

**Montana Cross Country "T" Association, Inc.**  
**2023 Annual Meeting of the Members**  
**Meeting Minutes Transcript**  
**October 22, 2023**

Compiled from a Google Meet Audio-Video Recording at the meeting. Printout reviewed by Rick Bonebright, Larry Azevedo, Janet Cerovski, Tony Cerovski, and others Dec.-Jan.2024.

**1. DIRECTORS'S MEETING.**

**1.1.** At about 11:30 am, the Directors held a meeting. 12:10 PM +/-.

**2. GENERAL MEETING:**

**2.1.** President Rick Bonebright called the 2023 MCCTA Meeting of the Members to order on October 22, 2023 at 12:15 pm.

**3. ACKNOWLEDGEMENTS:** President Bonebright acknowledged a few things. 0:42.

**3.1.** Welcome to all members, present in the room and on zoom (Google Meet.)

**3.1.1.** Members in the room; Rick Bonebright (MT), Janet Cerovski (MT), Tony Cerovski (MT) , Meghan Teats (WA), Nan Robison (WA), Matt Hansen (WA), Rick Carnegie (WA), Larry Azevedo (NM), Kirk Peterson (NM), Dave Ferro (NM), Jerome Pester (MT), Sharon Pester (was our guest) (MT), Sonny Bishop (CA), and Brandon Langel (MT). 14.

**3.1.2.** Members on Google Meet; Craig Carothers (CA), Eddie Wright (KS), Garrett Green (CA), Sergio Hernandez (CA), Gene Carothers (CA), Erica Cerovski (MT), Levi Dyckman (MT), and Bill Comer (IL).

**3.1.3.** 13 members with one guest in the room, and 8 members on Video. 22 total.

**3.2.** Thank you to Bruce Doering and his wife Kim for the use of his LZ Hanger at 4198 Corporate Way, Missoula, MT. They also have the Toco John's on Reserve St, Missoula.

**4. OLD BUSINESS:**

**4.1. OCTOBER 2022 MEETING MINUTES.** Motion to amend October 2022 Meeting Minutes by deleting expired Director Rick Carnegie and adding new Director Meghan Carnegie Teats (2023-2025), and deleting expired Director Dan Brown and replacing with Larry Azevedo (2023-2025).

**4.1.1.** Motion to accept the minutes as amended by Larry Azevedo. Seconded by Sonny Bishop. Passed unanimously.

**4.2. TREASURER'S REPORT:** Janet presented the Treasurer's Report around the room and stated that a few dues were paid today and are not show on the printed report.

**4.2.1.** For the past year starting with a balance of, deposits of \$1975 and paid bills of \$ 1040 leaving us with \$4300. We have 33 paid members for the year of 2023.

**4.2.2.** Nan motioned to accept the Treasurer's Report and Larry and Sonny seconded the motion. Motion to accept the Treasurer's Report passed with all ayes. 0:46:58.

**4.3. TROPHY COMMITTEE REPORT:** Nan Robison is the committee head and Larry Azevedo is the helper.

**4.3.1. CONDITION OF EXISTING TROPHY:** Larry Azevedo stated that the existing traveling trophy is in bad shape, with a few things broken off. The plaque numbers for the past winners were off one year, probably happened when the Cast Iron plaque was removed. Tony Cerovski provided a plaque from a blue trunk that Matt Hansen had given to him. Mark Hutchenson of Spokane has volunteered to build a new base for this trophy. Larry thinks we have all plaques now. Mark will build the base for no cost. By increasing the base about 2 inches taller, a bit thicker, and making the base hollow, the cup and Model T can be removed, inverted, and stored safely inside the base for transportation. The cup

base will serve as a cap too. Larry said he will make 4 new plaques that include all winners, including the old Cast Iron winners.

**4.3.1.1. COSTS:** Each blank plaque will cost \$25.00, characters will cost \$0.08/character times 2000xx characters for \$xxxx, and the new base will cost \$235 plus tax, and assuming Mark's shipping costs will be about \$20 to \$30, the total should be no more than \$400.00.

**4.3.1.1.1.** Nan proposed a motion to allocate another \$200 on top of \$200 previously allocated (actually providing \$400 total) to renew the old Traveling Trophy. Sonny and others seconded the motion. Erica asked for motion clarification. Motion passed.

**4.3.1.1.2.** Up to \$400.00 is allocated and can be appropriated when the trophy project is complete and brought to the 2024 Endurance Run. 0:55:35.

#### **4.4. REVIEW THE 2023 ENDURANCE RUN AT FORT BENTON:**

##### **4.4.1. THANK YOU NOTES:**

**4.4.1.1.** Thank you's were done by phone call by Rick Bonebright.

**4.4.1.2.** Ray Erbe was instrumental to this year's run. He was the shop teacher in Fort Benton before moving to the Bitterroot valley.

**4.4.1.3.** Kathy Evans let us use the Senior Center for our driver's meetings.

##### **4.4.2. WHAT WAS FUN-ENJOYABLE AT THE 2023 FORT BENTON EVENT?**

**4.4.2.1.** Nan: Antique shopping.

**4.4.2.2.** Someone: Two museums.

**4.4.2.3.** Dave: When I had my mishap and returned to Fort Benton, I dragged myself into the hotel. The pharmacist was there and took my prescriptions and went to his business to fulfill them and brought them back to me. Great local people.

**4.4.2.4.** Larry: Nobody stole my extension cord! In NM, it would have been gone.

**4.4.2.5.** Brandon: Thinks it really important to select the small towns as it boosts their economy in a good way. They come out friendly too.

**4.4.2.6.** Tony: I liked driving with and around other T's and their drivers. Being out on the road alone is not so much fun.

**4.4.2.7.** Nan. I didn't drive last year (2023), but I'm going to second what Tony said. I like being around this bunch of people. I've had days where I didn't see anybody all day, and it was so boring. 1:01:30. Now for drafting semi's and each other. It's illegal. There shouldn't be any of that at all.

**4.4.2.8.** Meghan. I actually looked up "Drafting" on the state site and it said in 61.8.329, you must let another Model T into the space behind a car.

**4.4.2.8.1. *The following is a copy and paste from the Montana Code Annotated 2023, TITLE 61. MOTOR VEHICLES, CHAPTER 8. TRAFFIC REGULATION***

***4.4.2.8.1.1. Part 3. Vehicle Operating Requirements Following Too Closely.***

***4.4.2.8.1.2. 61-8-329. Following too closely.***

***4.4.2.8.1.2.1. (1) The driver of a motor vehicle may not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of the vehicles and the traffic upon and the condition of the roadway.***

***4.4.2.8.1.2.2. (2) A motor vehicle being driven upon a roadway outside of a business or residence district, including in a caravan or motorcade, whether or not towing other vehicles, must be operated in a manner that allows sufficient space between each vehicle or combination of vehicles to enable any other vehicle to enter and***

*occupy the space without danger. This provision does not apply to funeral processions.*

**4.4.2.8.2.** This law is something to consider for all Model T's. Keep an eye in the rearview mirror and enable a space for the car(s) coming up behind you.

**4.4.2.9. Bill Comer:** My car broke down early and the driveshaft broke. It was a bad design aftermarket pinion bearing working a groove in the driveshaft and when I hit the brakes, it broke the shaft. I've got it fixed now, so I'll see you next June.

**4.4.2.10. Rick Bonebright.** I think the whole reason why this was put into the agenda was to make an effort to keep the Montana 500 fun and keep it rolling. Like Brandon said, we need to look at smaller towns because they seem to appreciate us. There was a gal from the paper, name was Courtney, taking pictures and everything. She just couldn't get enough of us while we were there. Brandon indicated there was a story and maybe a link. Maybe Tony can publish a link in the next newsletter. 1:06:05. The River Press might have the story. Let's focus on the experiences that make it fun.

#### **4.4.3. Where do we need to improve?**

**4.4.3.1. Advertising:** Sharon Pester. Is there an effort to make an advertisement for the local towns? Or does that cost too much money?

**4.4.3.1.1.** Rick Bonebright. The Chamber was notified and Cindy Farwick knew we were there. She was very active with us in the very beginning. She got power turned on to Dan's trailer, and there were several other people involved. I gave her a ride in my Model T, others gave rides, Brandon took Cathy Evans, Tony took Ray Erbe.

**4.4.3.1.2.** Tony Cerovski. I used to send out and hand out Endurance Run Fliers to gas stations and restaurants along the routes. Now this year, someone up at Rudyard or Hingham set up a gallery of local people, kids, moms, dads, grandparents, etc, on the right-of-way at Rudyard and/or Hingham. That was very cool to see them all waving and cheering us on! What a nice surprise in the middle of nowhere in Montana!

**4.4.3.1.3.** Larry Azevedo. I liked getting "lei'd" in Sunburst, Montana. That was unexpected and fun.

**4.4.3.1.4.** Rick Bonebright. Yeah, that was Sally Peters was handing out Hawaiian Leis to the Model T people. 1:10:36.

**4.4.3.1.5.** Sharon Pester. Placing a flier in a grocery store or two could help. 1:11:13.

**4.4.3.1.6.** Meghan Carnegie Teats. Just to keep in mind that, that the people that we have, have been around us before, and know how we operate. You have some vehicle, and you get a bunch of people, there's more cars on the road, that we have to fight with, they slow down and can also be really annoying, and like, are they coming? Are they going? I don't know what you guys are doing. So, it's a double-edged sword. Keep that in mind, wonderful idea. It's good to have people getting involved and stuff, but it can also be a headache. Unfortunately, I want to see the road. 1:11:52.

**4.4.3.1.7.** Rick Bonebright. Okay.

**4.4.3.1.8.** Dave Ferro. I'd like to share a few thoughts. So, if we are going to advertise our presence in the towns, emphasize that the opportunity to mingle with us will be "in the town and at inspection time, but not out on the road". 1:12:15.

**4.4.3.1.9.** Tony. Went off subject.

**4.4.3.1.10.** Brandon Langel. Dave, this is a very nice idea and I do approve of it (advertising the event locally). As far as who is going to be the sender of the notifications, would be better to call Chambers of Commerce or the gas stations, as they are quite helpful, or the editor of the Facebook page and send them the message, or on Instagram, or like that. 1:14:05

**4.4.3.1.10.1.** Larry Azevedo. Later on in the meeting, make a decision that people volunteer or be assigned to do the different tasks. Contact Chambers of Commerce, create a flyer, and just make sure we note those folks and they have to report to the president every month or whatever appropriate, on the status of their assignment. 1:14:45.

**4.4.3.1.11.** Rick Bonebright. Matt? Didn't we discuss at one time about whoever makes a suggestion of the host town is kind of like our go-to person?

**4.4.3.1.12.** Meghan Carnegie Teats. I think it kind of limits you because people have good ideas, but don't have time. I have a ton of ideas, but I don't have the time to make all those calls and come up with everything.

**4.4.3.1.13.** Matt Hansen. We talked more about, making sure you suggest a town that you've already kind of looked into that. Like Brandon said, I do think there's a whole lot more appreciation in smaller towns. It makes a bigger impact on them, and we get a more welcomed attitude. A person from the bigger cities is like, yeah, it's just really nothing. But I think we talked more about making sure that we had a hotel lined up, and a place for the tear down thing. We've kind of talked a little bit more about being more ready than just picking up a magnet, throwing it at the refrigerator and seeing what sticks. We have put a little more thought into it. 1:16:20.

**4.4.3.2. Updating the Timer Manual, Making a Driver's Manual.**

**4.4.3.2.1.** Rick Bonebright. Along with that, there is a comment here about a handout for the drivers. Tony and I visited about that at one point. It might be something that would be worthy of putting together for each event reminding people of some of the basic rules of no tailgating and also includes the hand signals so that everybody knows Meghan's hand signals. I think I just assumed that everybody did know. Maybe it is something we can review, it would just be a sheet, and every driver gets one. 1:17:20?

**4.4.3.2.2.** Meghan Carnegie Teats. How about at the meetings, make sure we address that Meagan (as a timer) is going to tell you what her hand signals mean at the timer's meeting. I can stand up and actually show them, and not try to explain it, in-place-of a piece of paper. To me, it's like, well, it makes me because I'm doing it, but what the heck is that? I don't know what that means. So, to someone, that means what? And then we make sure we talk about certain points, like I should talk about safety. We haven't talked about safety in years. We should be addressing that, we should address, you know, these are 100-year-old cars that do not handle like our modern cars. Keep that in mind. This is supposed to be fun. It's not money, right?

**4.4.3.2.3.** Rick Bonebright. Good point. Tony.

**4.4.3.2.4.** Tony Cerovski. Over the years we've had different kinds of manuals. There was a manual with descriptions of green flags, orange flags, and checkered flags. We also built manuals and revised manuals for inspecting cars and for the tear down committees. I've started on a President's / Vice-

President's Manual. We could place Meghan's hand signals into the Timer's Manual and ask that drivers read it. 1:19:50

**4.4.3.3. Orderly Courtesy to our Timers:**

**4.4.3.3.1.** Nan Robison. I think another thing that is should be addressed is orderly courtesy to our timers. Our timers were incredibly abused last year. From *misogynistic* comments made at our meetings, to ignoring what they said. There's no, no excuse for that. These girls take their vacation time, their free time, their money, and they come to do this as a courtesy to our Club. And the way they were treated last year, there is no excuse for that. So that sort of behavior, I think, needs to be addressed at the very beginning of the first drivers meeting also. 1:20:37.

**4.4.3.3.2.** Tony. What would be examples of that?

**4.4.3.3.3.** Janet Cerovski. Respect the timers. Don't bad mouth them. 1:20:55

**4.4.3.3.4.** Larry Azevedo. There were some comments on one or two of the evenings that were uncalled for.

**4.4.3.3.5.** Nan Robison. And the people, at the drivers leaving (station) who, when Meghan was telling them to stop, were creeping forward, creeping forward, creeping forward, standing back a few yards, then charging forward. Those are things that are not acceptable. It's happened before, and it just seemed to be ignored. 1:21:23.

**4.4.3.3.6.** Meghan Carnegie Teats. One car was told not to go and Heather jumped in front of him to stop him. He tried to go, and Heather yelled "no", as he pulled the car forward. Heather had enough and just jumped in front of him. That's not ok. And it's happening.

**4.4.3.3.7.** Nan Robison. And it shouldn't be happening. Her job, the timer's job is to take their work seriously and protecting those drivers. And they do a freaking good job at it. And they are very conscientious, and very careful. And so, I say when they are completely ignored, they don't need to get in front of a car (audible gasp?). It's not safe, and so it needs to be addressed. We need some standard, I don't know, maybe a penalty, shaking our finger at their face, I don't know what the answer is, but it is, just, just un-excusable. 1:22:25.

**4.4.3.4. How is Time Written Down and Compiled:**

**4.4.3.4.1.** Meghan Carnegie Teats: I think what might help, but I don't know if it's the mentality that we have or not but, to explain how people think their **time is compiled**. I think people think that their time starts when that minute shows up, and it's not. It's when you write down, it's more like an Iditarod, instead of, some think, I came in first, so I'm first. No, you're not. It's a time-lapse thing. So, your time is what happens. So, when we say "You GO", that's when your time starts, not when you first cross the line. That's how it works. I've seen people jump the gun, thinking "well, I need to go". The time is the countdown, I gotta go, you know, time has started, "I've got to go!" No, that is not how it works. You "go" when we say you go. Your time is off when the timers on the other end say you're off. The other times are shut off on the other end. Then times are compiled. That's how it works. It's like the Iditarod, you get in and you get out. 1:23:20

**4.4.3.4.2.** Rick Bonebright. That is very valid. I don't know how many drivers actually understand that.

**4.4.3.4.3.** Meghan Carnegie Teats. Right.

**4.4.3.4.4.** Rick Bonebright. And that's a good point. 1:23:35.

**4.4.3.4.5.** Larry Azevedo. A year ago, I didn't know any of that. I didn't realize that before, and it's sort of embarrassing. So, with the signals going like this (fingers up), then this (fist) for stop, because there is a truck coming, this could be a great deal of help. I'm calculating the number of seconds it takes to beat the truck coming, and the timers going like this to hold you up. And at the same time, you sort of wonder what in the world is going on, and you wonder about questions, that is one you forgot to ask.

**4.4.3.4.6.** Meghan Carnegie Teats. So, we have, and don't forget, if we have it written down, then we need it to follow. Whoever did it, if they don't want to talk about it, then so and so, come talk. So, so and so's going to talk about safety, and so and so is going to talk about timing, so and so is talking about the new rules. Someone has to delegate to who's doing the talking, as President, but make sure you have the bullet points figured out. I don't know. I'm just trying to help. 1:25:00

**4.4.3.4.7.** Rick Bonebright. You are. Thank you.

**4.4.3.4.8.** Sonny Bishop. I ask you, with no disrespect to you (gestured to Larry), what were some of the problems, other than what Larry had to say, with some of the problems that newer people didn't understand?

**4.4.3.4.9.** Meghan Carnegie Teats. With the hand signal issue, we had a lot of hand signal issues over the years. We had it a lot last year, more than normal.

**4.4.3.4.10.** Sonny Bishop. If you were to stand up at the meeting before hand and explain to us, then responsibility falls on to us, individually as a person. Then any new person will know. Then your hand goes like that (closed fist), and I don't see that semi coming and I don't want to be last.

**4.4.3.4.11.** Meghan Carnegie Teats. Right. And it's hard to tell when cars are coming, you know. This is like all the locals don't know what's going on. Like, "Oh look, these look cool, and they, look around, slowing down, when they should start accelerating. Do I have enough time? I'm gonna hold, 'cuz I don't know what that person's gonna do. Safety is my thing. I'm going to hold you 'cause I don't know what that person is going to do. They can just come along change their mind, and just floor it. And also, you have a car coming upon you at 80 miles per hour. You all don't all take off that well. LOL Yeah. 1:26:47.

**4.4.3.4.12.** Sonny Bishop. You say you'll present the timing signals and procedures to us at the drivers meeting before hand, and I think that is a very good idea.

**4.4.3.4.13.** Janet Cerovski. If you can't watch traffic don't go. 1:27:07.

**4.4.3.4.14.** Nan Robison. One thing, that I notice is at timing, I'm not watching who's coming, I'm watching Meghan. And I am counting on her to send me out when it is safe. So, it's very important for everyone to watch Meghan, and know she is the one who takes care of us.

**4.4.3.4.15.** Sonny Bishop. That's right. 1:27:30.

**4.4.3.4.16.** Nan Robison. I'm not looking behind be, I'm trusting her to send me out at the right time. I have checked, clearly for me.

**4.4.3.4.17.** Meghan Carnegie Teats. Although I did send out Uncle Tom that one time and he was shaking his head no, I don't feel safe. I said "OK".

**4.4.3.4.18.** Nan Robison. And they (timers) will not start your time until you go.

**4.4.3.4.19.** Meghan Carnegie Teats. And you know, clearly, there are a lot of visual cues that I know. You can't hear over the T's, that's why I use hand signals, like

I'm deaf. Yeah, there is a lot of non-verbal communication that goes on between us.

**4.4.3.4.20.** Rick Bonebright. Thank you, Meghan. I appreciate you, a lot. 1:28:21.

**4.4.3.5. PRINTING OUT MAPS AND DIRECTIONS:**

**4.4.3.5.1.** Meghan Carnegie Teats. Let's say we've printed out these maps, and I'm talking about the route, and then having someone that's local, that is trying to direct a person, tell you some different route to take. Yeah, help me out a bit. Well, this person didn't say go down this road. Then I go down this route another guy said go down this route and then like people getting confused and I'm not, I don't know how that really (remainder was not audible) 1:29:56

**4.4.3.5.2.** Matt Hansen said something.

**4.4.3.5.3.** Larry Azevedo. I just like to be behind Brandon to be sure I'm OK.

**4.4.3.5.4.** Meghan Carnegie Teats. Do we take this road or that road? There are times when it's really helpful to go around and miss the road construction. Don't go down that road or, you know, that there are sometimes when it's really helpful that someone that's been driving that road, and recently, that can make that opinion of going or not. Oh, maybe you might want to try a different route, but for the most part, it gets really confusing. Either make maps and stick with it or use a really good opinion about something.

**4.4.3.5.5.** Matt Hansen. If you still find it confusing, follow the GPS.

**4.4.3.5.6.** Rick Bonebright. You know, I remember Columbus. Matt, remember our little short guy that knew all the short cuts to everywhere. (Laughter). You did a good job of handling him. I think the best advice he had was our first morning out. When we were going to start out and climb that hill on the interstate and he took around the hill, but other than that, I mean, it was horrible. But I think those are good points. I appreciate it. Anybody else? 1:31:12

**4.4.3.6. Printing Out Timing Summaries after each Leg:**

**4.4.3.6.1.** Tony Cerovski. Having a dedicated computer data entry person would enable everyone to have a printout at the end of every leg. This person receives the Leaving Times from Meghan and Heather (sometimes by texting a photo) and enters the car times into the computer spreadsheet. Then this person receives the Arriving Times and enters the data into the computer as the cars are flagged in. Then prints the Leg Summary for the drivers, timers, trouble trailers, and radar to review at the gas stations or at the next flag out. If the drivers have this data, they can determine if they need to check their tire pressures and other things at or after each stop. Is there anyone that doesn't like that stuff (printout)?

**4.4.3.6.2.** Meghan Carnegie Teats. We tried that but I don't have the time to do it.

**4.4.3.6.3.** Tony Cerovski. Since 2020, we provided a computer, data entry program, a printer and paper in the "Arriving" truck. We've had good success in the past, but not so much this last (2023) event.

**4.4.3.6.4.** Larry Azevedo. I really liked that you provided that and us getting the data, the printout

**4.4.3.6.5.** Meghan Carnegie Teats. It a pain, putting numbers in is not a problem to do. And then, when everything is right. So, when you leave, the other timers come in, you don't want to take any (inaudible).

- 4.4.3.6.6.** Nan Robison interrupted with something (humorous? laughter) and
- 4.4.3.6.7.** Meghan responded with "Will you knock it off!" 1:32:37.
- 4.4.3.6.8.** Nan Robison. You should say exactly what's happening.
- 4.4.3.6.9.** Meghan Carnegie Teats. We're trying to do stuff and everyone erratically asks about, like, "Oh, where I was, how am I doing?", which is understandable, that's fine. But now we just wasted 10 more minutes at the gas station. I want to get home before five o'clock. I'm hungry. I'm tired. I got have three kids to take care of, and we have a meeting to do. Let's not waste time at the gas station. But have fun at the meeting. It's about how we did, look at everything then, it would be like oh, yeah, I remember that leg, that was a fun leg, I came down that hill really fast, somebody else went down that hill really fast. Those are things that we should be doing. Not, sorry, at the gas station, I'm like, "Hey, I rushed right in, I've got 15-minutes to fill up, 15-minutes to find a spot to line up at, I gotta line them up, I usually space them out, I got to give the other timers a 5-minute lead. Let's get moving. Sorry. 1:32:35.
- 4.4.3.6.10.** Brandon Langel. (hard to hear) I think that people really do want their times and the print out after the first lap. Alternatively, you could take a screen shot after each lap (completed leg) and send (group text) it to everybody. Are you willing to be responsible for things like that? And maybe others could check for errors.
- 4.4.3.6.11.** Meghan Carnegie Teats. Yeah, exactly.
- 4.4.3.6.12.** Brandon Langel. Drivers like having the data, some want a hard copy, and they may be able to spot errors, and more importantly, know the Leaving order for the next leg.
- 4.4.3.6.13.** Larry Azevedo. (Inaudible at the beginning.) I, for one, like the printouts big time. You say people come up and ask you for information. If we had a hard copy at the gas stations, everyone could figure out where they are in the lineup and that should save you a lot of time. And quite a few people do ask you.
- 4.4.3.6.14.** Meghan Carnegie Teats. Right. And if you use it to figure out where you are, well, come to your timers and be like "where did I come in on the lineup?" Because I was neck and neck with that one person coming over the finish line. "Where did you put me?" "I'm not sure." Talk to your timer. That's our job. That's what we are supposed to be doing is making sure you guys are where you're supposed to be. I think Heather likes yelling at you all anyways, so.
- 4.4.3.6.15.** Tony Cerovski. I rode with Suzie and Jackie (arriving timers) a few years back and volunteered to be the computer guy. Heather would send a photo text of the Leaving timer's data to me and I would enter the leaving times for each car into the computer while going down the road. By the time the last car got in at the Arriving Timer station, the data entry for that leg was done, and Suzie had the data checking done before we arrived at the gas station too.
- 4.4.3.6.16.** Meghan Carnegie Teats. Yeah, if they (someone) want to come and look at the computer, that's also good, taking the photos, being asked, who do I send it to? Who wants it, or doesn't, blah, blah, blah.
- 4.4.3.6.17.** Someone. That would do too.
- 4.4.3.6.18.** Janet Cerovski. Unless we have more volunteers.



**4.4.3.6.19.** Tony Cerovski. I don't want to go out on the limb and say I'm going to find someone to drive my car and that I would do the computer job. I might, but I don't want to say that I would. 1:36:36.

**4.4.3.6.20.** Well, Matt was setting a good precedence as President a few years ago, when he elected to not drive and was very instrumental in giving us directions and taking care of a lot of things. That was hard to give up, I think, wasn't it Matt? Thank you for doing that a few years late.

**4.4.4. USING RADAR GUNS:** 1:37:00?

**4.4.4.1.** Rick Bonebright. The next item is a quick discussion on Radar guns. Radar guns have not been used in the last couple years. I think it's time to breakout the radar guns. I'd like to hear some comments. And I'll set the stage for the comments because, it's hard to. The President, it says in the rules, will choose a radar gun operator and choose the locations. I was informed a few years ago, that I (a president) had an unfair advantage because it was my responsibility knowing the locations and being a driver, I knew where the radar guns were going to be and who I was looking for. And the case was there was no radar gun (people). So, the reverse happened. Since I knew there was no radar gun, then I had had the opportunity. It was a no-win thing. OK, I know there is no radar gun in this town. Because, since I was in charge of putting somebody there, and I knew they weren't there and I could speed through there, and everybody else was being cautious. That wasn't the case, because even though there was not a radar gun there, Dan Brown and I got hung up there by a local wood cutter and he was well below the speed limit. (Laughter).

**4.4.4.2.** Larry Azevedo. We should assign one or two, radar gun operators, or get volunteers. Share that you have a director assigned so that somebody that is a resident and or then provide a list of maybe half a dozen. I think strongly that we should have maybe in some issues where there is a downhill stretch, if you can exceed this speed, are you going too fast. There is a high probability there according to every person, and the same thing accounts for in town under time. Just give, here are the different places that we'd like you to monitor. 1:40:40.

**4.4.4.3.** Nan Robison. I'm kind of in Larry's camp. I think we should have more than one person. With any people. And I also think that none of the drivers should know who they are, they should remain anonymous. Because (in the past) there have been people who have run the radar, have seen the wrath of a driver, because they didn't like what their result was, and those (radar) people need to be protected. And those (radar) people will never come back, right? Due to all the abusiveness, because someone didn't like the result. And so, were chosen, you know? One, I guess, I think that I can add, is that without radar guns, we cannot keep our car's speed below the speed limit. But I've seen more than one that we want to count last year. Some think it's cool to exceed by the 5-mile-an-hour deal. No, not be cool. That's not acceptable. So, we have monitors with the radar guns. Have the President assign him. From that point on they need to be anonymous. 1:42:11.

**4.4.4.4.** Sonny Bishop. OK. What Larry said, At the bottom line, the president appoints those people, whoever they are, nobody else knows who they. Operations are explained to them, what they need, then turnaround and walk away, and everything is handled. 1:42:38.

**4.4.4.5.** Nan Robison. They do need to be taught how to use a radar gun. As you can have a skew and mixed results. So, you know what to do and they do need a little bit of instruction.

- 4.4.4.6.** Tony Cerovski. Who's qualified to do that?
- 4.4.4.7.** Nan Robison. Not me. 1:43:03.
- 4.4.4.8.** Brandon Langel. I think these are all great ideas. The actual implementation of this did not occur over the last couple years. My understanding is in general is having a shortage of volunteers. Asking somebody, giving them instructions, and sending them on their way. Never look back. That's a great idea. If we don't get people to help us out, and we know we can be an ungrateful group sometimes. Is some of this always going to work? I don't think so. I think the honors system, I know there has been some tight races in the past years, I think the calculations of like an extra 20 seconds for doing 55 in a 35, for a quarter mile, is almost a fraction, seconds, that you are going to gain. It should be discouraged. If we are going through a small town, we notify the Sheriff's office and say cheaters are probably gonna blow through your town, you can help fill your quota system. (Laughter). You would be a lot more inclined to listen if they hear. "Oh well, so and so got pulled over and got a couple hundred-dollar ticket." Now, so and so is going to be mad, but learned a lesson. 1:44:40.
- 4.4.4.9.** Meghan Carnegie Teats. This is the local sheriff. They have the radar gun. They've been trained to do it, and their word is final. You do not argue with them. But, you better not. What? 1:45:00.
- 4.4.4.10.** Rick Bonebright. If Sergio is still awake, didn't you have some experience in Fort Benton? Sergio?
- 4.4.4.11.** Meghan Carnegie Teats. We are a chapter of the Model T Ford Club of America. Our Club directors are members of the national Club. We do not want to have some jerk that holds us up on the road that don't have any regards for the rules of the road. That doesn't look good and if my memory serves me correctly, we get permission from the state to hold this event. Am I correct?
- 4.4.4.12.** Janet Cerovski. No. We just notify the Montana Highway Patrol of the town where our event is centered, the highways we plan to use, and towns we plan to go through each day.
- 4.4.4.13.** Meghan Carnegie Teats. I think there might be are a couple of times when they're like, these folks are not safe, we don't want this event on the road anymore. Keep that in mind.
- 4.4.4.14.** Janet Cerovski. I do know at the accident; they actually made a comment that they liked our team effort there. They do not like the Corvette events, but they do like us. (Some laughter).
- 4.4.4.15.** Dave Ferro. Mostly inaudible due to others "chiming".)
- 4.4.4.16.** Rick Bonebright. There are suggestions that that don't apply to me. 1:47:22.
- 4.4.4.17.** Rick Bonebright. Tony is or was developing a Radar Manual. Was the thought behind that more of a how do we qualify someone to train someone. Is this something that we put down in a format and say this is how we do it.
- 4.4.4.18.** Tony Cerovski. I think so. As we pick a town, this is the time of year to put out feelers for volunteers. Ask who's going, who can bring somebody for a radar or other position. We have a roster, maybe we can get a lot done before Christmas or New Years. Ask those who want to help now. Get a commitment. Report that you can bring someone to help. These things could go into a Radar Manual and maybe make a Volunteer Manual.
- 4.4.4.19.** Someone? What kind of things need to be done?

**4.4.4.20.** Tony Cerovski. In the past, I've emailed Carla (Lundeen) Carnegie, asking if she could come up with a headcount for timers. Carla is always helpful. It may come to the time where I don't drive my car, and become a timer to help things along. (Some open field discussion occurred.)

**4.4.4.21.** Rick Bonebright. We can just notify the police. In Fort Benton there were two ladies and one guy. And when I first got there on Saturday, I met one lady, she was down there by the parking lot. And we had a really nice discussion and then I was able to contact the other lady as well. The guy in charge, the Sargent I guess, and they knew what was going, and they were quite gracious, I think. I don't think anyone was penalized at any time, but their presence was there. I still think we ought to self-police a least. We need to use our radar guns, personally, I'm going to throw that out rather than we relying on a lot of these little towns that don't have a constable or a Sherriff, or policeman. I think it behooves us (it is our responsibility) to take care of it internally. So, what do we do? Call the local Sherriff? In our By-Laws or in our Rules, we give a 5-mph forgiveness.

**4.4.4.22.** Brandon Langel. But I do think it's a volunteer problem. The answer to your problem is to get the radar guns out. We may have 20 (volunteers) at Christmas, 15 at Easter, by Run time, I don't know. 1:53:36

**4.4.5. Tear Down Discussion 2023 Fort Benton:**

**4.4.5.1.** Rick Bonebright. **The tear down in Fort Benton**, Comments; good; bad; indifferent? What was it? You know, we want tear downs to be effective and we want them to go quickly, I guess, not so quick that we're not effective. We just need to find out. This year, Tony had put together a Tear Down Manual. What was it, Level 1, Level 2, and Level 3. And Tony and I fleshed it out at one point. You get pretty thorough in level one, and you get to Level 2, and somebody makes a motion. Everything is looking good. Do we go ahead and call this car the winning car? That is what has happened in the past and I think that was a lot of... I was not at Glendive, and I know that it finally got down to fourth car, and finally we had to declare a winner. I know there was some feelings that were shared about that and how can we prevent this being a four-hour, five-hour, 6-hour ordeal and be effective and be fair. 1:55:45.

**4.4.5.2.** Janet Cerovski. I thought the garage was a nice garage. (Much Laughter.) 1:55:55/

**4.4.5.3.** Matt Hansen. (Couldn't decipher, chiming). That was hard to say. It was seven o'clock at night.

**4.4.5.4.** Someone said It was later than that really.

**4.4.5.5.** Matt Hansen. There is no (stopping?) rule. I'm going to tear down a car and going to declare a winner.

**4.4.5.6.** Larry Azevedo. Well, you are right. Everybody's there, so mayhem.

**4.4.5.7.** Matt Hansen. I'm sorry, I'm sorry. That is the rule. I'm just saying and if we're not gonna do that, let's make a motion. Something like, we are gonna tear down the top five. You know, we can't prevent people from getting tired. Everybody's tired. I mean we drive a longways to get to this meeting. We're tired. I got to afford time to get here, right? I'm Sorry. 1:57:08.

**4.4.5.8.** Tony Cerovski. I would like to say why, if one person could ...(chiming). 1:57:09

**4.4.5.9.** Nan Robison. I was going to keep my lips pursed first, but apparently, it's not gonna happen. Because people cheat! And it's not fair, to car number two, to car number three it's not, to car number one it's got all this stuff in it, illegal, makes the

car go faster. They win. Car number two, everything in it is perfectly legal, everything is the way it should be, but they are in second place. Because we didn't tear down car number one. So, we have rods not in the right size, we have oversized valves, we have a carburetor wired wrong. You know, that's why we have a tear down. Larry won't attest to the fact when you get to a certain point and somebody says 'well shall we call it' and I'm against them because I am who I am. I say, no and Larry says thank you. I want my car to be legal and I want people to know my car is legal. 1:58:10.

**4.4.5.10.** Larry Azevedo. In my case, I think this year (Fort Benton) was sort of bonus at my tear down. Last year (Glendive) I had come in, as a rookie the year before, with the fastest time but he had our carburetors DQ'd. I was not as comfortable with group last year (Glendive) taking it apart. Going forward with another year, 1:58:20 I'm really happy with that. Now I think I've got a little history in the organization, maybe at some point we say okay, we've seen this issue before this. Little history. Last year to this year at Glendive, I don't remember, I wasn't part of the (teardown) team, there was no check on the magneto, making sure that those guys were making sure that there was an AC signal on the magneto, right. Now listen, I appreciated the check on 6-volt. Is there 6-volts, yeah there is, cranking around on all four cylinders, turning on battery check the mag voltage, is it good, it's an AC signal? Yes or No.? Switch it over to mag for AC signal. Yes or No? Those, I think those tests gave confidence to the inspection, that in general, that the end result was is the engine technically correct. I think that at inspection, all cars should have to do that, mag system, 6-volt and not hide it. Those checks were sound. And I think that's absolutely critical, because it could make a big difference. I know that. 2:00:14

**4.4.5.11.** Rick Bonebright. You know, what Nan was saying, you know I've struggled with this myself, because you know, this last year. Well, this year in Fort Benton you know when painting the terminal screw on the timing cover (commutator) and the one up on the coil box, you know it just blows my mind that somebody would run an I-Timer. Why? Don't you have to live with yourself when you go home? Do you now?

**4.4.5.12.** Nan Robison. I'm the same way, but when I run my car, I am assuming when I'm running it, because I've done everything in my power to make sure that my car is legal, that it is going to be, and I'm talking about carburetors, you can't risk. (Meghan said Dan Brown?). Yes. Because they expand and contract, expand and contract, expand and contract. We don't put (air) filters on that They are like sand blasters, going through there. Yeah, maybe the carburetor you had last year that did pass last year, will not pass this year, for that very reason. He's not, not cheating. Just when, you have specific things that, Illegal, you're cheating. And I, just me, I'm like Rick, I want to go to bed at night and sleep well. I don't want to know, that, well, you know, they don't think I'm un-legal, you know, my integrity is important. That's, I'm going to say, one reason, I'm not doing the fight anymore. If I feel like, and I, I love them now, like the standards have dropped below those standards. And I'm not racing anymore with people I know are literally cheating, I'm just not. And I lost my love or something, because all I can do tell you what I think! But we need to have standards and we need to have integrity, and we don't. 2:02:25.

**4.4.5.13.** Rick Bonebright. Integrity is something you bring to the game. And you know, we can't teach it. And because.

**4.4.5.14.** Nan Robison. You can disqualify it.

- 4.4.5.15.** Rick Bonebright. And you can get disqualified. Is there any real embarrassment for being disqualified?
- 4.4.5.16.** Nan Robison. I guess for some, not for others. 2:02:50.
- 4.4.5.17.** Rick Bonebright. You know, this happened, so I had fun anyhow. I've been involved in a couple of discussions about sabotage. Our cars are very vulnerable. If you don't have an enclosed trailer and lock it up at night, and it's just parked out there, and I'll go back to the Helena run (2020). There was two of us that lost the starter at identically the same spot. Your son (Mike Robison) and me. Mike, unfortunately, lost his engine. I was probably a mile from losing mine. So, what goes on in the night? I've thought about devices that I could put on the car that send me an alert in the middle of the night, so I can grab my pistol and go out there and shoot. You know, that's not beyond comprehension that somebody would do something with somebody's car, actually, especially, if it's in within the reach of people. I like to use the I-Timer, because everybody knows that if whatever your car will do with an I-Timer, that what you try to make it do with a real timer. So, if you are going to do things like that, pour diesel fuel in your gas tank, whatever, I don't understand why you would participate. Do we need to hire somebody to watch our cars at night? (chuckle). Another volunteer. A day sleeper.
- 4.4.5.18.** Levi Dyckman. We seem to be off topic. We are on teardowns, can we finish up on that, and then move on? 2:05:50.
- 4.4.5.19.** Rick Bonebright. Getting back to the tear down. There was a director's meeting at the tear down this year, to approve or disapprove of Larry's non-script head. This is what I was getting to in our little meeting with the Directors (2.5 hours ago).
- 4.4.5.20.** Brandon Langel. I think we need to respect our directors and how they vote, however that agrees with your line of thinking or not. Respect the interpolation of the rules by the seven (of nine directors that were present) of us. If you don't like the director's decisions, then take care of it the next time you vote.
- 4.4.5.21.** Tony Cerovski. What did you say?
- 4.4.5.22.** Brandon Langel. I think we need to respect our directors and how they vote, however that agrees with your line of thinking or not. Respect the interpolation of the rules by the seven (of nine directors that were present) of us. If you don't like the director's decisions, then take care of it the next time you vote. 2:07:52.
- 4.4.5.23.** Nan Robison. We just vote, don't just say well, Brandon wants to ???, so he's going to stay here. Janet wants to go. She's gonna go, you know, we hold, and it's a whoever casts the most ballots, that's our vote. It is a very good process.
- 4.4.5.24.** Sonny Bishop. I happen to like that process. There have been issues in the past. But guess what, that's the way it is.
- 4.4.5.25.** Larry Azevedo. Yeah, but some of that should not have happened. It was pretty much when (other's chiming).
- 4.4.5.26.** Sonny Bishop. I think the Club, as a whole, is trying to move forward, and I think in this tear down finagle, and everything else, I hear there has been some iffy awarded trophies and so on, maybe that happened in the past. (Somber agreements). 2:09:00
- 4.4.5.27.** Rick Bonebright. I don't know if we really finished the tear down discussion. Was it (the teardown this year) okay?
- 4.4.5.28.** Janet Cerovski and others. Yeah, it was ok. 2:09:22.
- 4.4.6.** Rick Bonebright. Next on the list is. **"Is the Tear Down Manual part of the Rules?"** And the bottom line is, yes it is. Anybody need a break? 2:09:37.

**4.4.6.1.** A break in the meeting.

**4.4.6.2.** 2:12:00

**4.4.6.3.** Levi Dyckman. Just getting back to the tear down, just a thing to keep in mind, especially going back to Glendive is, maybe a half or third of racers at the tear down, everybody else is sitting back at the hotel wondering what's going on. It's a pretty bad experience for them. I'm of the opinion that we take down one car and that's it. That's what I'd do just from a time perspective, time and overhead and thinking about the entire Club. Going through four was quite a task. I don't think too many people would want to be a part of that again.

**4.4.6.4.** Erica Cerovski. No.

**4.4.6.5.** Levi Dyckman. That's all I have on that. Looks like Bill has his hand up.

**4.4.6.6.** Bill Comer. I was thinking with the tear down, I don't know if this is the time to say this, but with the carburetor issues, I'd like everybody to think about, I'm not going to call it a restrictor plate, I'm going to call it a "Balance of Performance Plate" or "Equalizer Plate". I know you guys tried a restrictor plate at one time, I'm just came up with a number that would be easy to make, 18 millimeters, which works out to 0.7087", which is barely restricting, but it might dissuade people from oversizing their carburetors. And when you do a preliminary check at inspection on Sunday, just check the magneto and make sure it has an AC output, seal the timers, and what we have been doing. So, I'll just put that out there and if they think it's an idea worth pursuing or not. 2:15:07.

**4.4.6.7.** Rick Bonebright. I think because of all of the past discussions, voting and everything, I think we leave it like it is, personally. You know, we've got gauges for the carburetors. Personally, I'd say no to the restrictor plates before the motion is made to vote on. That's, my feeling. I'll break a tie if there is a tie. 2:16:10.

**4.4.6.8.** Larry Azevedo. I'll get back to the time, time table support. I'd like to discuss. I think there is an addition to the agenda that I think everybody got a copy of.

**4.4.6.9.** Rick Bonebright. Yeah, It's CC'ing the head.

**4.4.6.10.** Nan Robison. I think we are not there yet.

**4.4.6.11.** Rick Bonebright. Larry, if it's okay, well come to that later.

**4.4.6.12.** Larry Azevedo. Okay.

**4.4.6.13.** Rick Bonebright. We'll just follow the format, we'll just hit new business right quick.

## **5. New Business:**

**5.1. Hats & Shirts:** Rick Bonebright. Hats and shirts are coming from Dusty Boyce, who is in Missoula, and I personally enjoyed the way we've been doing the hats and shirts. Everybody pays for the order as it happens, and he's been very accommodating. Does anybody have a comment to improve what we are doing? The history is, Janet has towed around a box full of t-shirts leftover from years before. Dusty has been very open, puts your name on a shirt, posted all the colors, options. You go through it like a Sears-Robuck catalogue and order what you want, use your credit card, and you get your bag of goods at Inspection. Janet is no longer in the used clothing business.

**5.1.1.** Brandon mentioned to keep it the same. (No vote).

**5.1.2.** Sonny Bishop. I had ordered a hat from the year before and it came with the current year. He (Dusty) said, "my mistake", and sent out a hat with the desired year on it.

**5.1.3.** Larry Azevedo spoke too.

**5.1.4.** Rick Bonebright. Now the only other thing is that, it's been left up too me, and I followed in Matt's footsteps, I don't know who's others Matt followed in. We have been

trying to come up with ideas every year. I fell in love with Sandy Watt's picture with the three cars, side by side coming into White Sulphur Springs, and used it again this year. Matt had "Sheep Happens", very appropriate.

**5.1.5.** Brandon Langel. Recommends using the easiest, most appropriate. The President gets a say. If anyone wants a better, more interesting design, then provide it or send it along.

**5.1.6.** Rick Bonebright. This year we changed the year and the color of the car on the hat from green to blue.

**5.1.7.** Nan Robison. What, no Yellow Car? Much laughter.

**5.2. Bud Peters Most Inspirational Model T'er Award: 2:22:22.**

**5.2.1.** Rick Bonebright. On to the Bud Peters Most Inspirational Model T'er Award. We didn't select one in Fort Benton.

**5.2.2.** Meghan Carnegie Teats. Why do we not have the option of doing these things at the banquet, or like the Sunday before the race when we have all the drivers there. We're doing it here.

**5.2.3.** Janet Cerovski. This one we do after the race and it was missed at the banquet.

**5.2.4.** Rick Bonebright. Do we want to choose somebody for the Bud Peters Award at this meeting? Should we hand out ballots at the meeting on Wednesday night?

**5.2.5.** Meghan Carnegie Teats. Sure.

**5.2.6.** Nan Robison. Membership might well right

**5.2.7.** Brandon Langel. Or should we do it Sunday night?

**5.2.8.** Meghan Carnegie Teats. I didn't understand, people having the time on Wednesday, I don't You have sometimes you.

**5.2.9.** Nan Robison. Yeah, but I think that is it. You have sometimes, we don't want it to just to be the pretty girl, the new boy, the new person. And sometimes we pick people that aren't inspiring. It's not our old timers, who are there, doing stuff. So, I thought maybe a day meeting, second day of the race, basically that last. You have your ballots handed out and everybody can have them put in something when they come around Sunday, or whatever. But I just think the race itself, is what, offers the aspiration. 2:25:02.

**5.2.10.** Rick Bonebright. Good suggestion. Yeah, I like that. Somebody else?

**5.2.11.** Larry Azevedo. (Chimed).

**5.2.12.** Meghan Carnegie Teats. And then we are good to go.

**5.2.13.** Rick Bonebright. That's good at the moment, but we can add more to it.

**5.2.14.** Larry Azevedo. Dave sent a text from the hospital wondering where everyone is at. I replied that we're meeting at the bowling alley, I'm sorry, everybody's there. Unfortunately, my wife got that message, and I go 'oh no'. Rick and I are sitting there. She says what happened to Dave?

**5.2.15.** Dave Ferro. Talked a bit.

**5.2.16.** Janet Cerovski. Nominations?

**5.2.17.** Rick Bonebright. **We have a motion (Tony) and a second (Janet) for the nomination of Dave Ferro to receive the Bud Peters award. Motion carried.**

**5.2.17.1.** Tony Cerovski. I have an amendment to the Bud Peters Award, suggested that Larry Azevedo give the broken car on top of the traveling trophy to Dave Ferro to go along with the Bud Peters award. (Much Laughter.) No motion.

**5.2.17.2.** Rick Bonebright. Dave, a quick update on your car?

**5.2.17.3.** Dave Ferro. It's all back together and about ready to go.

**5.2.17.4.** Larry Azevedo. We pulled the body off and did some inspection. Put a whole new front axle under it. One spindle was bent.

**5.3. The Rattle Can Award:**

**5.3.1.** Sonny Bishop. I talked to Daniel about it. The award is for someone who performs a selfless act or acts, assists with the safety of the event, and go beyond the scope of duty, and be a good person. I did not bring the rattle can award with me. I don't know how to handle this with a vote, in the future, whether we do it at the event, and if so, you probably just give this particular award at the end of the event unless somebody demonstrated, like Daniel was in the process of physically passing me, when I hit that deer (2021-Kalispell). The deer walked away. Daniel gave up his driving time, pulling over to see if everyone was ok. Dave, he did the same thing for you. He was the first person to help you out.

**5.3.2.** Nan Robison. I thought the Rattle Can Award is to be given by your family. Bonebright agreed.

**5.3.3.** Janet Cerovski. I nominate Dan Lukowski because he was the first or one of the first to stop and help Dave. Tony 2<sup>nd</sup> the motion. Motion Passed.

**5.3.4.** Sonny Bishop. Talked about several things. Garrett came over and they started that car, but I don't have the heart to restore the Orange Blossom. 2:3740.

**5.3.5.** Rick Bonebright. **Daniel Lukowski is the recipient of the 2023 Rattle Can award** and Sonny will send it to Daniel. I think the family ought to have the say in when to give the award, and how long the award will go on.

#### **5.4. Budget Items:**

##### **5.4.1. Increasing the MCCTA dues and Endurance Run Fees:**

**5.4.1.1.** Rick Bonebright. Moving on to the budget. Before getting into expenditures, Brandon and I have some ideas about the financial health of the Club. Some things could be re-arranged, I feel, expenditures and all. The financial health of the Club. Brandon has some information to present. Tony and I not only talked about things we should do, but things we would like to do. We don't treat our volunteers well enough. We pick up gasoline expenses for the timing, flagging, trouble trucking, and radaring, without them, we don't have anything. We have been reluctant to add expenses. We want volunteer people to keep coming back and be compensated. We can have the financial wherewith to do some of the things we should have been doing for a long time. Brandon, tell us your thoughts. 2:22:57.

**5.4.1.2.** Brandon Langel. We should **increase the dues**. We are mostly a Club of retired people who have the funds to travel and maintain a Montana 500 vehicle that are too cheap to pony up extra dollars to support the people that make a run possible. Our dues haven't changed since 1993. Average cost of a hotel room is \$148.83. Meals at McDonald's is \$6, a gallon of gas is \$3.67, and the minimum wage is \$9.95/hr. So, we add all that up, times 5, and these people are looking at \$1280 to come play and get abused by us. Theoretically, I have a proposal coming up here. We could raise the dues to \$80 or \$100 or \$200 and think we're buying hope that's right. Say we have about 27 members. We have timers that are great. They are up extra early, they stay up late dealing with time, while the racers are at the bar, kidding. 2:45:20. I propose that we increase dues to \$20 and increase the Run fee to \$90. At 27 members and 17 racers, we would have about \$540 in dues, and \$1530 in fees. This is totaling \$2070. Minus out the 2023 expenses would leave us with a surplus of about \$1030 dollars. I also support an additional \$500 yearly until such a time or account balances reach \$2001. Using these numbers, we would have an extra \$1530 to give out to our support staff. The excess would be allocated, by vote, evenly upon submitted demand to those who ask for it. Janet says she will not allocate funds without director vote approval, and receipts. 2:47:30.



- 5.4.1.3.** Nan Robison. Membership in the Model T Ford Club of America is \$50.00-\$55.00 per year. This club is no less, and in my opinion, I think I have to go along with Brandon. They want to buy votes. They're gonna be different, they are gonna pay us, and make it worthwhile to be here. So, I think \$50.00 to \$100.00. \$250.00 bucks. Let's do it! Yeah! I just think that our membership dues should be upped to, um, discourage just every Tom, Dick, and Harry trying to get votes. Somebody wants to control the votes. We don't want that, so make it worth our while and up the vote. 2:48:36.
- 5.4.1.4.** Brandon Langel. I have a scenario here. You know, but we can just talk about what we should increase. Right now, it's currently \$10 to be a member and vote and it's \$35 to go down the road with us. I'd like to point out the MTFCA membership is \$50.00. A National Tour starts at like, \$225 to \$250, an extra person is \$75 more, a ham sandwich is another \$20. You get nickel and dined all over the place. We can do that, I don't want us to nickel and dime, but I want incentive. If you brought volunteers, you should get an incentive. We don't give an incentive. If anything, we provide disincentive by acting out. 2:49:40.
- 5.4.1.5.** Larry Azevedo. Instead of using kids from a high school at \$100 bucks, more to the point. I would prefer to bump up the entry fee to \$90. Maybe that would be a little expensive for Montana perhaps, but I'd like to get 60- 70-80 members that pay \$10 bucks, but very minimal. They get families and keep them connected in some way. Only about three or four of them are gonna bolt on any change right now but perhaps we should consider keeping the \$10 fee, keep that for feelers out there to pick up the one guy who retires he's not doing nothing. He's one of the new, okay? It'll take a little work to maintain them. The \$20 fee that you put on or \$30, that could hurt. But at \$10, we keep our feelers out there, and keep out a lot of voting. 2:51:00.
- 5.4.1.6.** Tony Cerovski. I would like to attach myself to Nan's thinking. Number 1, if the (membership) dues were \$50-\$100 plus a year, it would discourage people from voting to help somebody doing something with their own personal, small group, or large group agenda. I like that aspect really, really well. We should incorporate that. Number 2, is if we had this kind of money, \$100 dues, per year, per person, that might get us  $20 \times \$100 = \$2000$ . As far as the fee to run, maybe it should be the same as the dues, or half of that.
- 5.4.1.7.** Janet Cerovski. I think the fee should be much higher than the dues.
- 5.4.1.8.** Tony Cerovski. I kind of disagree. I think the dues should be really, really high.
- 5.4.1.9.** Janet Cerovski. We're not going to get members. 2:52:45.
- 5.4.1.10.** Larry Azevedo. Said something, but was chimed by others.
- 5.4.1.11.** Matt Hansen. Larry said, you don't need to be a voting member to pay your dues. you
- 5.4.1.12.** Larry Azevedo. I like the idea that a lot of people follow the race. They follow to know what's going on.
- 5.4.1.13.** Meghan Carnegie Teats. Something I've noticed, you said, "You retirement people in this room." And there's something to be said about that. We're not getting blended? Continuing on when you retirement age and now (inaudible) I don't know, the youngest people in this room. Hey, what are you? There's not (a lot of young people) and people have families, they're looking at this like it's a \$1000 trip, and if you take kids along, that gets even more pricy. So, if you want to have people that are young, like my dad, when he was 16, Uncle Tom 16, Nan was young helping,

keep in mind this is a family event. Really. There are no families here, which is also with volunteers. I started coming up when I was 13, and I've done this every year since, and I'm a lot older. So, think about that. You're not getting the volunteers. You're getting, you're not getting that bug out there early on. I enjoy it. Not because I'm getting paid for it. I like what I do. Well, I did. I'm burned out, honestly. I've been doing it since I was 13. But I don't need to have money, I need you guys to listen. I need the comradery. I love the family, that's what I come for. My family was doing this for a long time and it was fun to come tired and hang out in the parking lot, and to all this fun stuff with my family. As I got older, it got tough. (Some laughter.) You guys gotta keep in mind, that yeah, you can put the price to \$200 something dollars, but you'll be getting the retired people that aren't, you know, they got lots of fun play money. You're not getting the, they're not. Yeah.

**5.4.1.14.** Janet Cerovski. It's like Erica, Levi's, and Brandon. 2:56:04.

**5.4.1.15.** Bill Comer. Back when I ran Midwest Council, it was pretty much all volunteer, and the drivers, we pretty much stood most of the cost for track insurance, and paid track rental. But for the core workers, and all the volunteers, we bought them lunch, coffee and lunch. They seemed to appreciate it, and I'm not talking about lobster either, just good solid lunch.

**5.4.1.16.** Nan Robison. I was going to say "Retired person", Honestly, I don't have the need. For myself, I'd pay \$10 for having non-voting rights. I would be willing to pay the extra even with my income, to have voting rights. So, I think it's something that is an option and should be out there, and considered for voting versus non-voting. But I still think \$10 is cheap. I think people will go with \$15, even. That might work. Okay, yeah, I mean I'm just saying, but I think there's a lot of intervening. I'm not going to drive anymore. I'm done driving but I'm still with Meghan. I like to come to the event. I love the community, I mean I like giving out hugs, I don't care whether you like them or not, I like it. Oh, you know, I like being there, even if I'm not driving anymore. 2:57:53.

**5.4.1.17.** Larry Azevedo. Non-voting \$15, voting \$30, \$90 for entry fee for 2024.

**5.4.1.18.** Rick Bonebright. We haven't talked about the touring class.

**5.4.1.19.** Kurt Peterson. What does the non-voting member get?

**5.4.1.20.** Larry Azevedo. Information and keep in contact with all.

**5.4.1.21.** Rick Bonebright. Stay in communication. That's what they get and an invite to attend every one of the events. This meeting included.

**5.4.1.22.** Matt Hansen. If I could amend Larry's motion, it would be \$20, \$40, and \$100. 2:59:09.

**5.4.1.23.** Someone (Meghan? 2<sup>nd</sup>). Then Chiming on parliamentary procedure to Larry's un-2<sup>nd</sup> motion.

**5.4.1.24.** Sonny Bishop. .... Right now, first of all, the road on the view.

**5.4.1.25.** Someone chimed.

**5.4.1.26.** Rick Bonebright. I don't think we can do that. Then many chiming. Then \$20, \$40, \$100. Zoom comments?

**5.4.1.27.** Sergio Hernandez. 3:01:49. What is going to be the amount of the dues. We got a little confused because there were three things.

**5.4.1.28.** Tony Cerovski. Ok Sergio, the motion on the floor is to change the dues from \$10/year to non-voting dues be \$20/year, voting Membership be \$40 per year, and the Run fee be \$100 per car.

**5.4.1.29.** Garret Green. We are going to vote.

- 5.4.1.30.** Larry Azevedo. If we start losing the troops due to the \$20, \$40, \$100, increases, we can visit it again next year. I think we are at risk of losing members by setting the dues higher.
- 5.4.1.31.** Nan Robison. The other option is see how the dollars, this is actually (Chimed)??.
- 5.4.1.32.** Rick Bonebright. Nan?
- 5.4.1.33.** Nan Robison. Double the money (chiming).
- 5.4.1.34.** Rick Bonebright. Matt, it's your motion.
- 5.4.1.35.** Matt Hansen. I personally think it's unfortunate, but if they are interested, they're gonna be, 20 bucks. Like nobody thinks... 15 now, I don't know? Chimed.
- 5.4.1.36.** Rick Carnegie. Well, if I had a dollar for every person that said they were coming, to the Montana road race in my time. Oh, I'm gonna do that someday, they never pay up.
- 5.4.1.37.** Rick Bonebright. I think, a side thought, you know, it's more expensive today than it's ever been, and when was it? (chimed) So, they just need to accept the idea that we are in it for the long run. Yes, I see your point Larry, personally.
- 5.4.1.38.** Larry Azevedo. The MTFCA has dues at \$40, and has kept it there for 14 years.
- 5.4.1.39.** Nan Robison. Can we call for vote? yes oh
- 5.4.1.40.** Rick Bonebright. All in favor of \$20, \$40, & \$100?
- 5.4.1.41.** Garrett Green. I'm ok with \$20, \$40, but that's too much for fee.
- 5.4.1.42.** Sergio Hernandez. I think it is too much from \$35 to \$100 (fee).
- 5.4.1.43.** Garrett Green. We should be voting on these items one at a time, not a whole package deal. And it's not been determined to have three different categories instead of two.
- 5.4.1.44.** And what is the purpose
- 5.4.1.45.** Some ayes
- 5.4.1.46.** Tony Cerovski. To zoomer's, the voting is now done. **The non-voting dues are \$20/year, voting Membership dues are \$40 per year, and the Run fee is \$100 per car.** That is a done deal. (Some unhappy with those results). 3:08:17.
- 5.4.1.47.** Rick Bonebright. **What fee do we charge the tour class?**
- 5.4.1.48.** Matt Hansen. Keep it at \$35, and charge the touring class less because they are not getting supported by timers, inspection and all that.
- 5.4.1.49.** Janet Cerovski. The Trouble Trucks?
- 5.4.1.50.** Rick Bonebright. They benefit from the trouble trucks. Others, inaudible.
- 5.4.1.51.** **Nan Robison.** I'm going to disperse this, from the aspects of the driver, that I love, continuing back there. I think at the race, that they (tour car drivers) often do not follow the rules that we set out for them, and they become a hazard, and so, I think it would be a good idea to have it. For them just a little bit of seeing it? You know, having it \$10, just I think, would encourage, maybe a community, that wants to encourage driving, \$35 for them to do, you know? What we used to do, would be a better idea in that way we can discourage, keeping them intact, you know, and I don't mean to downgrade them, but I do want to them to be there and give them a chance to do that.
- 5.4.1.52.** Rick Bonebright. How many would like to agree with Nan?
- 5.4.1.53.** Tony Cerovski. When you get involved with the Model T events, like the National Tours or the State Tours, or whatever they are, you are talking roughly how much does it take to get into that?
- 5.4.1.54.** Nan Robison. \$180, for a driver without a passenger.

- 5.4.1.55.** Rick Bonebright. But there is other benefits. Multi talkers. Ice cream social?
- 5.4.1.56.** Matt Hansen said something, (inaudible).
- 5.4.1.57.** Brandon Langel. What I like about the tour cars going out last, is we don't have to worry about giving up time to follow them. I Think that we are to expect to have people come and tour with us. We need to send them almost the same as the racers. So, we don't send them out 8-hours early or 8-hours late, you know, and of course, that's overkill. But a lot of tour class is maybe a prerequisite to actually racing and if they don't feel as though they're into touring they would come back and do it again and play with us. And that's what this thing going, my understanding. And so if you come up with some sort of way if there is a touring car going 35, and you're just hauling ass at 58 miles an hour, and you have to slow down and that's part of your deal. Like that is the way the cookie crumbles and you can't get mad at him and just be nice. It's an endurance run and you get behind anybody, it's just if it happens to be true. Or no, don't expect them to, you know, all the way up. I did. I might be going by freedom and I know and that's number one of us and if we continue to treat you, like the way we have historically, if this even requires a vote, you know, because like 35 bucks, 50 bucks, you know, I don't know that will even matter because people don't want to tour, and hopefully, so no. 3:12:37.
- 5.4.1.58.** Meghan Carnegie Teats. Yes. Right. When you get behind someone, they can say sorry about that.
- 5.4.1.59.** Nan Robison. When we give hand instructions, and you're totally ignored, and I mean totally ignored, that really, truly, leads to frustration.
- 5.4.1.60.** Brandon Langel. Yeah, sure there are people at the end of the day.
- 5.4.1.61.** Nan Robison. Yeah, we learn from our mistakes and our mistakes are better addressed if you don't spare the rod and spoil the child.
- 5.4.1.62.** Rick Carnegie. First of all, (inaudible). Second of all, we started touring class sort of for people to come and get their feet wet and do the race. And today, we don't have one person that signed on for the tour and then came back to race with us. I don't know if our focus was not effective or bad.
- 5.4.1.63.** Tony Cerovski. In 1993, my first year, I wanted to run the tour class because I was new, didn't know what to expect, and didn't want to blow my motor up. Bonnie Nickol said it's all the same and signed me up for the race class, costing an extra \$10. Everybody was in race class that year.
- 5.4.1.64.** Matt Hansen. Now it's more than that. Lots of laughter.
- 5.4.1.65.** Sonny Bishop. First part inaudible. There is a slow car in front of us, like Brandon said. All this behind the combine, know that's the combine it. The touring class should stay next to the side of the road what if they get a warning, like we get one warning and you still good to go, you get a second warning and you're out. Why not have our touring people be made aware that that's part of the rules and be treated the same and be made aware that its part of our rules? Anytime you are driving down the road with speeds around 35 mph. Whatever,
- 5.4.1.66.** Rick Bonebright. Well, we can make that a part of our rules, but right now we're just talking about what fee to charge for touring class. 3:15:41.
- 5.4.1.67.** Erica Cerovski. What is the current touring car fee?
- 5.4.1.68.** Tony Cerovski. \$35.
- 5.4.1.69.** Erica Cerovski. And second is please don't forget to check on us over here in Google Meet land. I think there is a handful of people here who wish they could have commented and have been a part of some discussions for the last vote and we

didn't even know what we were voting on when our time came. I was for it, so I'm not complaining, I just asking a reminder to allow us to participate in the discussion, please. I had another comment earlier and forgot what it was because my hand has probably been up for at least 10 minutes. But, that's all. 3:17:30.

#### **5.4.2. Vender Donations:**

**5.4.2.1.** Rick Bonebright. Well now, our financial picture looks better now. In the Director's meeting, we talked about new business contributions. I personally would like to see vendors, part suppliers, taking an interest in us. There is a lot of people that follow all of this. How many people in the last Vintage Ford magazine that just came out a week ago, there was that article on Nick Nickolas. There were comment in there about his involvement with the Montana 500. If we could get vendors interested in supporting us, whether it's financial or items for silent auction at the event, it would be helpful. So, we open it up for comments thus far. 3:19:17.

**5.4.2.2.** Tony Cerovski. For the last three years or so, I've been in contact with **Snyder's Antique Auto Parts, Don Snyder the 3<sup>rd</sup>, through emails and sometimes by phone. Don mailed one complete gasket set for Kalispell teardown, another for Glendive's teardown, and the latest one for the Fort Benton teardown.** We respect Don greatly for this donation, which might be close to \$100 with the shipping included. Another item that could be gifted to us would be a straight Model T manifold, as we have found warped specimens on cars being tore down. It would be nice to have a new straight exhaust manifold on hand to sell to the car owner and get it going again.

**5.4.2.3.** Larry Azevedo. I have **contacted Langs Model T Parts, Mike Kosser (EE PE) from New Jersey and Luke Channel from McPherson College, Kansas, to see if they could provide exhaust manifolds, I-timer, and rebuilt coils. I'll volunteer to be the contact** and see if we can get these things next year. Some other discussion going on too.

**5.4.2.4.** Rick Bonebright. The last time we went out of White Sulphur Springs we had a big banner that I think wound up at Garrett's house. (Garrett said no, it didn't.) It just said "Welcome Montana 500", and it hung on the end of that one nice restaurant in White Sulphur Springs. I don't know who was responsible for that, but they gave it to us (Matt? Stormo?). 3:22:44.

**5.4.2.5.** Nan Robison. Sharon had a great idea, recognizing, acknowledging those people who are building things. And I got a guy who does banner/poster boards. And so, if you or somebody, donates before the 500, **I will try to make a poster, that says "Special thank you blah, blah, blahs, for their donation."** But I'll do that if you guys get me that information, item, and maybe, hang it up in the meeting room. Actually, think that if I can get a list of people and businesses who donate soon enough, I can make up a banner with their name and product on it for the event next year. It'll be there. 3:23:30.

**5.4.2.6.** Rick Bonebright. Really?

**5.4.2.7.** Nan Robison. Yeah. So, I'll check with my guy and see how much lead time he needs to get one made and I'll try to get that information out so that you have to get 'whoever with a donation' back to me in a timely manner.

**5.4.2.8.** Tony Cerovski. If possible, try to find out whoever that guy is with the **coil winding business up there in Northern Washington and contact him.**

**5.4.2.9.** Matt Hansen. I'll check with him. (Some laughter.) 3:24:04.

- 5.4.2.10.** Tony Cerovski. What I was getting at with this donation thing, is that we could try to let the Montana 500 people upgrade their cars first, and offer to the public later. If I were to mill off a high head or a low head to 271 CC across the board (all chambers), and people who don't have those (max-milled) heads, or have a cracked one or whatever, they could say, I'll try to buy one at a silent auction. The big thing is, it doesn't take very much of anyone's time to do this by silent auction.
- 5.4.2.11.** Janet Cerovski. I'll be in charge of the silent auction.
- 5.4.2.12.** Rick Bonebright. **Janet is in charge of the silent auction.**
- 5.4.2.13.** Tony Cerovski. So, I will do that, and if it doesn't go, if it doesn't generate much more than \$50-\$60 bucks, then we will bring it to a meeting and try again there. I don't think it's fair to give something like that away. It takes me about two to three hours to get it there (to 271 CC's). Maybe a silent auction with a minimum starting price?
- 5.4.2.14.** Rick Bonebright. Who wants to do Gene Carothers for Mother's Car Polish products? Gene? Garrett?
- 5.4.2.15.** **Garrett Green. I'll ask if Gene can do that.**
- 5.4.2.16.** **Rick Bonebright. I'll do Birdhaven.**
- 5.4.2.17.** Tony Cerovski. Birdhaven is selling some pretty good Model T valve springs that are 34-38-40 psi. Their springs are really good for Model T's.
- 5.4.2.18.** **Rick Bonebright. Birdhaven** is making what?
- 5.4.2.19.** Tony Cerovski. I don't know if they are making the springs, but they are selling really good valve springs. If they were to donate a set of eight (8) valve springs every year, that would be great.
- 5.4.2.20.** Rick Bonebright. Ok, that's a start. Anyone else can fill in? You know we have **Dave Nolting, out of Ohio**, with (transmission) drums.
- 5.4.2.21.** Larry Azevedo. **If we get it all volunteers to find out (doners) before Christmas and give you (President Bonebright) an update on where we're at**, showing they've done something, or haven't done anything, showing the status, and in March, and otherwise it won't happen.
- 5.4.2.22.** Rick Bonebright. All right, that's fair enough.
- 5.4.2.23.** Tony Cerovski. We ask that you send pictures of what you are going to donate so we can advertise what will be available at the Endurance run.
- 5.4.3. NEW 0.713-gauges & W-gauges are for sale:**
- 5.4.3.1.** Rick Bonebright. Since we have maybe established a little more income, let's talk about some expenses. 3:28:24. We had approved an extra \$200 on the trophy a little bit ago (now \$400 allocated for the trophy repairs.) Tony had put together some history here on the agenda, and he has a proposal that he would like to make so Tony if you want to take, under budget items, it's kind of your baby there.
- 5.4.3.2.** Tony Cerovski. Hand me the agenda sheet and I'll talk to you guys. For this particular request, this is for the 0.713" gauges and the W-gauges. This is going to be a presentation and a request for the 0.713" gauges and the W-gauges. I had a CNC machinist make these things and I think we made 30 or 34 or thirty-six. For the 34<sup>th</sup> 35<sup>th</sup> and 36<sup>th</sup> sets, they are already in the possession of the Montana 500 (MCCTA). And they consist of a couple of 0.713" gauges, a special 0.714 gauge, and maybe a special 0.7145" gauge or a 2<sup>nd</sup> special 0.714" gauge. I sent a bunch of these to Larry and his people, and Larry has the skills to check them all out. Larry, what do you think, were the gauges on the money or not?
- 5.4.3.3.** Larry Azevedo. The 0.713" gauges were within 0.0003" or 3/10 of a mil.

- 5.4.3.4.** Tony Cerovski. So, at this point in time, we have sold eight or nine or so, maybe 10 sets of these gauges. Sets are \$85/set and that includes shipping by USPS. What I'd like to do is recover my money. So, I went back through the history. I would like to recover the money on the gauges that are still to be sold, available to be sold. I went back through the history, through the meeting minutes and back in 2011 Fall Meeting Minutes, there was a motion to pay for 100 venturi gauges at \$15 each. Totalling \$1500.00. It was seconded and passed. Anyway, it seemed like that particular order was never fulfilled. So, in July of 2022, eight of us got together and decided "Let's make some of those gauges", and we did. So, what I would like to do is, I have 18 sets of gauges left over at this point in time and I would like to transfer ownership of those gauge sets to the Montana Cross Country T Association at the cost of \$85.00/set, which includes \$10 in shipping. So that would be \$75/set times 18 sets, the math is \$1350.00. I motion that the Montana Cross Country T Association purchase these gauge sets from me for \$1350, and the ownership of the gauge sets is MCCTA and they could charge an extra \$10 or so for shipping sets out to people who would like a set of carburetor "go No-Go" gauges, 0.713" gauge and a W-gauge. Now, I'll mute and Rick B. is going to take questions. 3:33:37.
- 5.4.3.5.** Larry Azevedo. This became a necessity because of the gauge we used last year (2022 Glendive) was undersized, and we know that. Other than that, they were perfect. (Some laughter.) None of us had our own gauge last year. Tony and I had put out some specifications and changed the side dimensions of the 0.713" gauge just a tad for clearancing the staple in the butterfly. Since they are in the kit that we use now, what we used this year on the teardown.
- 5.4.3.6.** Tony Cerovski. I had an email with Tom Carnegie about the staple clearancing and the standard rod size for the handle and he said it doesn't matter with those dimensions.
- 5.4.3.7.** Larry Azevedo. I'll motion that we purchase the 18 sets of gauges for \$75 each and pay him \$1350. The club (MCCTA) is to keep them for future sales.
- 5.4.3.8.** Nan Robison. I'll 2<sup>nd</sup> the motion.
- 5.4.3.9.** Rick Bonebright. I'd like to add something to that. **Provided that every newsletter that we send out, we indicate that we have them for sale.**
- 5.4.3.10.** Larry Azevedo. I think we should index them as we sell them, so we can kind of identify, so we know in the future, they are almost identical to the old one, and I think we should put a little scratch mark on them as we sell them.
- 5.4.3.11.** Tony Cerovski. The gauges are already marked similarly to each other, but different than the old club gauge. Then there were multi-people talking, chiming.
- 5.4.3.12.** Rick Bonebright. Is there more discussion. Erica?
- 5.4.3.13.** Erica Cerovski. Can you repeat the motion?
- 5.4.3.14.** Matt Hansen. **The MCCTA purchase 18 gauge sets for \$75 each for a total of \$1350.00, and we include they are for sale in future newsletters.**
- 5.4.3.15.** Rick Bonebright. Motion carried. 3:38:50.
- 5.4.3.16.** Larry Azevedo. I don't know if you know, but **Steve Coniff passed away**. Nan said **Ron Miller passed away** too.
- 5.4.3.17.** Tony Cerovski. Steve Coniff was a good pillar for this outfit and the Model T family in many ways.
- 5.4.3.18.** Rick Bonebright. Who would like to **send out condolences on behalf of the club. Would that be Tony?**
- 5.4.3.19.** Tony Cerovski. I'll be glad to do it.

**5.4.3.20.** Rick Bonebright. **Is that something we could get recognized by Allesia?**

**5.4.3.21.** Larry Azevedo. **I suspect. I'll check. She probably already has something.**

**5.4.3.22.** Rick Bonebright. **She is the editor of the Vintage Ford.**

**5.4.3.23.** Tony Cerovski. What was Ron's kid named, BJ? (yes). Tony. They have a nice machine shop.

**5.4.3.24.** Rick Carnegie. Been there and done that. 3:41:08.

**5.4.4. Shorthanded on Volunteers:**

**5.4.4.1.** Rick Bonebright. We seem to be shorthanded when it comes to volunteers. What are your thoughts? I made some comments in part of that discussion, that was one of the things that Spokane did a good job of. They brought everybody. And now we are shorthanded. Any thoughts?

**5.4.4.2.** Tony Cerovski. Yeah, let's hear from the Hi-Line.

**5.4.4.3.** Some discussion occurred over the last 12 minutes, but it was too difficult to understand some of it, and other parts of it went off topic and much chiming. Bottom line, **plan to bring volunteers to help with timing, trouble trucking, radaring, banqueting, teardown shop, etc.** 3:53:35.

**6. Seat Belt Option.**

**6.1.** Rick Bonebright. Sonny will discuss his use of seat belts.

**6.2.** Sonny Bishop. I have installed seatbelts in my cars, and want to share. I don't want motion anything. Quite honestly, I'd never give it any thought to seat belts, shoulder harnesses. Anyway, I have seatbelts in my car. I've had experience in a car that turned over, and I was fortunate. I've also thought about a roll bar that could be taken off. I will have a helmet when I run. Thank you very much. 3:55:28.

**6.3.** Rick Bonebright. Those are good comments, and I think we all think about it. You know, it's just like having a fire extinguisher in your car and a few other things. We need to pay attention to little things. We appreciate you sharing that. Sonny said "Thank you". 3:56:20.

**7. Rule Proposals.**

**7.1.** Rick Bonebright. This is an area where we are talking about stock Model T parts and components, and whatnot. I know there was some comments about Ed Wright's headlights. I didn't look at his car that close. It didn't have Ford Model T H lenses in the headlight. I think it had sealed beams, something like that, or some kind of off-road headlight. Some of the cars I've seen in tours, people have modified their headlights to be non-script Model T headlights. There were comments that Dan Brown's car still has a taped-up front axle (which was first noticed in 2017 Missoula, when Dennis Powers won the Missoula event with that car.) Is this a speed advantage that we need to focus on? There were some comments on taping the windshields and sealing off the cab of the car. How far does this go? I don't know what we are doing, but this is open for discussion. I guess the items we discussed, write down use the ballot to vote on. But where are we going with things? The Rules pretty well layout the format for the cars. It's got to be a Model T Ford, with all of its right features, and right fenders for the year of car, and that kind of stuff. In my way of thinking, there's got to be, is taping up a front axle really a speed advantage? Taping up your windshield to keep from non-pressurizing your car, is that some kind of an advantage? Are we going to get to where certain side curtains are not the right ones? Does a top mean we have to have a Script Henery Ford top? Didn't Myron Richardson bring up an aftermarket fiberglass top, there was some discussion there (Fall 2022). Open to discussion where are we, maybe each person say where you are right now with any kind of streamlining modifications? Tony? 4:02:10.

**7.2.** Tony Cerovski. Taping the windshield is done to keep the bugs and rain out of the driver's distraction. (Many follow up comments approving that statement. Bees, wasps, rain.)



- 7.3.** Larry Azevedo or Matt Hansen had statements agreeable to keep taping.
- 7.4.** Rick Bonebright. It's not a speed option. When we ran out of Shelby it was a stay dry option. It was the first time I ever competed sitting in the middle of my car like this, because both sides were wet. 4:02:46.
- 7.5.** Nan Robison. We don't need to spend an hour and a half on this one. I've had yellow jackets floating in and that makes it hard inside my car and that is a major distraction. Many laughing. I've had bees happen in there and it is always happening to me, so yeah, taping the windshield is ok by me.
- 7.6.** Larry Azevedo. I completely agree to taping the windshield. I reinstalled my battery frame bracket. I'll volunteer that the power it takes to drive a car in the 50+ mph range, those (wind) frictions are literally depending on velocity. The air resistance is dependent on the square of velocity. If you put a license plate on the front of your car, that is 2-minutes in 500 miles. I was ahead of Dan by 13 seconds (2023 FtB). So, I thought, if I had it (battery bracket) on, I probably would have lost. Similarly, because it's not directly in the air, so it's more complicated calculation, very difficult to calculate. The front license plate, to give you some insights, that is two minutes.
- 7.7.** Nan Robison. Is that saved or lost?
- 7.8.** Larry Azevedo. Loss. It's 2-minutes lost. So, I moved the battery box back to where it belonged, okay? But I think we got to deal with these front axles, it's difficult to calculate, but taping the front axle probably gives him 15 to 30 seconds in 500 miles. These items ought to be addressed at the beginning of inspection, and not he's come in with the fastest time and somebody goes, "Oh by the way, that's illegal", and the driver says, "That's the same as on Powers's car." Oh, it's just that, he also has the (wood) blocks between the running boards beneath removed. He's got a little area there and air goes through it, okay? That is really minor, like diddley squat, maybe 2 seconds and cross members the wooden blocks.
- 7.9.** Rick Bonebright. In all fairness to Dennis Powers, I visited with him in Shelby about little things, and he asked me, he says do wax the bottom side of your fenders? I said "No", he said, "I do".
- 7.10.** Sonny Bishop. This relates to the body part, where some want stock? Why not let the other ones be innovative. Because he thinks you are the person who can calculate all those things I hear.
- 7.11.** Larry Azevedo. I can't calculate them all, some are easy, some are very difficult.
- 7.12.** Sonny Bishop. You can calculate more than I can. Once we have the body parts, if you want to look at a license plate, that's up to the drivers. If they want to tape their windshields, let them tape it. If they want to remove their little boards underneath there or tape their axles? But if they want to put their little gizmos underneath, running boards or tape their axles, really that's the rule. And I'm just as innovative as anyone else, I've tried dabbling in the grey area. You know, let's use the rules, but let everybody else, be creative. 4:07:20.
- 7.13.** Rick Bonebright. The point is, that you take someone's creativity away from them.
- 7.14.** Larry Azevedo. Yeah, that's what happened.
- 7.15.** Tony Cerovski. A few of us noticed that Dennis Powers had something taped to his front axle in Missoula (2017). None of us wanted to hurt his feeling by saying, "Would you take a razor blade and cut that off?" We also saw that he was missing the wood boards below the metal running boards and above the support irons.
- 7.16.** Larry Azevedo. We should point out questionable items at the inspection, before the teardown.
- 7.17.** Rick Bonebright. That could have been another item that falls into the category of "Here's the Trophy, don't bring that part (violation) back next year.
- 7.18.** Matt Hansen. Said something, could not decipher.

- 7.19.** Rick Bonebright. Any more discussion on headlights?
- 7.20.** Tony Cerovski. Dave Huson built up a Montana 500 car that had model T headlight buckets on it. But it was equipped with sealed beam 6-volt headlamps in the buckets. Some thought that was illegal, but it was actually allowed in the rules since the 1960's. Sealed beams disappeared sometime later, after 1987 maybe. I could not find the motion to do so in any of the meeting minutes running from 1961 through 2022. It would ok with me to allow sealed beams, because if the stock H glass falls out, it will break into many shards on the road,
- 7.21.** Rick Bonebright. So, what do we want to do with this? I've seen the battery, the optima battery, because you can lay it on its side, standing on its end under the front seat. 4:15:40.
- 7.22.** Larry Azevedo. The history of my battery box is this guy right here (Kirk Peterson). The year before (2021 or 2022), he couldn't get up into high gear and we had problems with temperature, and I was worried, I was the one who installed it, so I put two optima batteries in there in parallel first, guys didn't want series (sum voltage), wanted parallel (sum amperage), but they wouldn't fit in there, right? So, I moved the battery box inside the trunk.
- 7.23.** Rick Bonebright. So, the battery box is in a horrible (but factory) location, you know, unless you have a touring car.
- 7.24.** Larry Azevedo. Yes, it's hard to get to. 4:16:38. Would it make sense for us to document an inspection of exterior stuff that should be performed on Sunday, and then not deal with it again, like headlights and stuff like that. That's so that and things like Dan's front axle, we either buy it or don't buy it at inspection, and if he gets into the teardown, it's not an issue anymore, so that I hate these things that are visible at the beginning than by "OH, By the WAY" (at tear down)
- 7.25.** Someone. I don't know if it might be a good idea that maybe...
- 7.26.** Rick Bonebright. So, we are going to table it.
- 7.27.** Tony Cerovski. So, does that table the safety talk, roll bars, inspection talk, and all of that?
- 7.28.** Rick Bonebright. Yeah.
- 7.29.** **Time Penalties For Parts Not Meeting Rule Specifications VS Disqualifications:**  
4:18:10.
- 7.30.** Rick Bonebright. The next item is time penalties for parts not meeting rule specifications versus disqualifications. Do we want to spend a couple of minutes, going over the pros and cons there, rather than just disqualifying somebody for a **non-script Ford head**. Is there a time penalty.
- 7.31.** Nan Robison. I think, I don't know, something like 15 minutes (Penalty?) added to your time, and do it automatically. Yeah but, just and this is...
- 7.32.** Matt Hansen. Use a Z-head and add on 15 minutes and you would still win by 2-hours. Right? 4:19:11.
- 7.33.** Larry Azevedo. As far as this cylinder volume, we all got a copy of the tear down rules, is how to do a head. And we used my process this year to cc my head. But Tony had a better process, and I evaluated it carefully and it's a very, very, good, very repeatable, a more accurate way, and the most accurate way I know of. The measurement requirements are 270 CC's, okay, and you do one measurement and get 271 and that passed, everybody says, ah, let's go with that. Suppose our first measurement is 269. By today's rules, that's a failure. But what happens if you take a second measurement and it's 271? Well, that is a pass. What if you take a third and it's 268, and a 4<sup>th</sup> and so on. So, I put together a process that accommodates if you're real close to that edge. We take three or four measurements and if that average is within the limit, it's going to be a pass. But if the average uncertainty is below 270 cc, then there is a consequence to that, and if it's way below, there is another consequence, which is

disqualification. It's kind of a graded approach. That basically accommodates the error that we make in the measurement, you make it because there, it's impossible to make an exact measurement. You make one number; you have and then they all hover around it. What may not be like a true value because of other things like corrections for temperature and corrections for the density of water. So, I don't think that will happen very often, but if it happened, and it does, the process you're basically says, you're below 265, you're disqualified. But above in that little range, it's basically, 30 seconds penalty per CC, and where that number, what I did was that, the power, the power's directly related to the combustion, which it is, and now you change that combustion ratio just a little bit. You do that evaluation, the calculation, the combustion is not 270 CC's about, one-hundred-ninety-five, we have that little distance up inside the cylinder by 0.4-inch, anyway, you do all that calculation, you end up with approximately thirty seconds in 500 miles in power, which most of us run at full power for 500 miles. If you do those calculations, you're like a CC down below the 270 CC's, that will give you a 30 second gain in 500 miles at wide open throttle. So that's where all the comes from, we're not just pulled out of the sky, these are actual calculations that. It does give a little greater approach. It does give a penalty to the driver if the numbers come out below. And finally, if you come in at below 265 cc's, you should be disqualified, and that's the proposal. **4:23:36.**

**7.34.** Nan Robison. I've given that a look, and to make it doable. I mean and I want it was given initially (chimed).

**7.35.** Larry Azevedo. Quite a few people contributed to this. I sent a head around last year to Tom, Tony, Kirt, Dave, Sonny, Garrett, they all did lots of measurements last year, mailed it, a piece of head, around to everybody. We came up with the true value of what that head was and we all learned a lot. A lot of fun.

**7.36.** Nan Robison. I motion that we accept this proposal information. Someone 2<sup>nd</sup> her motion. The new method for measuring (CC-ing) the cylinder head combustion volumes as proposed in the agenda, and that we accept the penalty format also shown in the agenda. If any averaged combustion chamber measurement for a cylinder is lower than 270 CC's, add 30 seconds of penalty time to that car for each full CC under the 270 CC requirement. A finding of 265 cc's or less in any cylinder head combustion chamber will result in a disqualification of that car.

**7.37.** Tony Cerovski. Asked for an amendment to further shorten the provided steps and went to confer that with Larry Azevedo. Larry agreed to the change. Tare an empty bottle and cap. Place about 500 cc of water into the bottle and reweigh bottle, water, and cap. After filling the combustion chamber to the 270 +/- cc, then reweigh the bottle, water, and cap. This will be the volume or cc's of water in the combustion chamber. (chimed).

**7.38.** Nan Robison. I'm not talking about them, you, I'm talking about, you can make the motion is the tech, Yeah, I, Yep, it is an appropriate amendment.

**7.39.** Rick Bonebright. **We have a motion and a second as accepted. We'll call for the vote. All in favor? Multiple ayes. Opposed? None. Motion passed and carried.** 4:25:53

**7.40.** Rick Bonebright. **Nominations for New Directors.** Nan Robison and Matt Hansen's terms are ending. Someone talking. Janet asked Tony, "When are the terms up?"

**7.41.** Tony Cerovski. Existing terms for Matt and Nan are up now. Theoretically, Nan's and Matt's term either ends today (with the vote) or ends December 31.

**7.42.** Matt Hansen. I nominate Dan Brown. Someone 2<sup>nd</sup>.

**7.43.** Larry Azevedo. I'll nominate Kirt Peterson. Someone 2<sup>nd</sup>.

**7.44.** Nan Robison. Who are we nominating for? Are we nominating to replace Matt or are we nominating to replace me? Someone spoke.

**7.45.** Meghan Carnegie Teats. Well, that's not here to defend it. I don't think that goes with you.

**7.46.** Rick Bonebright. The first nomination was for replacing Matt.

**7.47.** Nan Robison. Yeah, I was nominating Matt, so that he could have another term.

**7.48.** Rick Bonebright. Alright, so we going to vote for two of the three nominations for the two open spots.

**7.49.** Meghan Carnegie Teats. No, I think what they're saying is that we have three people for Matt's position.

**7.50.** Nan Robison. Yeah, we are going to fill Matt's position.

**7.51.** Larry Azevedo. You have two or more per position, we're gonna fulfill Matt's position.

**7.52.** Nan Robison. Were gonna fulfill Matt's position, then we're gonna fill my position.

**7.53.** Rick Bonebright. Ok. This is for Matt's position. Much small talk. Announcement.

**Matt Hansen is re-elected to a director's term.** 4:32:19

**7.54.** Rick Bonebright. For Nan's position we have Kirk (chimed).

**7.55.** Nan Robison. NO! We are to begin again.

**7.56.** Larry Azevedo. I nominate Kirk Peterson. Nan 2<sup>nd</sup> the nomination.

**7.57.** Someone nominated Dan. Someone 2<sup>nd</sup>.

**7.58.** Rick Bonebright. Any other nominations? Vote for Kirk Peterson or Dan Brown. But we'll check for nominations from zoom land.

**7.59.** Garrett Green. I hear you.

**7.60.** Rick Bonebright. The voting is now complete. **Kirk is our new director.** 4:36:00.

**7.60.1.** *Election Results with current director's terms:*

**7.60.1.1.** *President – Rick Bonebright 2023-2024, director until 2025.*

**7.60.1.2.** *Vice-President – Brandon Langel 2023-2024, director until 2025.*

**7.60.1.3.** *Treasurer – Janet Cerovski 2023-2024, director until 2025.*

**7.60.1.4.** *Director – Sonny Bishop 2023-2024 & 2025.*

**7.60.1.5.** *Director - Meghan Teats 2023-2024 & 2025.*

**7.60.1.6.** *Director - Larry Azevedo 2023-2024 & 2025.*

**7.60.1.7.** *Director - Erica Cerovski 2023-2024 & 2025.*

**7.60.1.8.** *Director - Matt Hansen 2024-2025 & 2026.*

**7.60.1.9.** *Director - Kirk Peterson 2024-2025 & 2026.*

## **8. Nominate and Select Next Year's Host Town:**

**8.1.** Rick Bonebright. Ok, we have one more item. Where are we going to do this, next year?

**8.2.** Matt Hansen. I suggest another town and I've already checked with them, and I've already checked with the hotel, and I've already checked with the place for the teardown. I've also checked with the State Representative for that county, he would love to have us there and would help out these activities, and the high school and all of that. I'll be for ST. Regis. We have not had it there, Okay, there's a small town and it's probably the largest Forest District in all of Montana. The Super 8 parking lot can be used and easy access to the restaurants, gas stations.

**8.3.** Meghan Carnegie Teats. Well, I didn't do what Matt did and I don't really have time to do all the effort that goes into this. I'm just saying that. But Roundup, I have it's true, we've never been around that area very often. So, like I know they have a little hotel probably have to take both of them over. They have a gas station, grocery store and, I don't know that, I don't know.

**8.4.** Rick Bonebright. Well, Roundup is Ray Erbe's birth place.

**8.5.** Meghan Carnegie Teats. Who is that?

**8.6.** Rick Bonebright. Did you not ever meet him? Roundup is just kind of north of Billings about 60 miles.

- 8.7.** Garrett Green. Yeah, I've had my hand up since the CC thing because I had a comment about it, and my hand things are not working. You know, I'm just totally out of it here. Nobody can respond to my hand.
- 8.8.** Tony Cerovski. I'm going to apologize for this because I'm not always paying attention to the screen because I'm aiming the camera towards the people speaking so we can have better clarity. So go ahead Garrett, go ahead.
- 8.9.** Garrett Green. Levi had his hand up forever, a while back. You know, I'm sorry, I just totally go along with the program here with nothing to say.
- 8.10.** Tony Cerovski. I'm sorry Garrett.
- 8.11.** Rick Bonebright. You know, they've been ignored. Well, that's just some mechanics part of this. Zoom is rather new to us and we need to something about being able to hear and speak and all that comes up. Is there somebody that, Tony, you want to take that on? 4:40:56
- 8.12.** Tony Cerovski. Part of it is they (zoomer's) can't hear good enough if I don't rotate my computer camera at the person speaking. At other times, things are tough to hear with multiple people talking, (chiming). When I aim the (computer) camera at the speaking person in this room, I cannot see who raises a hand on zoom.
- 8.13.** Rick Bonebright. Everybody here raises their hands.
- 8.14.** Brandon Langel. This is now a point, or say curve, and maybe not able to pick up some of the ambient noise, the omni-directional microphone will pick up our voices in 360 degrees as opposed to a (carotid?) 70-8- degree mic.
- 8.15.** Then an in the building discussion took place about microphones and experiences with them. 4:44:10
- 8.16.** Rick Bonebright. Any other nominations besides Roundup or St Regis? Then lots of free discussion (chiming). Then time to vote. **Roundup was chosen.** Ray Erbe's home town. 4:49:40. Now, we pick a date.
- 8.17.** Nan Robison. For Meghan, June 23 through the 26<sup>th</sup>.
- 8.18.** Rick Bonebright. Larry and I both worked for the MTFCA and we tried several times to get them to change their date away from ours. I got ZIP, and so did Larry. The MTFCA is going to San Diego on Father's Day, 2024.
- 8.19.** Somehow, **June 16<sup>th</sup> was chosen for the Sunday start of inspection date.**
- 8.20.** Nan Robison. I move that we adjourn the meeting. Matt Hansen or Rick Carnegie 2<sup>nd</sup> that motion.
- 8.21.** Rick Bonebright. Is this location facility ok for a meeting. Many said it's okay or yes.
- 8.22.** End of meeting at 4:54:38 tape time. Wall clock time was about 4:27 pm.
- 9.** Audio-Video links:
- 9.1.** [MCCTA-Annual-Meeting-Invitation-10-22-2023 \(2023-10-22 11:30 GMT-6\) - Google Drive](#)
- 9.2.** <https://drive.google.com/file/d/1iN3QRWFdbyQereLLF9ws3fHYOa3PTVEi/view>
- 10.** EOM.