

MONTANA CROSS COUNTRY MODEL T ASSOCIATION
FALL MEETING 2003

October 26, 2003
Eureka, Montana

Meeting began at 12:00 with buffet lunch put together by JoAn Cuffe, President of The Eureka Chamber of Commerce. It was a delicious lunch of s. sandwiches, salads, pie and chin.. Many thanks to JoAn. Thanks to Bob Stockley for the pie.

Directors' meeting: The Directors' meeting was announced first, came to order at 12:15.

New Business: None presented

Old Business: None

It was requested by Tom Carnegie that we address all of the director issues at the General Meeting
Director meeting adjourned 12:16

General Meeting came to order at 12:18

Treasurer's report was read by Tony Cerovski: Total cash and bank balance \$3416.28

Membership Report:

Membership Paid list was read by Tony Cerovski. Gary Stoddard, Dave Warhank and Kathleen Ebbert were not on the list, and be added. Current paid members: 93-regular and 11-lifetime. Members and guests present:

Tom Carnegie Spokane WA Director
President Mark C. Hutchinson Spokane WA Director
Scott Stubbart Helena MT Director
Vice President Kathleen Ebbert Port Orchard WA
Member Gazy Ebbert Port Orchard
Member Jillian Caples Spokane Valley WA
Member M. Robison Spokane Valley WA
Member Dave Warhank Rudyard MT
Member Doug Langel Rudyard MT
Director George Nickol Ledger MT Member
Rick Carnegie Spokane WA Director
Rob Flesner Chewelah WA Director
Gary Stoddard Spokane WA Member
Chuck Nauditt Spokane WA Member
Tony Cerovski Helena MT Director
Russ Stroud Eureka MT Guest
Gary Montgomery Eureka (Lost Trail Publishing)
Guest Bob Stockley Eureka MT
Guest Marjean Stubbart Helena MT
Member Secretary Josh Stubbart Helena MT
Member James Stubbart Helena MT
Guest Don Lundeen Eureka MT
Guest Edna Gwynn Eureka MT
Guest Bill Gwynn Eureka MT
Guest Dick Whited Eureka MT

Guest Kathy Whited Eureka MT
Guest Mike Cuffe Eureka MT
Member JoAn Cuffe Eureka MT
Guest Tim Viano Kalispell MT
Guest Director's present at beginning of meeting: 7
Members present including directors and officers: 18
Officers present: 3
Guests present: 11

Election of New Directors:

Outgoing Directors: Sam Nickol, Doug Langel and Rick Carnegie Nominations: George Nickol, Chuck Nauditt, Doug Langel, and Gary Ebbert
Vote by written ballot: New directors are George Nickol, Doug Langel, and Gary Ebbert.

Route Proposals and Vote:

Mike Cuffe proposed Eureka, MT for the hub of the 2004 race. He presented the following proposal package:
"Welcome to Eureka, Montana. We are small town friendly, but we like to do things big. Let us welcome Craig Eaton, Mayor of Eureka, who has come to say hello.

Our lunch today was put together by JoAn Cuffe, President of the Eureka Chamber of Commerce. JoAn is one of my old girl friends, and we have been hanging out together almost as long as you have been running the Montana 500. Thank her for lunch, and thank Bob Stoeckley for the pie.

Now I would like to introduce a few other Model T Aficionados from Montana's northwest corner.
Richard Whited, Bob Stoeckley, Gary Montgomery, Don Lundeen, Carl Lundeen, Russ Stroud, Scott Colgrove, and Bill Gwynn.

OUR PROPOSAL FOR EUREKA

First, this room is available at no charge as much as we might want it.

Secondly, we have an eager group of good workers who would do things up right, from breakfasts to publicity to boat tours of Lake Koocanusa. My biggest problem might be finding a way to let everybody be involved.

ACCOMMODATIONS:

The Ksanka Inn has 30 rooms available at a rate of something less than \$44. Some of you have stayed there and say it is fine. There is lots of parking, gas pumps, a convenience store and Subway sandwiches right there.

The Silverado, just across the intersection of Highways 93 and 37 offers another 10 rooms at \$53.00. The Silverado has full service camping spots plus golf, a lounge and casino.

A few more moderately priced rooms are available at a third motel a half mile towards town.

Four Corners Casino and Restaurant is across the highway from the two bigger motels and another casino restaurant and bowling alley is next door. Both could provide reasonable private meeting rooms each evening, should we want it.

We have people who would help as needed, whether it is as a timer, driving a trouble trailer, helping barbecue, calculating times or whatever.

Big Sky Exxon has offered use of its shop. The Ranch Hand Conoco would like to be a part. A couple other shops are being offered. Yes, all have at least three bays available to us. The Lundeen Brothers welcome us to tour their museum of vehicles, tractors and equipment. Thank you for holding this meeting in the heart of Tobacco Valley. If you have questions at any time, contact me at (406) 889-5777. Or PO Box 1685, Eureka, Montana 59917. Or at mcuffe@interbel.net .

Summary discussion of Eureka is as follows:

Discussion occurred about racing in Canada, and people would need a passport, or birth certificates and two photo IDs to come back to the US. Most individuals seemed to be against doing any race days at all in Canada. There is a time consideration for getting back into the US, also inspection issues. There was mention that the insurance may not allow it in Canada, but that might not be a problem.

Gary Stoddard moved and Gary Ebbert seconded to nominate Eureka for the race location. The nominations were closed and it was unanimous to have the 2004 race in Eureka with the route to be confirmed by the directors. Great sell Mike!!

Mark Hutchinson moved and Rob Flesner seconded to change the current 3-day race format to a 4-day race format. Discussion followed, motion did not pass.

Tony Cerovski moved that the directors would work the route if at all possible to make it a 4-day event, but if it does not work out to keep the 3-day format for the 2004 race. Motion was seconded by Gary Stoddard. Discussion followed, and the motion passed.

Rules Modifications:

Tom Carnegie read a letter from Steve Coniff who wanted the club to use different gauges for the carburetors. Tom asked for a motion.

George Nickol moved that we do not use Steve's gauges. Rick Carnegie seconded that motion. Motion was carried.

Mark Hutchinson moved that we consider proposed rule changes A through L as written in the mailed format. A second was made. Motion carried.

Six written proxies were presented and included in the vote counts, and one verbal proxy was granted, 18 members were present, for a total of 25 possible votes if everyone voted.

A. Rule 25 as it exists: Only stock cast iron or aluminum intake manifolds with ports not to exceed 1 1/8" diameter are allowed. New manufactured with ports not to exceed 1 1/8" are allowed.

Motion to strike "or aluminum" and "New manufactured with ports not to exceed 1 1/8" are allowed."

New rule would read: Only stock cast iron intake manifolds with ports not to exceed 1 1/8" diameter are allowed.

Motion Failed 22-no; 3-yes

B. Rule 33 as it exists: A restrictor plate with two gaskets provided by the Association, will be placed between the intake manifold and carburetor, supervised by the inspectors on the day of the inspection. Plate will be a thickness of 1/8 inch metal with an 11/16 inch diameter hole. Restrictor plates will not be used on engines with cast iron pistons.

Motion to strike rule 33 in its entirety.

Motion Carried 13-yes; 12-no

C. Rule 7 as it exists: No tailgating of support or tour vehicles.

Motion to add "or any non-participating vehicles"

Rule 7 would then read: No tailgating of support or tour vehicles or any non-participating vehicles.

Motion carried 15-yes; 8-no

D. Rule 32 as it exists: 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.

Motion to add "no altering" after word "allowed".

Rule 32 would then read: Only NH swayback and/or Ford "F" swayback carburetors allowed, no altering. Must be complete including choke butterfly. The Association's 0.710 inch gauge MUST NOT go through the carburetor.

Motion failed 15-no; 7-yes

E. Motion to add new rule: The use of performance enhancing fuels or additives is not allowed. All cars must use straight pump gas as fuel.

Motion failed 14-no; 8-yes

F. Rule 52 as it exists: 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.

Add "provided gross lift does not exceed .250" " after word used.

Rule 52 would then read: Any cam that doesn't require modification of the block may be used, provided gross lift does not exceed .250". Bearing bores must be standard size, no relieving of the bearing bores. Camshaft bearings and seal optional.

Motion failed 22-no

G. Motion to add new rule: Auxiliary rear pan supports are allowed.

Motion failed 17-no; 7-yes

H. Motion to add new rule: All drivers are required to adhere to posted speed limits.

Motion failed 14-no; 7-yes

I. Motion to add new rule: Are cars are required to have a working speed indicator.

Motion failed 14-no; 7-yes

J. Motion to add new rule: Balancing of rotating parts optional.

Motion carried 17-yes; 5-no

K. Motion to add new rule: Type of high-speed clutch optional.

Motion failed 13-no; 7-yes

L. Rule 27 as it exists: 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.

Motion to add: "brush design optional" after words "Crystal timers allowed".

New rule would read: Only stock Ford roller type, New Day, Anderson flapper type timers or Crystal timers allowed, brush design optional. Ball or needle bearing rollers optional. Quick couplers NOT ALLOWED in timer wires.

Motion failed 13-no; 7-yes

Scott Stubbart moved for no more rule changes. It was seconded, and carried.

Other new business:

Tony Cerovski moved that we note on the newsletter that all parties that were allowed to run last year with illegal carburetors will not be allowed or grandfathered to run with those same illegal carburetors. Gary Ebbert seconded, and motion carried.

Tom Carnegie will form a committee to look into tour car scheduling before the race starts.

Kathleen Ebbert proposed the week of June 20, 2004, for the 2004 race, with the 20th (Sunday) as the inspection day, and the 21st as the start of the race.

Scott Stubbart proposed the week of July 14, 2004, for the 2004 race, with the 14th as the inspection day and the 15th as the start of the race.

The week of June 20, 2004, for the race, with the 20th as the inspection day and the 21st as the start of the race was carried by majority vote.

Tony Cerovski moved to revoke the restrictor plate issue as proposed in Motion B above. Motion was seconded. New votes for eliminating the restrictor plates = 12; votes against eliminating the restrictor plates = 13. This reversed the original vote, so proposed Motion B Failed.

A trophy of appreciation is going to be presented to Bozeman Ford for their help last year.

Mike Robison motioned to Adjourn. Second was made and the motion carried. Adjourned at 4:00 PM.

Disclaimer: These minutes represent the main portions of the meeting and do not include every word of discussion that was brought forward at this meeting. Most discussion was not recorded because it was not possible to keep up with the meeting and record every point of discussion accurately.

Secretary: Marjean Stubbart, Helena, MT

(end of minutes)