

M.S.R.A.

Montana Street Rod Association • 44th Year

NEWSLETTER

www.montanasra.org

January, 2018

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Tony Patrick - Western MT Rep

MONTANA SAFETY REP

Tommy Taylor

PREZ SEZ...

Dear Friends,

As we start the new year of 2018, the Montana Street Rod Association is at a serious cross road! As I have previously communicated, none of the current officers (most of whom have served multiple terms in leadership positions) are able to commit to another term of office. We do not yet have a commitment from any members to volunteer for any of the next two-year term of the organization's leadership positions. There were no accepted nominations at our 2017 Fall meeting in Townsend, nor were there any volunteers that came forward after my October email to the membership. This potentially leaves our organization without any leadership positions (president, vice president, secretary, and treasurer) filled starting with the winter meeting 2018 (February 3, 2018). It is at this meeting that a new slate of officers is traditionally voted in and takes over leadership of MSRA for a two-year period.

The consequence of not filling these leadership positions is simply this -- the association will necessarily cease to exist. Our assets will be distributed according to IRS rules and MSRA will disappear! If you have any interest in committing to a two year term in a leadership position, I urge you to plan on attending the 2018 Winter Meeting on February 3, 2018.

Elizabeth Schuyler Scholl

President, MSRA

The next meeting of the membership of the MSRA will be held:

Saturday, February 3, 2018 from 12:15-3:00 p.m. in the small conference room of the Bozeman Public Library, 626 E. Main St., Bozeman, MT 59715.

There will be a meeting of the MSRA Board of Directors at 10:30 a.m. in the Cafe M, 777 E. Main St., Bozeman, MT 59715 (directly across the street from the Library).

The board will have lunch during the meetings.

Ideas Welcome

Meeting Minutes

Sunday, October 1, 2017 Townsend, MT

MEETING AGENDA

October 1, 2017

The front room of Betsy's Bar

219 Broadway, Townsend, MT 10:00am – 12:00noon

AGENDA

1. Call to Order. -10:05 A.M. by Steve Sorg, filling in for Elizabeth who was ill.
2. Signing of membership book. 14 members, 1 non-member
3. Introduction of visitors and the introduction of new members and sponsors.
4. Approval of last meeting minutes. Addition of Tom Booth's name as Car Club rep.to the minutes by Judy Sorg. Motion to approve minutes -Stretch, 2nd – Bob D. – Motion approved
5. Secretary's report and reading of correspondence - Judy Sorg.- no correspondence. We received a \$637 check from Bozeman Chronicle's Blue Jean Fridays for the MSRA scholarship fund. A thank you note was sent to the Chronicle. We would like to know if members with e-mail address are not getting the e-newsletter.
6. Treasurer's report, balance in treasury, and accounts payable – Steve Sorg. Motion to approve Treasure's report - Stretch, 2nd Rick. Motion approved.
7. MSRA Picks for 2017-Steve Sorg. We are waiting on the photos of the winners from the car clubs.
8. Committee reports.
 - a. Scholarship committee- Steve Sorg.
 1. Amount and number of scholarships to be offered to two year college students for 2017/2018 school year.- Motion by Gary T. to transfer \$1000 from the MSRA general fund to the scholarship fund. 2nd- Tom. Motion passed. Bob D motioned to increase the number of scholarship applicants to 5 at \$1000 each, payable after Jan. 1, 2018. 2nd –Stretch. Motion passed.

Tom Booth would like a list of the schools we work with for scholarship applicants. Tom Booth, Garden City Car Club, presented a check for \$1000 for the scholarship fund. The Garden City Car Club donated \$1,000 to the MSRA scholarship program this past year as well. The club is willing to give \$1000 for 3 additional years (that would make 5 years in all) as long as MSRA continues its forward motion with the MSRA scholarship program.

Scholarship fundraising ideas: Gallatin County race track-doing a 50/50. Steve S. to check into how to get on the list. Continue Blue Jean Friday every other year application to the Bozeman Chronicle.

9. Old Business.- none

10. New Business.

- a. Nominations for President, Vice President, Secretary and Treasurer. Additional nominations and final voting will take place at the February 2018 meeting.
 - President- Gary T. declined. No further nominations.
 - Vice President- Nilo B. declined. Tom B. declined. No further nominations
 - Secretary- no nominations
 - Treasurer- no nominations.

Discussion regarding Feb. 2017 meeting – appears to be two factions of members – some want to be like a car club and some want to support the scholarship program.

It was decided that communication will be sent via e-mail and letter for the non-e-mail members, car clubs & business sponsors regarding the future of MSRA and the possibility of disbanding if there is no one who is willing to accept a nomination for office and provide organizational leadership for 2018 and beyond. Elizabeth will compose the e-mail/letter. It was requested to be sent as quickly as possible.

- b. Operating budget for 2018.- Wait until Feb. meeting so new officers can decide on a budget that works with their plans for the year.
- c. Nominations for Rodder of the Year for 2017. Final voting will take place at the February 2018 meeting.-
 - Buck C.- declined,
 - Bob Basso- nominated by Stretch, 2nd Gary T.
 - Bob Bradley – nominated by Ennie, 2nd by Steve
- d. Motion to pay bills falling within established 2017 budget. Motion by Gary T., 2nd Bob D.- motion passed.
- e. Next Meeting on Saturday, February 3, 2018. Place to be determined.

11. Announcements.- none

12. Adjournment.- Motion by Gary T, 2nd Bob D.- meeting adjourned @ 11:20

MSRA Treasurer's Report as of 1/17/18

Montana Street Rod Association

Treasurer's report

As of 1/17/2018

Cash in Bank: General fund: \$7564.60 Scholarship Fund: \$3431.85 Total: \$10996.45

	General	Scholarship
Income YTD:	\$0.00	\$0.00
MEMBERSHIPS	\$0.00	
BUSINESS SPONSORS	\$0.00	
CAR CLUB MEMBERSHIPS	\$0.00	
LICENSE PLATES		
PATCHES		
SCHOLARSHIP MERCHANDISE		
Expense YTD	\$9.31	\$3,000.00
PRINTING		
POSTAGE	\$9.31	
PLAQUES		
EVENT WALLET CARDS		
LICENSE PLATES		
PATCHES		
MISCELLANEOUS		
WEB SITE		
ACCOUNTING		
STATE REGISTRATION		
Scholarship program shirts		

Expense Transaction Detail since last meeting:

Date	Check #	Amount	Pay To:	Expense
9/4/2017	3125	\$38.00	US Postmaster	6 mo. PO box rental
9/30/2017	3126	\$12.00	Ryan's Trophies	invoice #10292
9/30/2017	3127	\$30.10	Judy Sorg	Newsletter postage
12/4/2017	3128	\$5.39	Steve Sorg	Sch. Director letters postage
1/8/2018	3129	\$9.31	Judy Sorg	postage for schl. Notification letters

Selecting Proper Rear-end /Differential Gear Ratio

Selecting Proper Rear-end / Differential Gear Ratio

A number of factors must be considered when selecting a rear-end gear ratio (ring & pinion set). Tire diameter, transmission choice (with or without overdrive) and desired highway cruising speed.

Tire diameter is the first consideration because styling and available space within the wheel opening dictate the size of tire / wheel combination that will be chosen for the car. The choice of a direct-drive (1to1) or overdrive (usually 30%) transmission will determine driveshaft RPM at cruising speed. A highway cruising speed of 60-65 MPH is considered a good target speed.

Engine RPM at cruising speed should be maintained between 1800 to 2100 RPM. Lower RPM at cruising speed will produce a vibration that is often mistaken for driveshaft imbalance. This vibration is actually caused in a typical V8 engine by acceleration of the piston on a downward power stroke that is only cancelled out by other cylinders doing the same in rapid succession. This only occurs when the engine is revving in excess of 1800 RPM. This vibration isn't noticeable when the engine is idling or accelerating through the gears but is often misdiagnosed as a driveshaft out of balance or out of phase.

The proper rear-end gear ratio can be selected using the following simple formulas whether using a direct-drive (1to1) or overdrive (usually 30%) transmission.

FIGURING TIRE DIAMETER (Height)

FORMULA: Tire Size / 25.4 x Aspect Ratio x 2 + Wheel Diameter = Tire Diameter in Inches (Height)

EXAMPLE (285x70R15): $285 / 25.4 = 11.22 \times .70 = 7.8540 \times 2 = 15.70 + 15 = 30.70$

FIGURING TIRE CIRCUMFERENCE

FORMULA: Pi (3.14159) x Tire Diameter = Circumference in Inches

EXAMPLE (285x70R15): $3.14159 \times 30.70 = 96.446813$

CONVERTING TIRE CIRCUMFERENCE TO REVOLUTIONS PER MILE

FORMULA: Tire Circumference in Inches / 12 = Tire Circumference in Feet

FORMULA: Number of Feet in a Mile / Tire Circumference in Feet = Tire Revolutions Per Mile

EXAMPLE (285x70R15): $96.446813 / 12 = 8.0372344$

EXAMPLE (285x70R15): $5280 \text{ Feet} / 8.0372344 = 656.94239$

Below is a simpler formula used to figure tire revolutions per mile with an acceptable variation from the more exacting formula using tire circumference to figure tire revolutions per mile.

Selecting Proper Rear-end /Differential Gear Ratio

FIGURING TIRE REVOLUTIONS PER MILE

FORMULA: $20168 / \text{Tire Diameter} = \text{Tire Revolutions Per Mile}$

EXAMPLE (285x70R15): $20168 / 30.70 = 656.93811$

FIGURING REAREND GEAR RATIO (Ring & Pinion)

FORMULA: $\text{Engine RPM @ Cruise} / \text{Tire Revolutions Per Mile} = \text{Rear-end Gear Ratio}$

EXAMPLE Without Overdrive: $1800 \text{ RPM} / 656.93811 = 2.73:1$

EXAMPLE Without Overdrive: $2000 \text{ RPM} / 656.93811 = 3.04:1$

EXAMPLE With Overdrive (30%): $1800 \text{ RPM} / 656.93811 = 2.73:1 \times 130 = 3.54:1$

EXAMPLE With Overdrive (30%): $2000 \text{ RPM} / 656.93811 = 3.04:1 \times 130 = 3.95:1$

Determining Ride Height

Ride Height is the height of your car or truck when it is sitting and the suspension is at the optimum setting (location). We can not stress how important setting ride height is on a chassis.

First, you need to pick out the wheels and tires you will be using in the front and in the rear. The diameter of the tire determines the ground clearance, frame angle, engine angle, shock length and correct angle to weld the front suspension.

After establishing the diameter of the tires, find the front spindle location based on the manufacturer's specifications. The car manufacturers all have specifications on this. If you plan to install a front end kit, the manufacturer should also be able to provide you with this important information.

Take the radius of the tire diameter and use these measurements to set the distance from the ground. In the front measure from the center of the spindle and in the rear measure from the center of the axle. You now have "ride height" and everything should be relative to the ground. Of course the ground or suspension jig should be perfectly level as all your measurements will be made from this origin.

2017-2018 MSRA Rod and Custom Scholarship Recipients

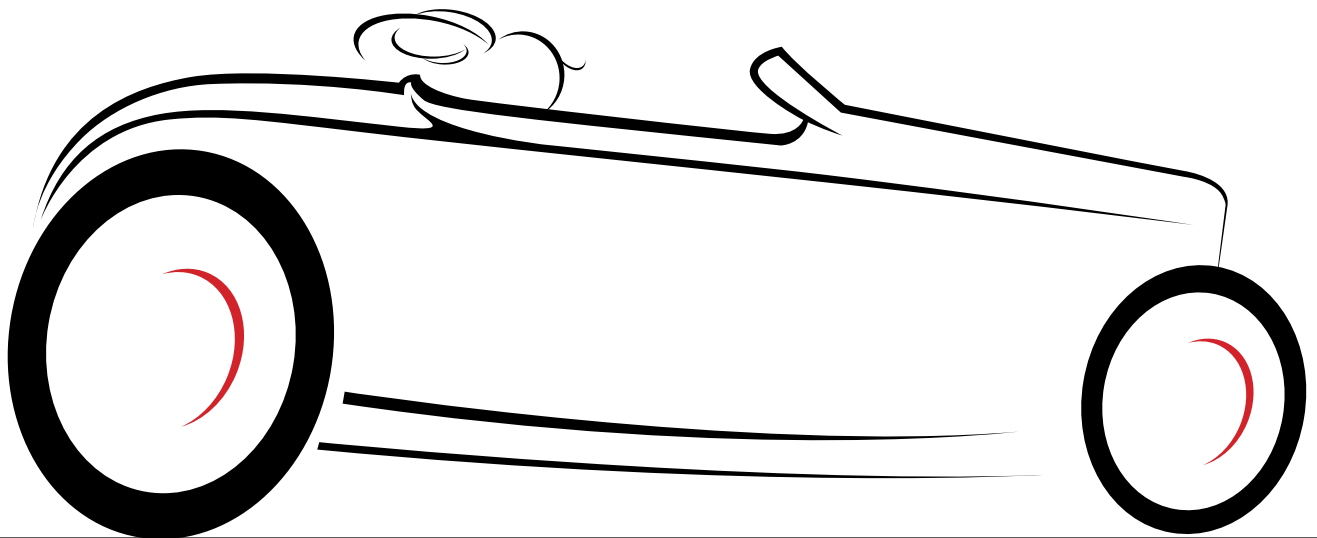
2017-2018 MSRA Rod and Custom Scholarship Recipients

The Montana Street Rod Association, in partnership with the Helena Valley Timing Association (Helena, Montana) and the Garden City Rods & Customs (Missoula, Montana), has provided three \$1,000 scholarships for the 2017/2018 school year. These scholarships were offered to students enrolled in Montana University System two year colleges and technical schools, and students enrolled in Montana Community Colleges.

The three scholarship recipients are:

1. Ms. Terry Corti from Whitefish, Montana. Terry is an addictions counseling student at Flathead Community College in Kalispell, MT. A Corvette aficionado, Terry has owned a couple of Corvettes and is a member of the Whitefish Corvette Club.
2. Mr. James Rau from Glendive, Montana. James is a student in the AAS Welding Technology Program at Dawson Community College. James has a “rat rod” project in his small shop and is fond of cars and trucks manufactured before the 1980s.
3. Mr. Dylan Tauscher from Havre, Montana. Dylan is a student in Automotive Technology program at Montana State University – Northern. Dylan’s automotive interests lie in drag racing. He is planning to put an LS nitros engine in his 1993 Pontiac Firebird.

Each of these scholarship recipients were well supported by their instructors and each carries a strong grade point average in their studies as well. Best of luck to each in their studies and we hope that each continues their interests and activities with cars.



TIPS 'N TRICKS

A few guys here had mentioned making guide pins for locating transmissions, but I was always taught to just pick up some studs from the hardware store. It can be tough to hold a tranny in place while you try to locate bolts, but if you just use a couple studs to begin with it's much easier to just put a washer and nut on them.

Rad leaking and no egg white in sight or chicken to entice to lay an egg?

Find some black pepper. Regular ol' pepper from the shaker.

I drove 7 hours to home with a heaping spoonful of pepper in the rad.

Never leaked. Never plugged the heater either.

I kept saying that I need to fix it properly. Forgot about it.

1 year later I stopped driving the car, after numerous 14 hour trips.

1 year after that I junked the car. Rad was still full with the same coolant.

When power washing the engine, anytime you get the distributor wet, pop the distributor cap off and if its wet inside, squirt a load of WD40 in, shake it back out and replace the cap....you don't even need to wipe it out. The WD40 displaces the water and the motor will fire right up.

Save toilet paper rolls. You can spray paint through them to limit the spray area. You can roll up electrical cords and wiring and stuff them inside. You can pretend your Louis Armstrong playing the trumpet.

When removing a steering wheel without a wheel puller, reinstall the nut back on the end of the steering shaft so when pulling hard on the steering wheel it won't come loose and pop you in the face. Trust me on this one!

To remove tension spring, open the hood/trunk to the highest point, slip in washers between the springs, wrap in duct tape, so they don't fly apart and slowly close, the spring ends will slip out easily, reverse to install.

When you are trying to bend some brake line or fuel line and you get a small kink or you flatten it through a turn, you take a crescent wrench and make it so it fits snug over a round part of the tube then you slip it over the kink in the narrow part and work it until the kink is out or useable.

Don't have an input spline or clutch alignment tool? Center the disk in the pressure plate as best as you can by eye and tighten down pressure plate. Install bell housing, throw out fork, bearing and clutch linkage. Lift trans into position and start input shaft through throw out bearing and into clutch disc. Have buddy depress the clutch pedal to release the disc. A little jiggling and the trans should slide right in. Works best when doing the Muncie/BorgWarner bench press.

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- ❖ You can advertise any club fundraisers.
- ❖ You can put articles in the newsletter.
- ❖ You can advertise "FOR SALE" vehicles, parts, etc. in the newsletter and on the website.
- ❖ Your name will appear on the website as a club member.

MSRA BUSINESS SPONSORSHIPS

If you are a business owner and would like to become a business sponsor of MSRA, send your business card or a copy of your ad to:

Montana Street Rod Association

PO Box 1423
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Cost: \$50 per year

Your fees go toward the MSRA Scholarship Fund

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