

Montana 500 Newsletter

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

www.montana500.org

2015 Officers and Directors:

President: Tom Carnegie 2017
Vice President: Mike Cuffe 2017
Secretary: Jillian Robison
Treasurer: Janet Cerovski 2017

Directors:
Brandon Langel 2018
Tony Cerovski 2018
Garrett Green 2018
Mike Robison 2016
Doug Langel 2016
Mark Hutchinson 2016

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

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

Cover photo:
The cover photo of Dennis Powers prompts the question: Should black cars be allowed in the Montana 500? Shouldn't they be required to be painted some non-black color?

Photo by Jillian Robison

If you have a photo that you would like to see on the cover of the Montana 500 newsletter, please send it to: montana500@antiqueautoranch.com and I'll see what I can do!



President's Propaganda

Well, events have conspired to make this newsletter a little late this time. Luckily, there are no significant rule changes. I think if your car was legal last year, it should be o.k. for 2016. Speaking of 2016, we chose Dillon, MT. This is good for several reasons. Not the least of which it should keep the Californians quiet about holding the 500 in Dillon again for at least a year or two. There are many cities capable of holding the 500 that we haven't ever done. Some folks say that variety is the spice of life.

We've had bad stuff happen in our neck of the woods. A hurricane came through our area and knocked over a bunch of trees, which knocked down power lines. Our trees are not used to that kind of wind and aren't stressed for it. I lost two big ones. One was 127 years

old. We were lucky though. Our power was only out for a few days.

On a personal note, I fell down and went BOOM! Broke my left ankle, which required surgery. I am anticipating a long recovery time. I should be able to press the low pedal by June. I did drive my T on new year's day. I used the E-brake and pushed the low pedal with my right foot.

Garrett Green has been busy setting up our base hotel and finding a tear-down place. He has chosen the Comfort Inn as the hotel. I believe that is where we stayed the last time we held it out of Dillon. I got the information sent to me via snail-mail by Sonny Bishop. They deal they have given our club is \$96.00 a night, but I have found that you can get a better deal by going to their website and booking the room there. (406) 683-6831

I am hoping to get help with the routes this year, as I don't think I will be able to drive them as I usually do. If you have route ideas, you may submit them. If you have tour ideas for Thursday, you may submit them.

If you have questions, you can e-mail me at:
montana500@antiqueautoranch.com

How long to catch up?
Tom Carnegie

Imagine this scenario. You are in an endurance run in Montana. During the course of an 80 or so mile leg, you catch up to another driver. You note how many miles have passed since the start of the leg and then look at your speedometer and note your speed. You may then wonder to yourself, or perhaps out loud, "How much faster am I going than this guy I just caught?" Or perhaps conversely, someone catches you and you wonder how much faster that guy is going than you.

Well, I did the math so we can look at a few examples. Let's make a few assumptions for illustration sake. First, let's assume that there is no time taken to accelerate from stop to top speed. Second, that there is a one minute gap between you and the other car. Third, that you both maintain an exact speed the entire time.

OK, assume that you are traveling 50 miles per hour, and someone catches you in ten miles. How fast is he going? Answer: 54.2 mph. How about if he catches you in twenty miles? Answer: 52.1 mph. 30 miles? A. 51.4 mph. 40 miles? A. 51.1 mph. 50 miles? A. 50.9 mph. 60 miles? A. 50.7 mph. 70 miles? A. 50.6 mph.

OK, now let's say that you are going 53 mph. 53 is the average winning speed over the last ten years. You catch someone in ten miles. How fast are they

going? Answer: 49 mph. 70 miles? A. 52.3 mph.

Here is a chart for when you are caught by the car behind you:

your speed	miles	caught speed	difference
47	10	50.7	-3.7
47	20	48.9	-1.9
47	30	48.3	-1.3
47	40	48	-1
47	50	47.8	-0.8
47	60	47.7	-0.7
47	70	47.6	-0.6

“your speed” is how fast you are going. “miles” is the point after flag-out that the car behind you catches you. “caught speed” is the speed of the car that has caught you. “difference” is the difference between your speed and the car that caught you.

Here is a chart for when you have caught the car in front of you:

your speed	miles	catch speed	difference
47	10	43.6	3.4
47	20	45.3	1.7
47	30	45.9	1.1
47	40	46.1	0.9
47	50	46.3	0.7
47	60	46.4	0.6
47	70	46.5	0.5

“your speed” is how fast you are going. “miles” is the point after flag-out that you catch the car in front of you. “catch speed” is the speed of the car that you have caught. “difference” is the difference between your speed and the car that you caught. When you turn it around the figures are a little different, but somewhat close. From now on all of the charts will be from the perspective of a car catching you.

your speed	miles	caught speed	difference
49	10	53.1	-4.1
49	20	51.1	-2.1
49	30	50.4	-1.4
49	40	50.1	-1.1
49	50	49.9	-0.9
49	60	49.7	-0.7
49	70	49.6	-0.6

Here are a few more.

your speed	miles	caught speed	difference
51	10	55.4	-4.4
51	20	53.2	-2.2
51	30	52.5	-1.5
51	40	52.1	-1.1
51	50	51.9	-0.9
51	60	51.8	-0.8
51	70	51.7	-0.7

your speed	miles	caught speed	difference
53	10	57.7	-4.7
53	20	55.4	-2.4
53	30	54.6	-1.6
53	40	54.2	-1.2
53	50	54	-1
53	60	53.8	-0.8
53	70	53.7	-0.7

your speed	miles	caught speed	different
55	10	60.1	-5.1
55	20	57.6	-2.6
55	30	56.7	-1.7
55	40	56.3	-1.3
55	50	56.1	-1.1
55	60	55.9	-0.9
55	70	55.8	-0.8

So, here is a sort of rule of thumb summary:

If a car catches you, or you catch a car in 10 miles,
your speed difference is about 4 or 5 miles per hour.

If a car catches you, or you catch a car in 20 miles,
your speed difference is about 2 miles per hour.

If a car catches you, or you catch a car in 30 miles,
your speed difference is about 1-1/2 miles per hour.

If a car catches you, or you catch a car in 40 or more
miles, your speed difference is about 1 mph.

(end of article)

2015 Montana 500 Meeting Minutes:

The 2015 annual meeting of the Montana 500 Cross Country T Association was held in Thompson Falls, Montana and was called to order 11:12am on October 11th, 2015. Members and guests in attendance were: Mike Robison, Brooke Robison, Nan Robison, Jillian Robison, Tom Carnegie, Susie Carnegie, Heather Robison, Janice Hutchinson, Mark Hutchinson, Dave Cooley, Garrett Green, Bill Mullins, Donald Carnegie, Mike Stormo, Lee Orr, Sonny Bishop, Bryan Patton, Brandon Langel, Char Bonebright, Janet Cerovski, Doug Langel, Rick Bonebright, and Tony Cerovski.

The meeting started with general discussions of how the run went this last year as well as location and dates for the run this coming year. Four places were mentioned as possible places to go, Deer Lodge, Dillon, Columbus, and Miles City. There was a vote and Dillon won with the most votes. There was a motion to hold the run June 19th (inspection day) thru June 23rd (tour day). It was seconded and passed.

Old business began with the discussion of the names on the trophy. The trophy was filled up, so the cast iron plate was removed. Ideas were discussed on how to add more names. There was a motion to form a committee to look into how to extend the trophy plates. It was seconded and passed. Nan Robison volunteered to be the committee.

The next item of business was the open director positions. All director positions will be for three years. The first open position was opened to the floor for nominations. Mike Stormo was nominated and seconded. Garrett Green was nominated and seconded. Brandon Langel was nominated and seconded. A motion was made to

close the nominations and it was seconded and passed. A vote was taken and Brandon Langel was voted in as a director.

The second open position was opened to the floor for nominations. Mike Stormo was nominated and seconded. Bill Mullins was nominated and seconded. Garrett Green was nominated and seconded. A motion was made to close the nominations and it was seconded and passed. A vote was taken and Garrett Green was voted in as a director.

The third open position was opened to the floor for nominations. Tony Cerovski was nominated and seconded. Bill Mullins was nominated and seconded. Mike Stormo was nominated and seconded. A motion was made to close the nominations and it was seconded and passed. A vote was taken and Tony Cerovski was voted in as a director.

A motion was made to approve the minutes from the 2014 meeting as printed in the newsletter and provided at the meeting. The motion was seconded and passed.

The treasurer's report was presented. The revenue for the past year was \$2,190, made up of run dues, member dues, hats, shirts, etc. Expenses for the year were \$1,796 with a net profit of \$394. At September 30th, 2015, we have \$4,234 in the bank.

The entrance fee in 1961 was \$25 which is about \$200 in today's money. Should we raise the dues? Should we have prize money? The general thought is the dues are enough because we have money in the bank and we do not need prize money. The issue was dropped.

The newsletter was discussed. There are some people who

receive it via email and a lot more that receive it via US Mail. If you want it emailed, please email Tom Carnegie, so we can reduce the number we mail out. Tom has been mailing them out for a long time and not been reimbursed and Janice Hutchinson prints them and does not get reimbursed.

It was also noted that Tom Carnegie paid \$20 to the garage used for tear down in White Sulfur Springs. There was a motion to pay Tom \$20 to reimburse him. It was seconded and passed.

We took a short lunch break around noon and returned around 1:00pm.

It was noted that the pistons that are currently being manufactured do not match the drawing in the rules. There was a motion to change the drawing in the rules to include the groove and the wrist pin holes that are on the currently manufactured pistons. The motion was seconded. The motion was amended to add this as a separate piston drawing as an optional piston. The amendment was seconded and passed. The amended motion to add an optional drawing in the rules of the piston to include the groove and wrist pins holes that are on the currently manufactured pistons was seconded and passed.

A motion was made to add exhaust system wrap to the list of optional items. It was seconded and failed.

There was a motion to add to the rules that no exhaust wrap shall be allowed prior to the termination of the 36" pipe. It was seconded and passed.

There was a discussion of the fact that people still seem to be drafting. The rules state no tailgating. There is no

good way to monitor this. Issue was dropped.

There was some discussion about issues with timing. The flag in team has times when they are waiting for a slower car for a long time between the last cars and then they are into town late and need to be the first to leave, so they are set when cars are under time again. Several solutions were discussed. There was a motion that if one or more cars are at least ten minutes behind another car while finishing a leg, that they will get slow time of the car in front of them, plus ten minutes and the mileage, providing they complete the leg under their own power, if not, then the regular rules will apply. It was seconded and failed. An alternate solution discussed is to have more timer teams, so that our timers can eat lunch and take breaks as needed.

The meeting turned to discussion around the teardown. It was noted that last year inspectors felt like they were being harassed. There was a motion to have a closed teardown. The motion was seconded. There was an amendment to the motion to add that after the winner is announced, the next twenty minutes are open for others to look. The amendment was seconded and passed. The motion was seconded and passed.

There was a motion to change the rule stating that drivers of the 2nd place through 6th place are car inspectors, to allow them a substitute driver as an inspector, subject to a vote of the directors. The motion was seconded. The motion was amended to have the inspector in need of a substitute to ask the 7th place driver, then 8th place driver, and on down, subject to the approval of the drivers. The amendment was seconded. The amended motion is to allow a 2nd place through 6th place driver to get a substitute teardown inspector, starting with the 7th place driver, subject to an

approval of the drivers. The amended motion passed.

There was discussion about how vacuum gauges are hard to seal and a motion made to not allow vacuum gauges. It was seconded and failed.

There was a motion to add to the teardown manual a four inch gauge for measuring stroke. It was seconded. The motion was amended to add an exact drawing of the gauge to the rules. The amendment died due to a lack of a second. The original motion passed. There was a motion to make a drawing of the four inch stroke gauge. It was seconded and passed.

There was discussion about a joint tour with the RMMMTC and the MCCTA.

There was a motion to allow volunteer inspectors to a limit, in addition to the six already. It was seconded and then ruled out of order because it goes against motions that were already made and passed in the current meeting.

There was a motion to write a letter to the RMMMTC as a thank you. It was seconded and passed. It was decided that Tony Cerovski will write the letter.

There was discussion about developing a standardized logo for the MT 500. There has been a yearly design acquired, costing from about \$75 to \$150 a year. There was a motion to have Mike Robison look into getting a permanent logo made. It was seconded and passed.

There was a motion to adjourn the meeting at 2:49pm. It was seconded and passed.

(end of minutes)

Summary of rule changes:

C21. No exhaust wrap allowed prior to the first 36" of the exhaust pipe.

E8. The teardown will be a closed teardown. The first place car will be torn down by a panel of five inspectors. The driver in the top position at tear down cannot be an inspector, but the next five place drivers are required to be inspectors for tear down. If an inspector is in need of a substitute, they must ask the 7th place driver, then 8th and so on. The new inspector is subject to approval of the drivers. If the first place car is disqualified, the next place lower will be inspected, until a car has been found qualified. All inspectors must vote. The five teardown inspectors have fi-

nal say in what is brought to the vote of the drivers. *After the winner has been announced, the drivers may inspect the winning car for a period of twenty minutes.*

Rule E9 has been eliminated as it is in conflict with the closed teardown format.

The pistons that are currently being made do not exactly match the drawing of the piston on the web site. The piston drawing will be modified to reflect the situation as an option.

There will be a drawing of the four inch standard added to the teardown manual that will be used to measure piston sweep during the teardown.

(end of rule change summary)

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