

Montana 500 Newsletter

Jan-Feb 2005

Volume 5 No. 1



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

www.montana500.org

2005 Officers and Directors:

President: Rick Carnegie

Vice President: Scott Stubbert

Sec.-Treasurer: Janet Cerovski

Directors:

Rick Carnegie 2007

Tom Carnegie 2005

Janet Cerovski 2007

Tony Cerovski 2005

Gary Ebbert 2006

Mark Hutchinson 2005

Doug Langel 2006

George Nickol 2006

Scott Stubbert 2007

Meeting Secretary: Tony Cerovski

Correspondence and newsletter: Tom Carnegie

Membership dues \$10.00

Touring class: \$25.00

Endurance runner: \$35.00

Cover Picture: Old postcard of
Court House in Lewistown

Editor's Propaganda

Reminiscing:

It is fun to remember the "good old days". I often think back on past runs of the Montana 500. Most memories are fond ones. The mind sort of does that. You remember the good stuff and the bad stuff fades away. I think that because of this people tend to paint the past a little rosier than it really was. This is probably a good thing by and large. One thing that has changed from the "good old days" is the newsletter. In the "good old days" you typically got three newsletters a year. One to announce the fall meeting, one to announce the run and one to announce the results. These letters were usually one page long. Since we are on the subject of newsletters, I will just segue into the present and talk a little about the current issue. For the last four years I have been putting out six issues per year. I am a little behind right now. Someone suggested that I put them out quarterly, that is, four per year. In a way that makes sense, but I think I will try to continue to put out six per year. With this newsletter and the next I will be caught up.

Tom Carnegie - Montana 500 newsletter editor

Dues are due! Check your name on the address label. If it doesn't say 2005 or lifetime you are past due!

The 2005 Montana 500 will be held out of Lewistown Montana, June 19th-23rd. The pre-run inspection will be Sunday the 19th. The run will commence Monday the 20th. The base hotel will be the Yogo Inn 1-406-538-8721.

President's Message

Some confusion has occurred due to the wording of the minutes printed in the latest newsletter. There was discussion of returning to only stock Ford script cast-iron intake manifolds, but that was not part of the final motion. Please see rule 25 and rule 11.

Tune up them T's. CU in Lewistown. Come prepared to have a good time.

Rick Carnegie, President MCCTA

Following are the rules:

GENERAL RULES

Note: All cars that tour along must meet the rules flagged with a *.

Note: Newly adopted or changed rules in italics.

- 1.* Directors are responsible for interpretation of all the rules pertaining to the Association. Decision of the Directors is final.
- 2.* All cars must comply with Montana license and insurance requirements.
- 3.* No alcoholic beverages will be allowed in competing cars. Substantiated violation is cause for disqualification.
- 4.* Drivers performing in an unsafe or unsportsman-like manner will receive 1 warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.
5. Not more than two people are allowed per endurance car while under time.
- 6.* All drivers and relief drivers must be a paid-up member of the MCCTA.
- 7.* No tailgating of support or tour vehicles or any non-participating vehicles..
8. *All participating cars must have attached or placed directly on both sides a sign with name of sponsor or owner and hometown. Use three (3) inch letters preferred.

INSPECTION RULES

- 9.* All "T"s will be available for subsequent inspections at any time.
- 10.* All drivers and relief drivers must sign an Endurance Run waiver and Inspection Form.
11. All T's must be assembled from stock parts or reproduction parts equal to stock specifications. Cars must have four fenders, splash aprons, running-boards, front splash apron, dash, and radiator shell and all replacement body parts must be made of metal, with the following exceptions:
- 12.* All competing cars must be equipped with two headlights and one rear stop/tail light in working order.

- 13.* Horn of any type in working order required.
- 14.* Rear view mirror of any type required.
- 15.* Emergency brakes must be in good working order.
- 16.Windshields must be stock for year of car. No altering. Must have safety sheet of safety plate glass top and bottom. Windshields to be completely closed and sealed.
- 17.* All transmission bands must be in good working order.
- 18.* Complete set of floorboards required.
- 19.Body parts must be stock for year of car.
- 20.* Padded seat and back rest of any type required.
- 21.Original turtle deck may be replaced by some type of substantially built box or turtle deck. Minimal length and width equal to size for stock turtle deck on that year of car, with floor, sideboards and end-gate. Sides and end no less than six (6) inches high from the floor and made of no smaller than 3/4 inch wood.
- 22.Rebuilt radiators allowed. Must be built to stock dimensions including tanks and side brackets.
- 23.Gas tank must be stock for that year of car and mounted in stock position. Gas strainers allowed. Fuel line not to exceed 3/8" I.D.
- 24.* At least 36 inches of 1 1/2 inch exhaust pipe required, properly attached to and extending from the exhaust manifold.
- 25.Only stock cast iron or aluminum intake manifolds with ports not to exceed 1 1/8" diameter are allowed. New manufactured manifolds with ports not to exceed 1 1/8" are allowed.
- 26.Oiling system options: One outside oil line not to exceed one-half inch (1/2") outside diameter. Transmission oil screen allowed.
- 27.Only stock Ford roller type, New Day, Anderson flapper type timers or Crystal timers allowed. Ball or needle bearing rollers optional. Quick couplers NOT ALLOWED in timer wires. *Internal timer material optional.*
- 28.Rear ends must have 11 tooth pinion and 40 tooth ring gear. Ruckstell locked in high.
- 29.* Body must be painted, color optional.
- 30.Hoods are not required.
- 31.Holes must be drilled through the heads of the following bolts for braided seal wire: Left hand front head bolt, Right hand middle head bolt, Middle two small pan bolts, and a hole must be drilled through the threaded end of both bolts that fastens the carburetor to the intake manifold.
- 32.Only NH swayback and/or Ford "F" swayback carburetors allowed. Must be complete including choke butterfly. The Association's 0.710 inch gauge MUST NOT go through the carburetor.

TEAR DOWN RULES

Former rule 33 stricken.

- 33.The top 3 cars will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Endurance drivers. Endurance drivers will vote to accept or reject items of question.

34. The first, second and third place cars will be torn down by a panel of five inspectors appointed by the Board of Directors. None of the inspectors may be a driver of the car to be inspected. If a car is disqualified, the next place lower will be inspected, until three have been found qualified. An inspector who is the driver of the car coming up for inspection due to disqualification of another car will be replaced by the directors with another inspector. All inspectors must vote.

CHASSIS RULES

35. Zerk fittings in place of oil and grease cups are optional.

36. Only Model "T" wire, wooden spoke or disk wheels allowed. May use Model "A" 21 inch wire wheel or 30 by 3 1/2" wire wheels.

37. Only stock Model "T" or Ruckstell rear-ends and axles with:

- standard eleven tooth pinion
- forty tooth ring gear
- stock roller bearings

Options: Bronze or roller thrust washers. Neoprene seals.

38. Bolts on wishbone at rear of pan must be safety wired. Front wishbone accessory braces on pre-1920 cars allowed. Use standard wishbone sizes.

39. Shock absorbers are optional.

40. Use stock configuration spring sets with a minimum of seven leaves per spring set.

ELECTRICAL AND BATTERY

41. Use a group 1 six volt wet cell battery for magneto system back up, lighting lamps, running horn and starter. Six 1.5-volt dry cell batteries may be used in lieu of the above 6-volt battery.

POWER UNIT RULES

42. Cylinder bore not to exceed 3.825" maximum or 3.750" minimum.

43. Cast iron or aluminum pistons of stock Model "T" type required. Cast iron pistons must have a full set of .250" width rings in place. Aluminum pistons must have two (2) .125" width compression rings and one (1) 0.1875" width oil ring in place. Knurling of piston optional. Refer to Illustration for Piston Dimensions.

44. There must be one stock piston, rod and cap assembly in the engine. Exceptions: Cap may be drilled for dipper, and grooved for oil. Choice of rod bolts and nuts optional. The other three (3) assemblies can be balanced to this one.

45. Rods must be Model "T" Ford script. Maximum center to center distance of 7.030" measured from center of rod journal to center of wrist-pin.

46. Only Ford script high heads allowed with the following exceptions: No limit to amount of milling of mating surfaces; Removal of metal in combustion chamber may be done to allow clearance for shoulder of piston and head of valves.

Refer to Illustration for Head.

47. The crankshaft must be Model "T" Ford script with a stock stroke of four (4) inches. Chroming, hardening or grinding of journals allowed, not to exceed 1.250" maximum or 1.208" minimum diameter.

48. Counter-balanced crankshaft not allowed.
49. Valves: Stainless steel and swirl polished valves are optional. For all valves use a minimum stem diameter of 5/16", a maximum head diameter of 1.500" and seating face of 45 degrees. Use either pins or two piece keepers. Hardened valve seats are optional. Radiused, 45 degree or three angle seat grinds allowable.
50. Use of offset key between crankshaft timing keyway and the crankshaft timing gear keyway is optional. Camshaft timing gear material optional. Camshaft gear may be drilled to realign camshaft pins for valve-setting purposes only.
51. Any cam that doesn't require modification of the block may be used. Bearing bores must be standard size, no relieving of the bearing bores. Camshaft bearings and seal optional.
52. Type of fourth main is optional.
53. Type of band material optional.
54. Gauges are optional.
55. Design and use of water pump optional.
56. "V" type belt and pulleys optional.
57. Adjustable flat tappet lifters (push rods) of stock dimensions, stem over-size to 1/32" allowed.
58. Balancing of rotating parts is optional.

BODY RULES

(See Inspection Rules.)

TIMING RULES

- 59.* Each car will come to a complete stop before starting at the timers direction.
60. Timing will begin as designated for each car whether or not the car is on the starting line. Starting times can be adjusted at the timer's discretion. If the timers recognize a beneficial savings in time, a lagging car may be sent out ahead of its designated time. Usually this will be discussed with the Directors ahead of time. Time will start for this car when it leaves the starting line.

PENALTY RULES

61. Removal of head or pan while at stop (not under time) or on tour day will impose a time penalty of 1 hour. Report this infraction to the inspectors immediately. Removal of head or pan under time must be reported to the inspectors at the first opportunity for replacement of seal.
62. Changing the carburetor imposes a time penalty of 15 minutes. Report the infraction to an inspector immediately. Replacement carburetor must meet the requirements stated in the Inspection Rules.
63. Disabled cars may be trailered in and will receive the following penalty on a timed day: Slow time for the day plus a one hour time penalty. In addition, cars trailered in on the last day are not eligible for prize money or trophies.
64. Replacement of complete engine is cause for disqualification.

Shock Absorbers

by Tom Carnegie

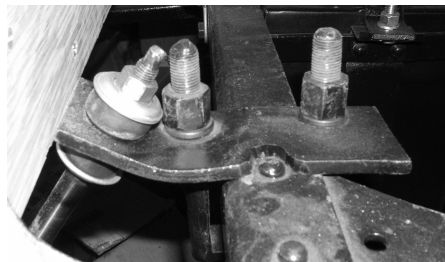
For both ride comfort and safety, shock absorbers are a must. Ford came out with shock absorbers as an option in 1926. These were cable-type snubbers. One mounted near the center of the frame in the the front and rear with a cable attached to the axle, near the center. I cannot attest to the efficacy of this kind of shock as I have never, to my knowledge driven a car with these on it. In 1928 the model A came with four wheel hydraulic lever-action shocks. These were found to be very effective.

Without shocks, a car with transverse springs will tend to bounce sideways when it hits a bump. Also, the rear wheels often will “tramp” when you apply the brakes. Also, a car with shocks is much more stable in turns. It tends to “hold the road”.

Most of the desired effect of shocks can be achieved on a model T with only the rear ones installed.

I have installed shocks on a number of model T's using Ford 351 Windsor connecting rods and shocks off of a 1980 Nissan 310. The 351 Windsor rods are easy to obtain from most any automotive machine shop. I just cut them off and weld a couple of bolts onto them to mount the lower end of the shock. The upper end is then mounted into a plate that is made out of a piece of 3/8" steel. It is bent and 3 holes are drilled into it to match the

u-bolt and upper shock hole. U-bolts can usually be found at the local hardware store. When completed, this shock setup is 100 percent bolted on and can easily be removed for show if desired.



Maestro

by Tom Carnegie

Butch is behind the retaining wall with his head down. Every once in a while he hears a shot go off. He is surprised to hear Joseph's voice.

"Yes, that is a Sharp's repeater. I can tell from the report."

It seems strange to Butch that Joseph can tell that the report came from a Sharp's rifle and even stranger that Joseph would say it was a repeater. Butch recalls Joseph correcting someone just a few days ago at the Model T Garage. This person had said something about a Sharp's repeater and Joseph pointed out that although Sharp's made breechloaders, they never technically were repeaters. Butch has been wondering who the sniper could be. Someone is up in the bell tower in the middle of the Baton Noir Town Square firing a rifle. All the citizens are hiding behind fences and bushes and such. As if Joseph is reading Butch's thoughts, he continues on.

"It is Pete the Firehorse. He is up in the tower shooting at people with a Sharp's repeater."

Butch can't imagine how Pete could fire a rifle, much less load the thing. But it is enough to know that it is happening, never mind how. At any rate, Butch feels somewhat safe behind this wall. Now up the road a few blocks he sees a pair of tigers running toward him. As the tigers approach, people are panicking and being flushed out of their hiding spots. Pete is still in the tower, shooting as fast as he can reload. The tigers are coming straight for Butch and he doesn't know what to do. He looks around and sees his mother standing near him with her apron on and her hands on her hips.

"Ma, what should I do?"

Butch doesn't remember saying this out loud, but just the same his mother answers him.

"Butch! Butch! You'd better get up 'cause Hayes and Jesse

need their instruments!”

Butch rubs his eyes as he awakens from this strange dream. His mother yells a few more times and Butch finally answers. There is a fiddle contest in Walleye today. Hayes and Jesse have been out of town and rather than come all the way back to Baton Noir, they have arranged to have Butch deliver their guitar and fiddle to Walleye. Jesse enters most any fiddle contest he can in this area, but was planning to skip this one. He would have, except for an encounter he had a week or so ago with Maestro, at the Model T Garage. As Butch gets dressed, he recalls this encounter.

Maestro can tune a violin but comes to the Model T Garage to get his model T tuned. Maestro, as he is known in Baton Noir, is concertmaster of the community orchestra. On one such day when Maestro needed his T tuned he found Jesse fiddling during his noon break.

“Mr. Olson, you have a fine touch on your violin. Do you play anything besides hillbilly music?”

“I don’t know.” Replied Jesse. I don’t play notes, I just fiddle.”

“I’ll tell you what,” said Maestro “why don’t you come and listen to our orchestra rehearse Wednesday night. You may be inspired to learn to read music.”

“I’ll make you a deal Maestro, you enter the fiddle contest weekend after next in Walleye and I’ll give your orchestra a shot.”

“You’re on! In fact, if I don’t win the contest, I’ll give you free lessons so you can learn to read music. I just need to know how these fiddle contests operate.”

Jesse explains, “They go in several rounds. Usually three, sometimes more if there is a tie. Each round more fiddlers are cut. The rounds are scored on such things as tone, timing, danceability, that sort of thing. Each fiddler goes onto

the stage and plays three tunes. The first is a hoedown. The second is a waltz, and third is a tune of choice, which is usually a jig or schottische. The judges are behind a curtain so they supposedly don't know who is playing. In actual fact most of the judges know who it is after about the third note. The judges score each round and the points are carried over from each round."

"All right," says Maestro, "I will go home and look through some of my music and become a fiddler by next weekend."

With that, Jesse felt committed to entering the contest.

After breakfast Butch heads over to pick up Joseph to give him a ride to the Model T Garage. Butch had borrowed the battery out of Joseph's centerdoor, in fact he had borrowed every battery he could find, a total of six, which he wired in series, so that he could recharge his mag using the thirty-six volts produced. Since Butch had decommissioned Joseph's car, he was now Joseph's taxi driver. The mag charging had been successful so Butch can now return the six batteries to their rightful places.

When Butch arrives at Joseph's house, Joseph is ready. Into Butch's T roadster and off they go. After about a mile as Butch is shifting from low to high the car makes a clunk and suddenly swerves. Butch struggles for control as he pulls up on the throttle. The pedals are all askew and the emergency brake lever can't be pulled back. Joseph reaches down and turns the key off on the coil box. The T lurches to a halt.

"I think one of your pan ears has broken, Butch"

"Oh man! If I have to walk to Model T Garage, then tow this thing back, I'm gonna be late delivering the instruments. That is, assuming I can find a car to borrow to drive to Wall-eye."

Joseph jumps out and begins to survey the situation.

"What do you have in your tool box Butch? Maybe we can

effect repairs so we don't have to walk."

Butch opens his running board box and takes inventory.

"I have a jack, a c-clamp, a rat-tail file, a monkey wrench....."

"And a green bottle." Joseph says this as he holds up a soda pop bottle he has found along the road.

Joseph studies the situation for a few more minutes then says, "With these batteries and the things in your tool box, I think I can get us to the Model T Garage."

Joseph places the jack underneath the pan and jacks the arm as close as he can to being in place. He then takes one of the cables from the six batteries and clamps it to the frame with the c-clamp. He sticks the rat-tail file through the other cable, handle end out. Now he looks through the pop bottle and begins to weld the arm back together using the file handle as an electrode. It isn't a pretty weld, but it holds long enough to get them to the Model T Garage. Joseph offers Butch the use of his centerdoor for the trip to Walleye. Butch is glad that Joseph isn't still mad at him. A couple of months ago Joseph asked Butch to tighten the rods on his T. Joseph told Butch to mark everything with a chisel as he took it apart. One mark for rod number one, two marks for rod two and so on. Butch dutifully marked all the rods, all the caps, the pistons and all four rod-journals. It was this last part that upset Joseph. Not only were the chisel marks bad for the crank, but how did he suppose that he would get the rod throws mixed up? It was Butch's lack of thought that disappointed Joseph more than anything else about the situation. Butch polished out the marks as best he could and the car has been running fine so far since then.

Butch carries the guitar and fiddle out to the car. He sets the fiddle on top and opens the driver's side door. When he sets the guitar on the back seat he realizes that he has forgotten to replace the battery. He runs back and gets the battery and installs it. He then gets in through the passenger door. Butch has driven Joseph's centerdoor a few times and finds it easier to get into the driver seat by entering on the passenger side

and folding up the passenger seat and climbing behind the wheel. Off to Walleye he goes!

Butch doesn't know if people think he is Joseph or are just extra friendly today. It seems that every driver either sounds their horn or waves, some in a rather dramatic fashion. Joseph must have a lot of friends in this town. The road to Walleye is a winding mountain road, but Butch is making good time. He passes a Buick heading in the opposite direction just as they are rounding Corpse Corner. This causes Butch to take the corner sharper than he normally would, as he couldn't cheat toward the center of the road as he is prone to do. A little while after this Butch notices the same Buick approaching him from behind. The Buick is traveling too fast to be safe on this road. The driver pulls right onto Butch's tail and begins to blow his horn. Butch decides that this guy must be crazy, so he slows down to let him pass. The Buick goes around him then stops and blocks the road. A man gets out and approaches Butch.

"Hey, that ukulele that you had on top of your car fell off on Corpse Corner. I saw it go over the edge."

The man heads back to his car and begins to turn the Buick around. Butch turns the centerdoor around too and heads back to Corpse Corner. There is a sinking feeling in Butch's stomach as he realizes that he had left Jesse's fiddle on the roof of the car. After riding up there for quite some time, it finally fell off when he made the hard corner. When he gets back to the corner he parks the car and carefully looks over the bank. There 30 or 40 feet down he sees the case. It is still closed. That might be a good sign. He climbs down and retrieves it. When he opens the case his heart sinks. The neck of the fiddle has snapped completely off. Butch just feels sick as he continues the trip into Walleye. When he shows up at the grange hall, Jesse, Hayes and Maestro are already there. Without a word Butch shows the fiddle to Jesse. Jesse is quiet for several seconds. His mouth moves a couple of times as if he is about to say something. When he finally speaks he is philosophical.

“Well I guess I’m not going to enter this contest.”

“I’m sure the neck can be repaired.” Says Maestro. “I’ll tell you what, we both can use my violin in the contest.”

Jesse is upset at the situation, but decides to take Maestro up on his offer. Jesse considers it an honor to be allowed to play on Maestro’s fine, fine instrument.

The first round of the fiddle contest seems to go well for both Maestro and Jesse. Hayes accompanies both of them, and several others in the contest on guitar. After the first round’s scores are tabulated, both Maestro and Jesse make the cut to the second round. It seems curious to Maestro that Jesse is in first place and he is in fourth. Maestro asks Jesse why this might be and Jesse explains that although his playing may be technically very good, the style or “feel” is not right. Maestro is a quick study and decides to adapt his style for the next round. He listens very carefully to the other fiddlers as they warm up, and especially to Jesse. He then adapts his playing to match that of the other fiddlers. The gambit seems to work. After round two Jesse is first and Maestro is second. For round three Maestro has decided to out-Jesse Jesse. In the next round, Jesse plays before Maestro. As Jesse plays, Maestro listens very intently. When it is his turn to play, Maestro plays the exact same tunes in almost the exact same manner as Jesse. The difference is that even though they are playing on the same instrument, Maestro has better tone and intonation. When the final scores are tabulated Maestro is declared the winner. Jesse is not too disappointed. In fact he is rather impressed by Maestro’s amazing ability to imitate him, as are most of the other fiddlers.

It is now two weeks since the contest. Jesse’s fiddle has been fixed. It is now a violin though. Jesse is now playing in the Community Orchestra and for a while at least, Maestro is giving him lessons. For free no less!