

M.S.R.A

MONTANA STREET ROD ASSOCIATION • 41ST YEAR

NEWSLETTER

WWW.MONTANASRA.ORG

SEPTEMBER, 2015

OFFICERS

BOB DEGENHARDT

President
PO Box 1275
Livingston, MT 59047
Ph. (406) 579-2987
rdegenhardt@ecolibrum.com

ROGER BOOM

Vice President
507 S. 13th Ave.
Bozeman, MT 59715
Ph. (406) 599-2380
rdboom@bresnan.net

MARILYN PATRICK

Secretary
11 Wathema
Butte, MT 59701
Ph. (406) 494-5243
sharpfocus@q.com

GREG STAPLES

Treasurer
4715 W. Larchwood Ct.
Spokane, WA 99208
Ph. (509) 466-9557
gstaples@aoipro.com

NEWSLETTER

Barb Salerno
1104 13th St. W.
Havre, MT 59501
Ph. (406) 265-3163
gitgo@bresnan.net

WEBSITE

Steve Sorg
307 E. Granite Ave.
Bozeman, MT 59718
Ph. (406) 582-7572
sorg1932@gmail.com

BOARD OF DIRECTORS:

Bob Degenhardt - President
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Greg Staples - Treasure
Marilyn Patrick - Secretary
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Steve Sorg - Past President
Max Cederburg - Member at Large
Gary Taylor - Business Sponsor Rep
Roger Mudd - Member Club Rep

NSRA MONTANA REPS:

Open - Eastern MT Rep
Tony Patrick - Western MT Rep

MONTANA SAFETY REP

Tommy Taylor

PREZ SEZ...

Fellow MSRA members and friends,

Again, the summer rod run season is too-fast coming to an end. The Townsend Fall Fest is always a good one-last event. Please consider joining us in Townsend for our Fall MSRA meeting in conjunction with the Fall Fest car show. On the agenda will be finalization of scholarship offerings for 2015/2016 school year, the 2016 MSRA operating budget, preliminary nominations for 2015 Rodder of the Year, and preliminary nominations for officer candidates for the next two year term. As always, we welcome your thoughts and ideas about MSRA.

See you in Townsend!

Bob Degenhardt

THE NEXT MEETING WILL BE HELD SUNDAY, OCTOBER 4, 2015 AT:

Betsy's Restaurant, 219 Broadway St. Townsend, MT

Sunday, October 4, 2015 • 10:00 a.m.

NEW MEMBERS & IDEAS WELCOME

MEETING MINUTES

JUNE 13, 2015 HAVRE, MT

Minutes of the June 13, 2015 Meeting Montana Street Rod Association

The June 13, 2015 meeting of the Montana Street Rod Association was called to order by Bob Degenhardt, President at 1:00 PM. The meeting was held in one of the fair-ground buildings in Havre, Montana. A thank you was given to Barb Salerno for making the arrangements for the use of the space.

The membership book was passed around. There were no guests at this meeting. The small meeting attendance was noted and a comment was made that the most successful meetings are the winter meetings held in Bozeman and at the NSRA Appreciation Day/Safety Inspection held in Butte in May.

The organization has gained one new business sponsor - Dark Horse Customs. There was a question as to whether they had received their sponsor plaque.

A motion to dispense with the reading of the minutes from the previous meeting was made by Greg Staples. It was seconded by Tony Patrick. The motion passed. Steve Sorg made a motion to accept the minutes as published in the latest newsletter. The motion was seconded by Greg Staples. The motion passed.

Marilyn Patrick, Secretary, reported that letters had gone out to former members reminding them of the opportunity to rejoin MSRA. No other secretarial activity was reported.

The treasurer's report was given by Greg Staples. Please refer to the report in this newsletter for details. A tax deductible form is available to all members and clubs. A motion to accept the treasurer's report was made by Tony Patrick and seconded by Judy Sorg. The motion passed.

Roger Boom, who was not present at the meeting, had reported that of the eight sponsor clubs, seven had requested MSRA plaques to be given out at their individual car shows. It was reported that Bob Degenhardt and Steve Sorg had chosen the winner of the Livingston Wheels show.

Committee Reports:

Membership - Bob Degenhardt reported that MSRA has 35 business sponsors, 8 car club sponsors and 51 regular memberships. My Canvas Auto had sent a business card to be used for their newsletter advertising. Bergren Transmission and Silent Knight had not yet paid their 2015 business sponsorships.

Scholarship - The visit with Jeff Kraus at the winter meeting was again discussed. There is an individual that would like to set up a pass-through organization to distribute scholarship

monies collected for the use of two-year colleges. This organization was approved by the Board of Regents in May. Steve Sorg reported that he would be working through the summer to get our scholarship program ready by fall. He would like the approval of the MSRA membership to become a part of this group for our funds to be distributed. Steve talked about his "back-up" plan. His plan is to distribute \$500.00 to each of the following schools: Fort Peck Community College, Miles City Community College, City College (Billings), MSU-Northern (Havre), Helena College, and Highlands College of Montana Tech (Butte). There was some discussion about omitting Helena College as the Helena Valley Timing Association generally donates a generous amount from their car show. What specific groups of students would be the recipients of the scholarships were discussed. There will be a vote at the fall meeting.

Old Business:

There are numerous rod runs/car shows coming up. Helena will host their "Blast from the Past" on June 26-28, 2015. The Pioneer Street Rods will host their charity cruise on July 11, 2015 in conjunction with the Montana Folk Festival.

New Business:

A proposed change to the by-laws, Article 8, Section 4, which requires the treasurer to maintain a dual signature check account, was discussed. It was reported that with officers in different cities, this proposed change will not work well. Greg Staples said that the signature cards have not been changed since he took office. In order to make any change, the bank will need the minutes of the meeting where the change was discussed and voted on.

The new proposed change suggested by Greg reads as follows: Require the treasurer to maintain a dual signature checking account that requires two signatures on each check that could be a current officer and another board member. A motion was made by Greg Staples and seconded by Tony Patrick to accept this new change. The motion passed.

The next MSRA meeting will be held on Sunday, October 4, 2015 at 10:00 AM in Townsend, Montana in conjunction with Townsend's Fall Fest.

There were no announcements.

A motion to adjourn was made by Greg Staples and seconded by Tony Patrick. The meeting adjourned at 2:00 PM.

Submitted by:

Marilyn Patrick
Secretary

MSRA TREASURER'S REPORT

AS OF 5/31/2015

Montana Street Rod Association

Treasurer's report

As of 5/31/2015

Cash in Bank: General fund: \$4,807.12 Scholarship Fund: \$7777.85* Total: \$12584.97

	General	Scholarship
Income YTD:	\$1104.00	\$1665.00
MEMBERSHIPS	\$550.00	
BUSINESS SPONSORS	\$450.00	
CAR CLUB MEMBERSHIPS	\$75.00	
LICENSE PLATES	\$ -	
PATCHES	\$	
SCHOLARSHIP MERCHANDISE	\$29.00	
Expense YTD	\$455.15	
PRINTING	\$332.33	
POSTAGE	\$106.82	
PLAQUES	\$16.00	
EVENT WALLET CARDS	\$ -	
LICENSE PLATES	\$ -	
PATCHES	\$ -	
MISCELLANEOUS	\$	
WEB SITE	\$ -	
ACCOUNTING	\$ -	
STATE REGISTRATION	\$ -	
TRANSFER TO SCHOLARSHIP FUND	\$1,100.00 *	

*note: bank to bank transfer of \$435 for 2014 and \$665 for 2015 received scholarship deposited to general

Expense Transaction Detail:

CK#	Date	Pay To:	Expense	Amount
3061	1/02/15	InstyPrint	newsletter	76.56
3062	1/02/15	TPatrick	stamps	56.35
3063	1/02/15	Ryan's trophies	2015stickers	16.00
3064	1/13/15	TPatrick	newsletter	255.77
3065	3/05/15	TPatrick	mailings	7.77
3066	VOID			
3067	5/20/15	RBoom	mailings	42.70
3068	5/20/15	MSRA Scholarship	transfer deposits	1,100.00

TRANSMISSION IDENTIFICATION

Transmission Identification

Chrysler 727



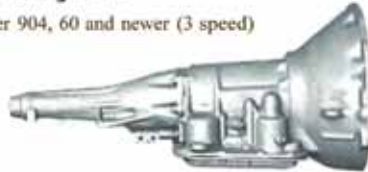
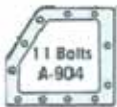
GM Turbo 2004R

GM Turbo 2004R 81-90 (Overdrive)



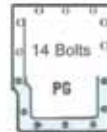
Chry904

Chrysler 904, 60 and newer (3 speed)



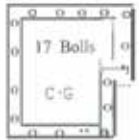
GM Powerglide

GM Powerglide 62-73 (2 speed)



Ford C-6

Ford C6, 66 and newer (3 speed)



GM 700R4 (4L60) & 4L&OE

GM 700R4, 82-92 (Overdrive)



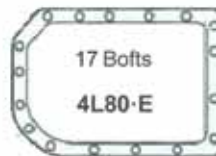
FordC-4

Ford C4, 65-96 (3 speed)



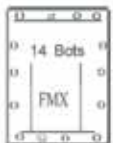
GM4L80E

GM 4L80E, 91 and newer (Overdrive)



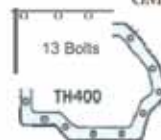
Ford FMX

Ford FMX, 68-80, (3-Speed)



GM Turbo 400

GM Turbo 400, 65 and newer (3 speed)



TRANSMISSION IDENTIFICATION

CONTINUED

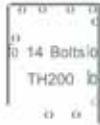
GM Turbo 350

GM Turbo 350, 69-86 (3 speed)



GM Turbo 200

GM TH200, 76-89



Ford AOD

Ford AOD, 80-91 (Overdrive)



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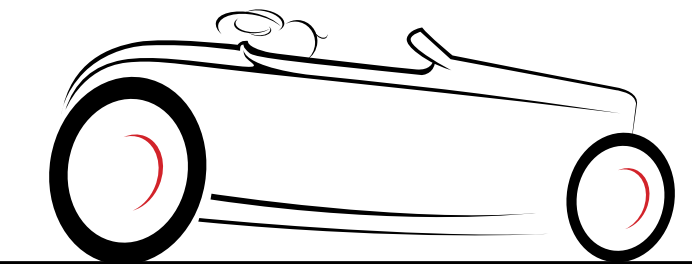
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TIPS 'N TRICKS

- Using a zip tie to check travel on an item. Use this when setting up the stops on power windows - tie a zip tie around the item and when it bottoms out or reaches where you want, you have your location marked. I have used this for other applications when I have been working alone, such as measuring travel on a M/C rod to see if it was bottoming out and also for measuring shock travel and rod length. Just put a zip tie around the rod and see where it is after maximum compression.
- Drill holes in leaf springs with a regular bit using white Elmer's wood glue for coolant.
- 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..
- A very useful and simple trick a old guy taught me when I first started working on cars. Use 2+2(aka carb cleaner) when working with rubber parts. Such as:
Any time you are pushing a rubber hose over a nipple, first spray a small squirt of 2+2 in the hose end. It will slip right on. Then 5 sec later when the 2+2 dries the hose is stuck on. Work great when forcing a hose that's just a little 2 small over and nipple that's just a little too big.
Also works great when sliding hose clamps over the outside of a hose. Those damn squeeze clamps that never open up enough even when the pliers are maxed out. The clamp just doesn't want to slide over the hump in the hose. Spray 2+2 on the outside of the hose. That clamp will slide right back. Use again to go back together.
- For my business I need to keep gas receipts and records of maintenance on my vehicles. I found that unused check register books that are outdated work great for keeping records. I just write in the amount every time I fill up with gas or record what I repair on the vehicle. I start a new record every year. Keeping a handy record of oil changes in the book works great.
- 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.
- When trying to get the filler/drain plugs out of rear ends or tranny's and they are really tight - and you are working on jack stands - use a small bottle jack to push up on your breaker bar - be sure you are pushing to loosen - saves a lot of grief and busted knuckles.

NSRA Vehicle Safety Inspection

Montana Street Rod Association encourages you to have your vehicle inspected at any NSRA Show or at the NSRA Appreciation Day held in Butte each year

The specialty vehicles NSRA members own are built to be driven on the streets and highways. They are used to transport people, often to far off locales for recreational enjoyment. The National Street Rod Association® is dedicated to vehicle safety and backs it up with a program that gives every owner the opportunity to have his/her vehicle safety inspected for free as often as they want with a strong emphasis on having it done at least once each year.



The NSRA Vehicle Safety Inspection Program is completely voluntary, and includes 23 different items ranging from the lighting system to suspension (see list that follows), and the sole purpose of the safety inspection is to advise the vehicle owner of problem areas, either real or potential. As an "advisory" type inspection, it is only used to call the owner's attention to something which may have been overlooked. The inspection is not mandatory and has no effect on entering or taking part in NSRA events.



Even though this program is totally voluntary, the number of vehicles inspected grows every year. The NSRA Vehicle Safety Inspection is offered at each of the thirteen annual NSRA events, and at hundreds of independently produced activities all across the country. The program has become so popular, in fact, that each spring there is a growing number of "Safety Runs" where the main theme is only the Safety Inspection to make sure the vehicles are ready for another season of trouble

free, safe fun.

While more and more specialty vehicle owners recognize the benefits of having their vehicles safety inspected every year, there is one group of them that is even more keenly aware of the program's value; the guys and gals that make up the all volunteer

NSRA Safety Inspection Teams. There is one of these teams in every state, and in areas where the number of enthusiasts is more heavily concentrated there are additional teams so that as many of them as possible will have the opportunity to take advantage of the safety teams' services and expertise.

These Safety Inspection Teams are providing a very worthwhile service for the National Street Rod Association, but what they are offering for free to the individual enthusiast is much more important...an extra set of eyes to notice a potentially life threatening condition before it becomes more of one. There are approximately 800 people involved in making the NSRA Vehicle Safety Inspection Program work, and they do more than just talk about vehicle safety...they make it a reality!

Considering the number of miles street rodders accumulate year after year on their street rods, this is a very safe hobby. With the emphasis NSRA puts on safety combined with the care street rodders put into their vehicles when constructing and maintaining them and the services provided by the NSRA Safety Inspection Teams, there is every reason to believe it will remain a safe hobby well into the future.

While attending an NSRA National event, take a few minutes to visit the Safety Inspection Area and learn a little more about this great program first hand...take the time to have your vehicle safety inspected...or simply note the number of NSRA Safety Inspection Verification Stickers on the windshields of the vehicles you look at. Vehicle safety is an important part of our hobby and most all enthusiasts recognize that fact and are doing something to prove it... they are having their vehicle safety inspected every year.

Vehicle Safety Inspection Requirements

Required Equipment

1. **Horn:** Electric only.
2. **Speed Indicator:** Speedometer or calibrated tachometer at 65 mph.
3. **Rear View Mirror:** One inside or outside on driver's side of vehicle.
4. **Glass:** Must be safety plate, lexon, or tempered glass.
5. **Lighting:** Hi-beam; low-beam; tail; brake; license.
6. **Windshield Wiper:** Electric or vacuum operated.
7. **Automatic Transmission Lockout:** Neutral and/or park start only.
8. **Tires:** 3/32 tread acceptable. Must meet D.O.T. specifications.
9. **Steering** No excessive "play" (2" radius max.) or binding; system must be safely mounted.
10. **Throttle Linkage:** Must not travel past center.

11. **Fuel System: Check Vent on Trunk and Interior Mounted Tanks;** no clear, plastic lines allowed. No leaks.
12. **Exhaust System: No Leaks:** Must pass rear edge of front door and exit exhaust away from vehicle.
13. **Self-aligning Rod End Bearings:** Check for fractures, insert sloppiness or binding.
14. **Shock Absorbers:** One per wheel, no leaks, 2" travel in each direction.
15. **Brakes:** Four-wheel brakes, no leaks, check brake pedal travel, no copper tubing, check length of flexible lines.
16. **Scrub Line:** No steering, suspension or chassis components should be below this line.

Recommended Equipment: May be reason for failure

1. **Windshield:** Should be AS-1.
2. **Shift Pattern:** Shift pattern should be visible except on three speed standard column shift.
3. **Fuel Lines:** Should be safely mounted and routed.
4. **Parking Brake:** Should be activated independent of vehicle's hydraulic system.
5. **Self-aligning Rod End Bearings:** Ball should have 1/8 inch spacer on each side of the ball if there is any misalignment. Rod ends should not have more than 10° misalignment. ROD ENDS and 4 BAR-PARALLEL RADIUS ROD SYSTEM rubber bushed ends should have a safety washer at least the same outside diameter as the housing or larger.
6. **Brake Lines:** Should be safely mounted and routed.
7. **Chassis Fasteners:** Self-locking nuts, lock-washers, safety wire, or cotter pins.

For Your Safety

1. **Safety Equipment:** Fire extinguisher in driver/passenger compartment, seat belts, a third brake light and a dual master cylinder.

Disclaimer

Completion of the NSRA vehicle inspection warrants only that the vehicle complies with equipment requirements recommended by the National Street Rod Association. The National Street Rod Association vehicle safety inspection is only advisory and is not to be construed as an official legal clearance, and the National Street Rod Association, its employees, officers, delegates, agents, or anyone assisting the Association assumes no responsibility for this advisory clearance.

Gordon V. Stroh

Gordon V. Stroh, a resident of Bozeman, Montana, and Green Valley, Arizona, passed away on May 25, 2015, at St. Mary's Hospital in Tucson, Arizona, from complications of lung cancer. Gordon was born in Bismarck, North Dakota, on Aug. 11, 1940. He attended college at Dickinson State University in North Dakota and graduated from Montana State University in Bozeman. He was a career member of the Staff of Montana State University where he served as Administrator of Grants and Contracts.

Gordon was the oldest of five children born to Alvin and Helen Stroh and was preceded in death by his parents and sisters Elaine and Cindy. He is survived by his spouse Karen, brother Gary, sister Susan and numerous nieces and nephews.

Following High School graduation, Gordon enlisted in the U.S. Army where he served for three years being honorably discharged prior to college.

Gordon was known for his love of golf, Montana State University football and old iron.

Private services have taken place. An open house remembrance of life was held at his Green Valley residence on Friday, June 5.

The family asks that any memorials be directed to the American Cancer Society.

Jerry R. Oksa

Jerry Oksa was born in November 1956 along with his brother Terry Oksa. He was the youngest of four children. He was a graduate of Texas Tech University in Business Administration. he worked in the oil fields to pay for college. After graduating he went to work in the oil fields again and became a crew manager. He mainly worked through out the western United States and lived in about 15 different states. He had a retail store in Kalispell Montana and Deadwood South Dakota before moving to West Yellowstone. In West Yellowstone Jerry with his brother Terry had: Elk Mountain Photo(1985 - 1990), Gold Strike Jewelry(1989-1990), Buckboard Hotel(1990 -1996) and Lionshead Resort/Super 8 Hotel(1996 - 2008). He also built and sold log homes from 1995-2000.

He was a long time member of Montana Street Rod Association and owned along with Terry a 1934 Ford Sedan Delivery, 1937 Ford Sedan Delivery, 1934 Chevy Coupe, 1958 Buick, 1950 Mercury, 1937 Lincoln Zephyr Coupe. He loved to travel in the cars and to go to many different shows in and around Montana. The 1934 Sedan Delivery was the first car in which he made many trips. He thought the fun was driving and going places and seeing other people and cars. He had many friends around the Northwest and always loved going to different shows.

He also was a long time member of Coin Op Collectors Association and collected antique slot machines for many years. Since 2008 he enjoyed car shows and poker games. He did very well playing poker and he would go to various tournaments during the fall/winter.

Jerry along with Terry put on the Yellowstone Rod Run since 2003. Jerry loved doing the trophies and made a different one with a rusted car each year. He really enjoyed the show when it was held at Lionshead and meeting so many people and seeing so many cars. He would have wanted everyone to know that he loved life and always thought he enjoyed as many things as possible. He thought simple was better and doing what he loved made him happy.

CAR NOISES

Got a noise coming from under the hood... and this time it's not the neighbor's prize-winning Siamese?

Our Car Talk Car Noise Emporium can help.

Play through the entire assortment of nearly four dozen car noises ... from "nya, nya, ohm, ohm, nya, nya" right on through to "who, whu, wuuu, wuuu" ... or, if you've got a particular noise in mind, just click on the appropriate part, hear the noise and read the official diagnosis.

Noises you hear coming from the engine compartment/front:

Bad bearing in Timing Belt Tensioner: woh woh woh who

Bad Turbo: boooOOOOOOooo

Boiling Coolant: blgh gllgggh bllllgggghh

Brake Booster Failing: hissssssssss ssss ss

Clutch Release Bearing on the Way Out: jee je je jeee

Clutch Screech: screek, screek, screek

Connecting Rod that went through the Engine Block: clicketta clicketta clicketta

Dieseling: blubBLUBblubBLUB

Engine Knock: tuckaThucktuckaTHUCKtucka

Engine Reving Up and Down: vooRRRR, vooRRR, vooRRR

Fly Wheel: gurrEENK, gurrEENK, gurrENK

Lose Belt: YEEeeEEeeEEeeEEeeEEee!

Low Coolant: bwwob bwwobbubwub

Misfire: puhVRooPuhHoo puhVROOpuhHOO

Power Steering Pump Going: nnnghuh nnnguh

Stick Lifters: dicka, dicka, dicka, dicka

Transfer Case on the Way Out: glaghghghgghhh woongghhh

Water Pump: grrgula, grrgul, grrgula, vum wum wum wum wum

Weak Battery: wurrrrRRRRrrrrwuRRRrrr

Wiper Transmission Sound: eee eee eeee eeee

Vacuum Leak: vwishhhhhhhhhhhhhhhhhhhhhhhhhhhhhhh

Noises you hear coming from the cabin:

Bad Fuel Pump: nnYinn, nnYinn, nnYinnnm nyonnggg, nyongggg

Flaps on Ventilation System Flapping: fluuuh fluuuuh

Mouse: EEK!

Steering Column Squeak: uRR, UrrrrrRR, uR, Urrrrrrrr, rr, rr

Transfer Case on the Way Out: glaghghghgghhh woongghhh

Water Trapped in Evaporator Drain: blblblblblblblblblbl

Water Trapped in Sunroof Drain: brrub blub blub

Noises coming from the rear of the car:

Back Fire: BOOM!

Bad Axel: gulla, gulla, glugluglugluglug

Bad Differential Noise of Ring and Pinion Gear Mismatched: wnuhhhhhhh

Exhaust Leak: booooooorrththth

Faulty Gas Cap: fffffffah

Final Drive Assembly Cooked from Lack of Oil: mmwuuhUHuhmmmMMMmmm

Grandma: !@#%^^!@#%^^!@#%^^

Loose Heat Shield: rrrrrrrrINGArrrINGArrring

Loose Honeycomb in Catalytic Converter: grrrgghgrrrrggghhhh

Noises coming from the side of the car:

Squeaky Doors: rrUMP Bmp, rrUMP Bmp

Noises coming from the tires/wheels of the car:

Bad Ball Joint / Seized Tie Rod: eeehonk eeehonk

Bad Tire: floovb, floovb, vwomp, vwomp, vwomp

Bad Wheel Bearing: vubb vubububub, vubb vubububub

Ball Bearing on Top of Strut: ohhhh ohh ohhhh

Dust Shield on Brake Rotors Worn Away and Rubbing against Rotor: ahhhhh och shhhhhh
och

Grinding Brakes: geerogherrrr, geerogherrr

Seized Universal Joint: ee eh eee eh eee eh

Warped Disk Rotors: vwahp, vwahp vwup, vwahp....vwahp.....vwap

Important Facts to Remember as You Grow Older:

Death is the number 1 killer in the world.

Life is sexually transmitted.

Good health is merely the slowest possible rate at which one can die.

Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe even years.

Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

In the 60's, people took acid to make the world weird. Now the world is weird, and people take Prozac to make it normal.

Old age is all in your head...false teeth, glaucoma, hearing aids, cataracts, Alzheimer's, etc....

And as someone recently said to me:

Don't worry about old age; it doesn't last that long.

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