cannot be used for support at anytime." It was seconded and passed.

There was a motion and discussion to add a rule stating "Accessory pan arms are not allowed except for as an emergency repair while under time." It was seconded and passed.

There was a motion and discussion to incorporate the following sentence into the heading of the rules as rule one. "These rules dated October 14, 2007 supersede all others. They are intended to outline current acceptable practices. Deviation beyond these practices may result in disqualification." It was seconded and passed.

There was a motion to add the following to rule 36. "Any driver has the right to consult with an inspector on any issues concerning the cars. The five teardown inspectors have final say in what is brought to the vote of the drivers." It was seconded and passed.

There was a motion and discussion to add a rule stating "Every year new seals will be placed on each competing car." It was seconded and passed. Doug will buy more seals and wire.

There was a discussion about making the teardown mandatory.

The motion was rescinded. This is rule 35.

There was discussion about how to get more people involved in the club, disqualification leniency, drafting, advertising, and writing information in the National and International magazines.

Nan stated she will continue to write the newsletter, but she will need articles.

There was a motion to approve the use of the round port

gauge as Steve Coniff has made it which is .010 larger than the blue print specification. It was seconded and passed. There was discussion about putting pictures of all of the gauges in the rules.

There was a motion to extend Ed Marshall's motion for his emergency brake allowance another year. It was seconded and passed.

There was discussion about who keeps track of the gauges. It was decided it is the President's duty. There was also discussion about where to keep the club history. Tom Carnegie and Rick Carnegie both have some history at their houses.

Don Engleman is still working on transferring his movies to DVD for the club.

The route was proposed and discussed.

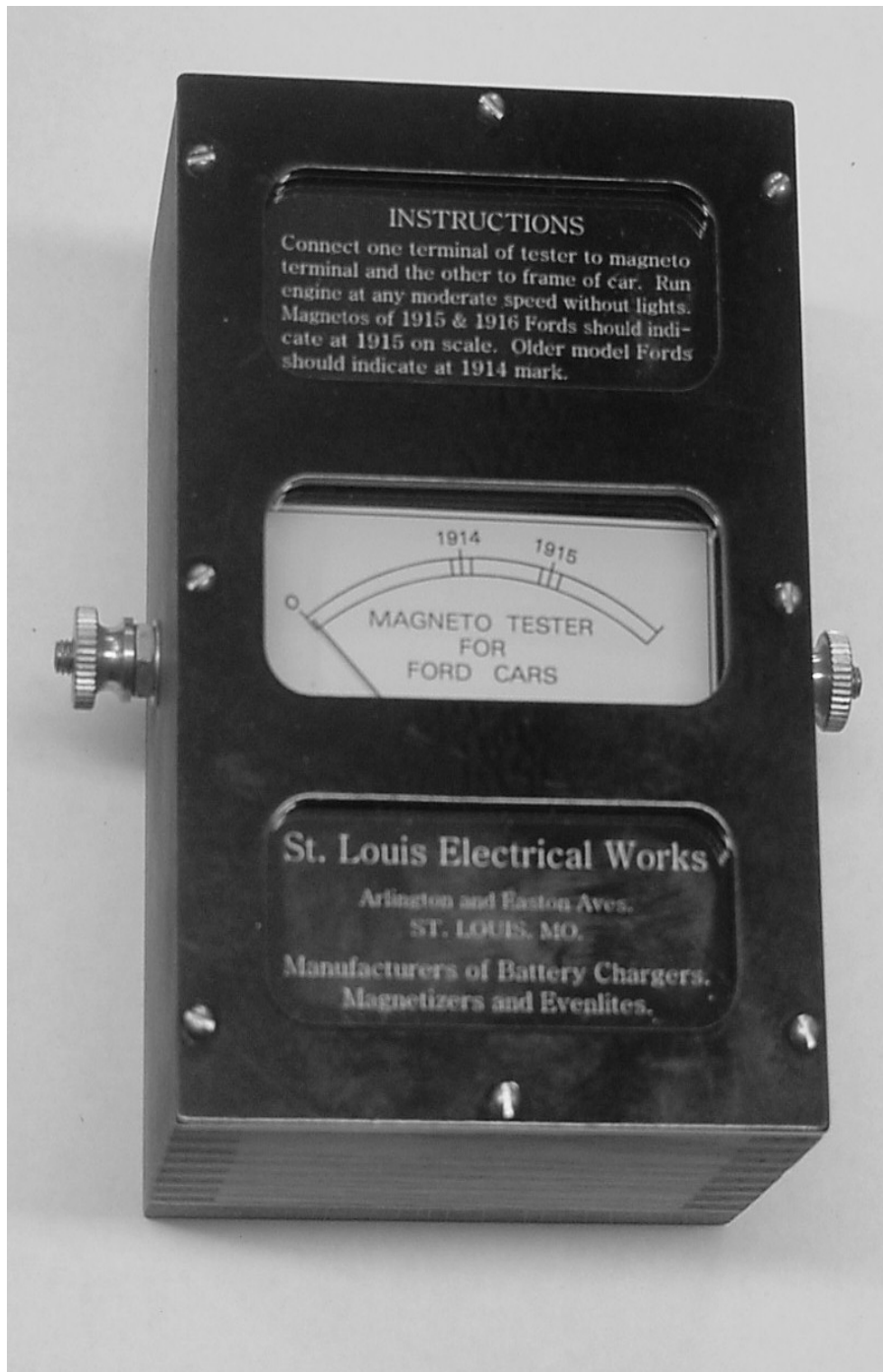
There was a motion to adjourn the meeting at 2:00pm. It was seconded and passed.

A Poor Man's Mag Tester

by Tom Carnegie

You've probably heard someone say something to the effect "my mag puts out 'x' number of volts". You probably also know that this doesn't mean too much. At what speed does the mag put out 'x' volts? Does the number of volts really even matter?

Another popular mag test is to attach some load (such as a small lightbulb) to the mag and then somehow judge its condition, maybe by observing how brightly the bulb glows or maybe by how many volts the mag is putting out. Again, the measurements are useless at worst and subjective at best. There are better ways to test the efficacy of a mag. One of these is with a mag tester such as the one described in Dykes manual. (see next page) This is a very handy instrument if you can come up with one. If you can't, there are ways to obtain similar meaningful results.



The Ford magneto can be tested with a special magneto tester. This instrument is nothing more than an ammeter, but one provided with a "reactance coil" which enables the meter to indicate a constant current at all speeds. In other words, the meter is so designed that it will indicate if the magneto is giving its proper output at any speed of the engine, while testing.

This instrument can be used to test the strength of the mag-

Method One:

Items needed:

An extra model T ignition coil with a good primary winding

0-5 amp AC amp gauge

Simply short the points on the coil (or block them closed) and hook the coil into series with amp gauge from the mag post to ground. Start and run the T on battery. A typical T mag will put out three or so amps in this configuration. This is regardless of engine speed, once the mag reaches sufficient power.

Method Two:

If you don't have an AC amp gauge method two may be for you.

Items needed:

An extra model T ignition coil with a good primary winding

25 feet of 18 gauge soft steel mechanic's wire

(about .045" in diameter)

A piece of wood dowel. (such as an old broom handle, or a model T wooden spoke)

Masking tape

0-5 volt AC volt meter

25 feet of mechanic's wire has a resistance of about one ohm. I wrapped the wire around a T spoke. When I finished making a layer I covered it with masking tape, then made another layer. When you are done you have a huge one ohm wire wound resistor. A normal one ohm nichrome resistor won't work well for this as it won't be big enough to dissipate the current going through it. There will be upwards of 50 watts of power that the resistor will need to dissipate.

Again, while running the T on battery, hook the resistor in series with the T coil from mag to ground. Then with the AC voltmeter, measure the potential across the resistor. This value (registering as volts) will be very close to the amps flowing through the circuit. The amps will not change much with the speed of the motor.

