

Montana Cross Country "T" Association, Inc.
2024 Annual Meeting of the Members
Meeting Minutes Transcript
October 27, 2024

Compiled from a Google Meet Audio-Video Recording at the meeting. Transcript Printout reviewed by, Janet Cerovski, Tony Cerovski, and others Nov.-2024. AV recording started at 11:45:50 am MST.

1. GENERAL MEETING PREP and CALL TO ORDER: AV time = 0:13:40 = (12:03:10 pm MST).

1.1. President Rick Bonebright: Ok, I think it's time to call the meeting to order. Who is all on zoom Tony? **Tony Cerovski:** "I'm on Zoom, Brandon Langel, Garrett Green, Janet, Mark Dominguez, and Bill Comer. We are waiting for Mike Wendland, Conrad, I don't think they are home from church yet. Maybe Jerome. We have Mike Wendland, and waiting for Conrad Wendland, Jerome Pester, Dan Brown, and Harley Leach. Those that can't meet are Eddie Wright, Erica, Levi. **Rick B:** Is there any way to communicate with Tony with the headset on? **Tony:** Yeah. As long as that microphone picks you up. **Rick B:** You can hear? (In the room was Nan Robison, Rick Bonebright, Kirk Peterson, Dave Ferro, Rick Carnegie, Megan Carnegie Teats, Sonny Bishop, Janet Cerovski, Larry Azevedo and Tony Cerovski. 10 voters in the room, 4 voters and one not-voter on zoom (google meet). 15 members total, 14 voting members total). **Call of Meeting to Order:** AV time 0:15:30. (MCCTA Meeting of the Members to order on October 27, 2024 at 12:05 pm, inside the Marriott Hotel, Missoula, Montana.) **President Rick Bonebright:** We've called the meeting to order, of the 2024 Montana 500 Fall Meeting. **Larry:** Can we ask zoom folks to acknowledge what's going on? **Rick B:** Sure. **Tony:** Would someone in the room like to hold the mic and try to keep it pointed to whomever the President recognized to address the group? **Sonny:** I'll volunteer to do that. (Sonny moved a chair into the area circled by tables and chairs.)

1.2. Video Attendees: **Rick Bonebright:** We've called the meeting to order. For all the zoom attendees, and if you can hear, please indicate by raising your hand. **Janet:** Hi zoom people, if you can hear, raise your hand. **Rick B:** Sonny, point the microphone at Janet. **Janet:** Bill, can you hear? Affirmative.

2. ANNOUNCEMENTS: AV time 0:17:00.

2.1. Welcome to all Members:

2.2. Courtesy Protocols:

2.2.1. Room Attendees:

2.2.2. Video Attendees:

2.3. New Item. Nan Robison is running for a Position with the MTFCA. **Rick B:** I'd like to start off, before we get into any business, by recognizing Nan Robison as a candidate to the Model T Ford Club of America board of directors for the next three years, and would start a three-year term. And Nan, if you come back, would you like to say anything about what motivated you, what you are looking forward to, or anything like that, should you get elected as a director of the Model T Ford Club of America. AV time 0:17:49. **Nan:** Well, a few years ago, Rachel Hughes called me, emailed me, and asked me if I would be interested in a board member, to run. At that time, I had just retired long enough so I said no, I don't want any further responsibilities, I don't think I want to do it this year. So, she approached me again this year and asked me if I wanted to do it, and I said, "You know, I think it would be fun." So that's basically the idea behind why I'm doing this, that would be the idea behind my doing it because I like being involved with Model T's. So, I just thought, you know I'll go ahead and run. I have a passion for youth, and having the youth being involved so, I like to do things like that to see if I

can encourage the youth to be more involved with Model T's. Our club has a driving school. We gave free Model T rides this year for just anybody off the streets, just to encourage people to see what Model T's were like and whatnot. So basically, that's it, to promote the Model T, because I love them. **Rick Bonebright:** Well, thank you. **Nan:** You're welcome. **Rick B:** I'm glad you are running as a candidate and good luck. **Nan:** Thank you! **Rick B:** And I guess you would entertain all votes from those who can hear. **Nan:** Yeah. If I get it, it's wonderful, if I don't, oh well, that's fine. Whatever works. **Rick B:** She is already on the ballot in the Vintage Ford as a candidate. She is one of five. So, anyhow. **Nan:** Best three out of five. **Rick B:** Best three out of five. We're pulling for ya. **Nan:** Thank you very much. **Rick B:** All right. _AV time 0:19:43

3. Acknowledgements: (The following list of thank you's shown in the meeting agenda was not read at this meeting.)

3.1. Last year Bruce Loring and his wife Kim allowed us to use his LZ Hanger. They sold that building so, here we are. Thank you for letting us use your hanger last year.

3.2. Thank you, Janet and Brandon, for setting up and running the Endurance Run Meetings in Roundup.

3.3. Thank you, Mike Kosser, with ECCT, I-timer, E-timer products, and banquet donation.

3.4. Thank you, Don Snyder III, for donating a complete teardown gasket set.

3.5. Thank you, Dave Chaffin, for the 270 cam and bearings set sold in the silent auction.

3.6. Thank you, Matt Hansen for the Yeti cooler items, sold in the silent auction.

3.7. Thank you, Larry Azevedo, for the timer-checking items sold in the silent auction.

3.8. Thank you to Rick Carnegie for the cam grinding item offered in the silent auction.

3.9. And thank you to Tony Cerovski for the 270-cc head sold in the silent auction.

3.10. And special thank you's go out to the:

3.10.1. Leaving Timing Team members, Meghan Teats, and Heather Robison.

3.10.2. Arriving Timer Team members, Kathy Wright, Carla Carnegie, Sharon Pester,

3.10.3. Computer Data Entry Team members Leslie Nelson, Lindsay Nelson, Carl Nelson, Sharon Pester and Tony Cerovski.

3.10.4. The Radar Team members Patty Shinn and Elaina Berglin.

3.10.5. The trouble-trailer teams of: Stan and Willy Langel, Rudyard and Andy Anders and Carolyn, Durango, CO.

3.11. Without these accommodating volunteers, we would be stressed.

3.12. AV time 0:19:43. **Rick B:** We've got a lot to cover. We've gotta keep this to where we can adjourn at 4:00 pm. Sonny Bishop is here. His plane leaves shortly after, and he needs time to get to the airport and get through TSA. So, anyhow. I think if any of you all printed out your sheet, you know the announcements and acknowledgements. And we, you know, we are very appreciative of all those who contributed to this year's 500. And as far as donations for the silent auction and of course Meghan is here with her newest son that's five weeks old, and mom and baby are out of site right now. Congratulations to you and Aaron for your fourth son. And thank for all you've done, you and Heather for everything. There is too many things to even mention. So, we'll just move on to old business.

4. OLD BUSINESS: AV time 0:21:15.

4.1. APPROVE OCTOBER 2023 FALL MEETING MINUTES. **Rick B:** Has everybody received a copy of the minutes of the 2023 meeting? We need to, if you are in agreement, or we need your approval. So, we need a motion to approve. **Larry Azevedo:** I motion to approve the minutes. **Sonny Bishop:** Second. **Rick B:** All in favor, just raise a hand to except them. Everything looks pretty unanimous. **Tony:** Zoom, it's good here. **Rick B:** Janet? (The October 2023 Fall Meeting Minutes as written passed unanimously.)

4.2. APPROVE 2024 TREASURER'S REPORT: AV time 0:22:15. **Rick B:** The next item is the reading and approval of the Treasurer's Report (Fall 2024 Treasurer's Report). Janet has that available. **Janet:** I sent (emailed) them to the people on zoom. Did you get them? I have 5 copies here and you can pass them. We are in good standing. This report is a little different than today, because I did get a few more dues today that were paid for 2024, so we will be up a little bit more on income. We have at this time twenty-three, 2024 dues paying voting members. We have ten, 2024 non-voting members. We have two that actually only paid the \$10.00 fee because they paid before we raised, increased, the fee (dues). We collected \$1500.00 for Endurance Run Fees. With the silent auction, we collected \$485.00. We received a donation from MICTELL (Mike Kosser electronics) for \$200.00. And then we sold one carb gauge set for \$85.00. So, our income is a little bit more than that \$3,310.00 shown, because of the renewed members (a few dues that were paid today \$40 +\$20) are not shown on the printed report. We had higher than usual expenses because of the repairs to the trophy at \$362.83, the banquet and room at \$365.00, and paying \$320.00 for this meeting room (*arranged a few days ago at Fairfield by Marriott Hotel, Missoula, MT*). Summarizing we started the year with \$2,950.16, with the income of \$3310.00, expenses of \$1,983.98, so we are sitting in the bank with \$4,276.18. **Rick B:** OK. Sounds good. **Rick B:** We need a motion to accept the 2024 Fall Treasurers report. Sonny, you do motion to accept the Treasurer's Report as presented? **Sonny:** Yes. **Nan:** I second the motion. **Rick B:** Nan seconded. All in favor of motion to accept the Treasurer's Report? Passed unanimously. Garrett's here.

4.3. REVIEW THE 2024 ENDURANCE RUN AT ROUNDUP:

4.3.1. Thank you notes! Rick B: And you see the "Thank you notes, to the ones involved. (Omitted reading from agenda.

4.3.1.1. Thank you to the Roundup Senior Center for use of their gym as a meeting room.

4.3.1.2. Thanks to Elite Tune and Lube, Roundup, used as the teardown shop facility.

4.3.1.3. Thanks to the Back Porch, Roundup, for the banquet food and facility.

4.3.1.4. And thanks to Harley Blegen for the trailer parking area, we used.

4.3.2. "What was fun and enjoyable (at the 2023 Roundup event)." (The following agenda items was passed by.)

4.3.2.1. Kyle Smith of Hagerty Insurance called on October 4, 2024 and said that he was amazed that our Model T's run so well. The sound is addicting and he might be back!

4.3.2.2. Josh Sweeney said he enjoyed photographing us and our cars. He too was amazed at what our cars could do.

4.3.2.3. Rain, wind and sunshine.

4.3.2.4. No Speeders! 😊

4.3.2.5. AV time 0:25:38. Rick B: We are looking for some feedback from this year's endurance run in Roundup. Zoom Comments? Does anybody have any comments they want to make, on the positive side? Anybody show up yet Tony? **Tony:** Not yet. **Rick B:** Not yet. Ok, moving down to the next item,

4.3.3. Rick B: Where did we improve in 2024? Anybody want to comment on any improvements noticed from previous years?

4.3.3.1. Tony: For 2024, we put together kind of a Drivers Manual and a presentation. Some of this stuff was discussed with Nan and Meghan last year at the last (2023) Fall Meeting. So, from the conversations we had from that, a Drivers Manual was made. I believe that Meghan, maybe Heather, got the presentation done at the drivers meeting on Sunday night (during the Run). I think that put a lot of the drivers on equal footing with the Timers. So that was a pretty good plus. And nobody tried

to run over the Timers this year. We got a head nod. **Rick B:** Meghan, did you have any comments on anything you want to add to the Driver's Manual? Anything come to mine that you would like to stress or in any way? AV time 0:28:18. **Meghan:** I think, just having in mind, like when we had the lunch break on Tuesday, was a little too confusing because we had a long break and people stopped in the one town instead of going to the bigger town, Billings or wherever it was? And so, we had a lot of people tense, saying well, we should be at this gas station, and nobody is there. Just keep in mind, that if we have, next year (2025), a town that we have to be a tour, and then do lunch, that we are all still together, we know you've come in and out and time starts or, you know, hey, you are on your own. Hey you are here and we will tour. Just a little more clarity would be better, right? **Rick B:** OK, alright, well thank you. OK. Anybody else show up Tony? Anybody else on zoom want to comment in any way? **Tony:** Any comments? None (from video). **Rick B:** We are going to move on with everybody can see who won the Bud Peters Award. 0:30:15. **Larry:** Just ahead of the Bud Peters, we have the teardown discussion. **Larry Azevedo:** We have this section that we passed by. **Rick B:** Go ahead Larry (The following agenda was not read or discussed at the meeting.)

4.3.3.2. Printing out maps and directions at the evening meetings.

4.3.3.3. Printing out timing summaries at the end of each leg, all but one.

4.3.3.3.1. We did not text a photo of each leg timing leave sheet to the computer data entry person. This causes havoc for the data entry and printout.

4.3.4. Exceeding posted speed limits by more than 5 mph.

4.3.4.1. Asked for and had volunteers to run the radar guns.

4.3.4.2. Developed a Radar Manual.

4.3.4.3. No one earned a time penalty for speeding.

4.3.5. Teardown Discussion for 2024 in Roundup and the Future:

4.3.5.1. Did you like it?

4.3.5.1.1. Some new drivers learned how to check the volume (CC's) of a cylinder head.

4.3.5.1.2. All issue items were presented to the directors to vote on.

4.3.5.1.3. It is unclear if time was allowed for the membership to "view" the tear down items removed from the car.

4.3.5.1.4. Zoom check?

4.3.5.2. What did you not like?

4.3.5.2.1. Anyone notice an area to improve on?

4.3.5.2.1.1. AV time 0:30:27. **Larry:** Just ahead of the Bud Peters, we have the teardown discussion. I'd just like a few comments to make there. And that is if we think back to Glendive's two years ago, we had one-hundred-fifty miles to drive on Wednesday morning and it was really tough to get the teardown started because we had so much to drive. In Fort Benton, last year, 2023, we had 50 miles to drive and therefore we had a little more time for teardown, and it could have been made faster if we, for example, had done that 50-mile last piece, out and back with just a turnaround with somebody just to check that people made the turnaround, because there was really no need for a gas stop, after 25 miles. We could have done that turnaround in Fort Benton (2023, actually at Gearldine) and been back for teardown as early as 10:30 or so in the morning. This year, (Roundup 2024) we had kind of intermediate

mileage left over and we didn't get started on the teardown until 1:00 pm. And we really..., everybody wasn't there..., we really didn't start doing anything until about 1:30 pm. As a result, we tore down one car and didn't have time for a 2nd car which was a problem as far as really doing an honest evaluation. So, I would strongly suggest that in the future, if possible, and we try to set up mileage on Wednesday to complete the five-hundred with just an out and back kind of thing that is short as possible, and we start negotiating with a shop, and get in there at 10:00 or 10:30 and have a long enough time to have to do a decent job. It's not good to feel rushed and I think it does not do everybody a service. So, that's my comments. AV time 0:32:36. **Nan:** I'm going to ditto everything..., everything that Larry said. This is one of the reasons that I came to the meeting today. I'm not running the race anymore. I'm not involved as a driver. But the whole premise of the Montana 500 is that we have a car that is as stock original as possible, that follows the rules, and the dictates that we have printed out. Now I'm not a big fan of fairness, but it is unfair that Jerome to be booted out for having an incorrect cc head, and yet not CC the head of the person down the line. It's unfair of Janice..., Janet, who may have had been a winner, to not be allowed to have that chance because our chicken dinner was waiting for us. We don't need to have the banquet at 4 o'clock in the afternoon. I don't know about most of you but I don't eat dinner at 4, so if I'm going to have a banquet, I'm to expect my meals to be between six and seven. And, again, I really iterate what Larry said about getting to the teardown in a timely manner. We know from past experience, that it's gonna take us anywhere from three to eight hours to teardown the necessary number of cars to find a true and valid winner. Not at all, shucks, the chicken dinner is waiting, gotta go. So, let's be, I think, a little more aware of our responsibilities and the integrity of the Montana-500 to make sure the person who wins, is truly a winner, and not somebody who, well shucks, ran out of time. AV time 0:34:43. **Rick B:** Dave? **Dave Ferro:** I'd like to say I fully agree with what he (Larry) said. I'm a person who is very interested in fairness. And I think from the driver's standpoint, from the winner's standpoint, they want to be able to say, "My car passed that teardown, and it's fully consistent withing the rules. And there are no questions about it." **Sonny Bishop:** I totally agree with everybody, and I think that if we start day three early enough in the morning, then that should solve part of the problem, and allow our dinnertime to be variant. If it takes longer to teardown the cars then so be it. **Rick B:** Nan. **Nan:** I'd also like to state, if it runs into a conflict of time that be of importance, then we have a stock original Model T that has won the race versus those on the teardown committee get their chicken dinner. I mean, to be honest, chicken is really good warmed up or cold. So, if push came to shove, those people who are responsible for making sure that the rules are followed, the teardown protocol is followed and a stock original Model T has won the race that's where they should be until such time as we have declared a winner. AV time 0:36:30. **Rick B:** Thank you Nan. Do we have anybody on zoom? **Bill Comer:** I

know this is kind of old, I've brought this up before. The restrictor plates. I want to make them 18 mm, which is barely restricted. But it also requires installation on Sunday, which a carburetor check could be made previously, and the way we got them sealed up now, I've got a pretty good idea that they will stay there. And it may be a big timesaver when it comes to tear down on Wednesday. AV time 0:38:38. **Rick B:** Bill, we are not onto restrictor plates yet. We were talking about teardowns. **Bill:** Yes, this would be a time saver for the teardowns. I'm looking at this from the teardown angle. If you want me to bring it up later, I'll bring it up later. **Rick B:** not audible. **Bill:** I'm sorry. **Rick B:** Are there any other comments in regards to teardowns. You know, I'd like to comment at this time about the teardown and I totally agree with Larry and Nan and Dave and their comments. When a chicken dinner becomes more important than what the event is really all about, I think we are really missing something. And we need to focus on what we are doing and why. So, I think in the future, even if the endurance run has always been a two and a half day event, as far as I have known it, and you know the idea of make up time on Wednesday to make sure we get our 500 miles in, that it is a quick thing, out and back, you know, if its only 50 miles, like what, just a little over an hour, and if it takes all day to find a legal car, that's what it takes. And I think we need just to pay attention to the rules, and it is your responsibility as a driver to make sure your car meets all the rules that are laid out and if you know it's not, then fess up. Let's, I think we need to, how are we going to end this? **Janet:** Brandon and I had set it up. We were working with a small town to find a teardown location, which was extremely hard, and we were lucky to find what we did. Brandon did. The best we could get was 3 hours. It was the same thing for the banquet. We were lucky they were able to open that day. There were days when Roundup had their restaurants literally closed. It's one of those things. They all don't have grocery stores. Who's going to run to get chicken. Who's going to set that up, we don't have all those people helping. I'm done. **Rick B:** Nan. AV time 0:42:19. **Nan:** I appreciate what Janet said, that is true. In the future we need to have that as a criterion that is added to the town that we pick, that they have ample facilities to facilitate the correct procedure in teardowns. **Sonny:** I believe that the person who makes the nomination for the venue, should take the responsibility of getting all of that done, and that way, we won't have this problem in the future. **Rick B:** All right. Any other comments? Is there anybody showing a hand Tony? **Tony:** This is Tony talking, I think it's going to take more than one person to get everything all set up. In the past times, we had like Rick Bonebright on the Chamber of Commerce and other people doing other things, like finding a teardown place. It basically is a lot of stuff to do for the one person. I have participated many years as a one person, and it is the reason why I just had enough, and handed all of the administrative chores to Washington back in 2002 2003 somewhere in there. So, my line of thinking is this, If, you are going to nominate something, be ready to ask people to help you out. It might take 4, 5, or 6 people to get this stuff ready to go. And even though I am

a believer that we ask one person to get everything ready before it happens, that's kind of unfair, in a way. On the other hand, everything can come together, we just have to stay on the ball and get it done. That's 'Amen' for me. AV time 0:44:45. **Rick B:** Ok, while we are on teardown, I may be struggling, I made notes here and there's some things that I'd like to address, and that is , we have rules, and if we have rules, then we ought to follow the rules, and rather than putting things out there for directors to vote on, as if directors have the right and the privilege over the rules, then why do we even have the rules? We need to just choose a competent set of directors, to make all decisions. So, if we have the rules, we follow them. I think it behooves us to hold everybody accountable and whether or not you built your car or not, if you hired somebody to build your car, or you have whatever. You are still the responsible person, in my opinion, to be responsible for your car. And you know about as much as the person that did it for you. Maybe you didn't have the expertise and abilities to do what you needed to be done and you hired somebody to do it. You're still the responsible person. And if it is in violation, and you are being tore down and there is something there that the rules specifically say, that if this is what you've done, you're either disqualified. And there shouldn't have to be and this is just me talking. And everybody has a right to say how they feel, but if you were in violation of the rule, you're in violation of the rule. And you don't need friends as directors to rule in your favor to over rule a violated rule. So, that's how I see it and I appreciate comments. AV time 0:47:54. **Nan:** So, we agree 100 percent again with Rick. I think we need to keep in mind that as we are tearing down these cars and we have somebody who is in violation or in a grey area, if what they have done is in a violation of a rule, there seems to be a mindset that you don't want to hurt anybody's feelings, and you don't want to disqualify somebody because, I don't know, is it mean, I'm not quite sure of what the mentality behind that is, but you do need to keep in mind that you are voting this person legal, then you have now shafted the person next in line. So, it's not fair to the person that is in the position behind the person running an illegal car, or a questionable car its unkind to them that not given them a chance to prove that my car is 100 percent legal and follows all the rules without not being voted in. So, in the future when we go down that road keep in mind the person next in line, they too deserve as much a chance that their car is legal as the person you are vacillating back and forth with to decide if oh golly should we let this person in or not. Keep that in mind! AV time 0:49:22. **Rick B:** Are there any others that would like to make any remarks? **Tony:** In the past 30 years that I've been doing this, they probably awarded more than half of the wins to "Don't bring that car back next year, but here is your trophy. OK? We have had things like short skirt pistons, we've had undersized spray needles, all kinds of things that were forgiven by either the inspectors or by the directors (or by vote of the drivers, or by vote of the membership present). So, did anybody really enjoy 8 hours of teardown? AV time 0:50:24. **Kirk:** One thing I'd like to say is, having the teardown, it gets to a point like somewhere in

the 6 o'clock the 8 o'clock in the evening time frame, is the drivers are tired, the inspectors are tired, and at that point, people just want to go home. On the teardown, even though we got to find a solution to this, we got to declare a fair and legal winner. During that procedure, there's got to be, at some point between 6:00 and 8:00 in the evening, where everybody's tired and maybe we need to reset and continue the next morning or something. I don't know but at some point, you get to where you say, I'll take it. You throw up your hands and say "We need to declare our winner. But 8 hours of a teardown is just too long, I mean, people are tired. I just wanted to throw that out. So, in the future, or in the banquet these things need to be addressed so that we do award a winner to somebody that's got a legal car. Thank you. AV time 0:52:04.

Meghan: I think that goes to show that somebody else said something like "Make sure your car is normal before you bring it in." It shouldn't take 8-hours to do that. Like, I know Glendive was Glendive, Ughhh! But, oh, no problem that at Glendive we had (vigil-ictus?). But yeah, you should know your car, well enough that when it gets tore down, people go Humm, is this ok or is this not ok? Accept your responsibility as the person that makes the car or drives the car, however that works out, that we are not going to be spending 8-hours on your T. Get in and get out! You know? It's a mentality of man or hunter. Get in! Get out! Bag it! Go Home! You know? It's not a pleasure cruise, don't treat it like one. I know, but they make so much more sense. AV time 0:53:00. **Nan:** I am going to again expound on what Meghan said, when you bring your car in, you know if you got something on your car that's illegal. You know it! I mean, if your, whatever it is, not necessarily your carburetor, because carburetors are a very, very touchy system because sometimes they are fine when you start out, but not so when you get done, and I have seen that happen before. Carburetors in the past that have, like I've said, passed the no-go and the go gauge have passed, and don't pass when they get done. I'm talking about having blatant things, that you know are wrong with your car. One of the reasons we had such a long teardown previously is because there's things on a car that the owner knew were wrong and chose to let the teardown continue. Just FESS UP! Man? That's alright to have my car tore down I actually know that I've got a whatever it is in there that is wrong. Be honest about it. It's fun to run the race and whatnot, but it comes down to wasting peoples time with a car that you know that is illegal. Cut to the chase, admit it, let your teardown committee move on. I just want to see how this car would run and so I don't want it tore down. I just did this to see how it ran. It's that simple. And save people 8 hours. **Rick B:** Thank you, Nan, very well put. AV time 0:54:27. I don't know if we have anything to make a motion on? But I think the comments were food for thought. And not only that, this a fun event and it is an endurance run and I think there's been a lot of thought been put into the rules about keeping Model T's..., Model T's and I think there is some concern by some that in the future, Toyota engines will be approved. **Bill Comer:** I'm going to throw another crazy idea out there. What if instead of CC'ing the head we establish a compression

test, a psi deal where we could just check that in the engine and have a maximum and save a lot of time? **Larry Azevedo:** I don't think a compression check will be accurate enough to get the small changes. We already check CC's and when we check CC's, we are down to one cc out of 270. There's no way we can measure cylinder pressures with that accuracy with any consistency because it depends on the rings, the oil type, cylinder walls, how the starter turns it over and the phase of the moon. So, it would only be a roughly gross check. But the volume check is very accurate and we did make that faster and more efficient, especially if we start at 10 in the morning instead of nearly 2 in the afternoon. That's my comment, thank you. **Bill C:** OK, it was just an idea. Thanks for your time. (Some did not hear Bill), **Tony:** Bill had said what is shown above, and heard Larry's response, and then Bill withdrew his concern. AV time 0:58:17. **Rick B:** Any more comments about teardowns? Anybody see any other changes that you think would be beneficial? **Meghan:** I don't know if it is something that you want to do, but as an option when we are in a small town, and we can't find a garage to work in. What happens if that's the case, can we tear down in a parking lot? Put up the easy-ups??'s, most of us have tools, I think all of us have the things we need to tear down, is that option so we don't have to worry about a garage opening or closing within our time line. We could just, everybody goes to the hotel after one of those turn around things and have someone up there watching to make sure no one is tinkering because that is always one of things to worry about. That we tear down in the parking lot. I know that is not ideal. The creeper is always nice to have. We have the kitty litter if one wants it to spill around the oil that comes from the car. As an option what do you think about that? **Rick B:** Alright, anyone else on zoom? I think we have pretty well expressed how we feel about the teardown and I appreciate everybody's comments, I think it is well taken. Nothing further on the teardown discussion from Google Meet attendees either. 1:00:34. I think if it is ok with everybody, we'll move on down to new business. (Please note that the Bud Peters Award, the Rattle Can Award, the Silent Auction results, and 0.713" gauges for sale, all shown in the agenda, were not mentioned.)

4.4. Bud Peters Award: This year (June 2024) the Bud Peters Most Inspirational Driver Award went to Jerome Pester. On the first leg of day 3, Jerome noticed that Eddie Wright drove his leading car off route on the way to Winnett. Jerome called Eddie's phone several times and finally Eddie turned his car around and came back on the designated route. The membership thought this was representing the MT-500 in a very positive way. Congratulations Jerome.

4.5. The Rattle-Can Award: This year the Rattle Can Award for compassion went to Eddie Wright for helping other drivers and people. Thanks for the Help Eddie!

4.6. Silent Auction Results:

4.6.1.1. Larry Azevedo won and received a Chaffin camshaft with bearings.

4.6.1.2. Brandon Langle won a Yeti Cooler by Matt Hanson.

4.6.1.3. Conrad Wendland won a milled Ford Script head from Tony.

4.6.1.4. Ed Wright won a one timer check from Larry Azevedo.

4.6.1.4.1. Total income from the auction was \$485.00.

4.7. 0.713" and W-gauges are available for \$75.00 per set plus \$10.00 shipping. Purchase yours at the meeting or order them today by calling or texting 406-461-1389. Leave a message if calling.

5. New Business:

5.1. Budget Items:

5.1.1. Maybe Reimburse Brandon \$150 for Item not received at Silent Auction: AV time 1:00:34. **Rick B:** Apparently, this is the first item, reimburse Brandon \$150 for an item that was not at the silent auction. (Nan Chimed). **Nan:** Has anybody touched base with Matt about getting it? Excuse me, because I'm still under the impression he'll bring it. **Brandon:** I'll get that cooler from him the next time I go to Seattle. **Larry Azevedo:** I motion that if Brandon is not successful in retrieving the Yeti cooler, that we reimburse him \$150.00. Brandon will get the cooler or the \$150, either way. 2nd? **Rick Bonebright:** All in favor? Passed. 13 Of 13. No nays.

5.1.2. Those in the Meeting Room:

5.1.2.1. ZOOM EQUIPMENT & Meetings: Rick Bonebright: AV time 1:02::34. **Rick B:** Before we move on right now, I hope I'm not too far out of line, but this is a little bit of old business mixed in with a little new business right at the moment. Last year when we had the budget discussion about increasing the dues. The entry fees, we had talked, as the directors prior to the meeting of a need for us to be more self-supporting. And we needed the funds to be able do it. One of the big Items discussed was what were doing right now. It's quite apparent that as time goes on, zoom is going to be a big part of our meetings. And we were made aware of some things that make zoom meetings very possible, and I'm speaking of equipment. And I would like to get a feel from all of you about it. I don't know if I can make the motion or not, but I'm going to give it a try. I make the motion that we, and I'd like to ask several of the directors to participate in researching what is it going to take to make our zoom meetings more productive, trying to work them the way we have for the last several years, is rather awkward and somewhat inefficient. And now that we have some money to work with, I suggest that we, and the motion would be that we put into place a committee to investigate the items necessary for us to have effective zoom meetings. AV time 1:05:26. **Larry A:** Yeah, you can't really make a motion, but you can assign a committee and I suggest that you do that and ask for some volunteers or whatever and get a result back within some months and we don't need a motion to do all that, you can just assign a committee to do it. **Rick B:** Before we get to next year's meeting, I'd like to see us have in place whatever is necessary for us to effectively conduct our meetings on zoom. Now we can move on. AV time 1:06:23. **Tony:** Brandon would like to be your lead dog on the "ZOOM" committee. **Rick B:** Brandon would like to be on the committee. Thank you, Brandon. Anyone else on ZOOM? Larry? Larry would like to be on the committee. Anybody else? I'll (Rick Bonebright) be on the Committee. That's three. I think we can do that. So, it's Brandon, Larry, and myself. We'll work together on researching what we need to make a ZOOM meeting effective. Thank you, Larry and Brandon. AV time 1:07:33. **Tony:** So, are we intending on doing everybody on ZOOM next year? Or are we still going to have 50/50 in person and 50/50 on ZOOM? **Larry:** Don't know yet, don't know. **Rick B:?** We need to ??? a little bit?

5.1.3. Those on Zoom Check? (No new budget items from those on zoom.)

5.2. RULE PROPOSALS. (Voting by Ballot):

5.2.1. Call on Kirk to present his rule proposal. Rick B: AV time 1:08:00. You were asked for rule proposals, changes in rules. There was one that came in from Kirk Peterson. Since

Kirk is in attendance and a microphone is about to be aimed at him, we will let him verbalize his interest in a rule modification.

5.2.1.1. Allow Outside Auxiliary Brakes: **Kirk:** I'm going to make this pretty short. So, in the interest of safety, I'd like to allow external auxiliary accessory brakes. I motion the rule 2.2.1.1.1. ~~"External auxiliary accessory brakes not allowed."~~, be amended to *"Period correct rear external brakes, example AC Bennet, Rocky Mountain auxiliary brakes are optional. Transmission brake band must remain installed and in working order. (no hydraulics)."* Also in this motion is an addition to the Rules for Inspection of Endurance Cars by adding the following: to Section 3.8.

5.2.1.2. Also add the following Section 3.8: *3.8. If rear external brakes are installed, test to make sure transmission brake functional by temporarily disconnecting external brake linkage. Then drive car to insure car stops when brake pedal depressed. Paint 1 Transmission inspection screw (bolt) head. Inspectors will place the same paint used on the timer (3.2 above). If this paint seal becomes disturbed, notify the directors asap. Cars with disturbed paint may be disqualified or receive a 15-minute time penalty, depending on the director's decision.*

5.2.1.3. Discussion: **Nan:** You put this out as a safety issue, and I won't deny that, but you do need to keep in mind that if you add an auxiliary brake to a stock original Model T, you have induced introduced a liability to the club for that vehicle. As long as your vehicle is stock original and whatever was put on it when Henry Ford built it, if anything goes wrong with your vehicle, it's Henry Ford's fault. If you allow brakes and stuff like that, and you have an accident and your insurance company decides it, because you installed this brake, whether it be the case or not, they can come back and sue the club, because of that. So, you need to keep in mind the issue of liability for our club versus a safety issue for you, per se. AV time 1:10:41. **Meghan:** I was just wondering exactly what the pros and cons are. I understand safety, I like safety, you know as I am. But anything where you add more, issues down the road. Because now our brakes are better, we can stop better. There's always going to be a bit more reckless in the future. I don't know these things, other like people, know these type of brakes, do. Explain the pros and cons. Why is it considered more safe, why is it not considered safe what are the pluses and minuses? I don't know. Educate the people to make good decisions, is what I'm asking. AV time 1:11:38. **Bill:** Two or three years ago I had an experience where I broke the driveshaft. This is coming out of Fort Benton. I was on flat and level ground and the only thing I had was the emergency brake, which only worked on one wheel at best. I got to thinking, if I was on a downhill, I could have been in big trouble. I'll make two more points. I have a friend who drive old Jordan antiques. and they are equipped with band brakes and the first thing he tells you is when it rains, like a rocky mountain brake they are bands, outside bands, when it rains, they don't work. My point number three is they make a brake equalizer for the 26-27's (big drum rearends), that utilizes the existing brake bands (shoes) already in place in the big drum emergency brakes. See Snyders for \$200-\$250, as opposed to \$800-\$1000 for Rocky Mountain add-on's, which is the outside band. And I just thought I'd make that clear. Thank you. —AV time 1:13:16. **Larry:** What Bill was saying about last year or a couple of years ago when he had that breakage, he had little or no breaking power after that component broke. Liability. We also allow shock absorbers which potentially could break or causes an accident or something that are not original.

Most everybody is running my (needle bearings) u-joints, which are not original and are in that drive train when you apply a transmission brake so there's a liability so I understand what Nan is saying, but I think the liability side of it is less risky than the safety side of allowing us to have some extra, some backup, if something in the drive train breaks. Because that to me is a serious issue. Also, in the rule change, there is a requirement for that brake (transmission drum band) be functional on the transmission. What we are introducing is outside brakes, we will pull the transmission cover off during inspection on Sunday, and confirm that (Trans-drum) brake is in contact with the drum, and putting sealing paint on the cover so that it can't be loosed up during the competition. Using the same rule that we have for timers. Also, the year before that, Sonny had an incident with a deer, and he had to hit his brakes hard and he had some breakage in his engine (broken crankshaft flange) because of the super-fast stop, when you stop everything with that transmission drum. So those are my comments. AV time 1:15:09. **Mark Dominguez:** Going back to safety, every tour I've ever gone on has a sign on release stating that I've inspected my car and I hold the club non responsible for any accidents that happen or anything that goes on. Once you inspect a car, you take on that right of responsibility on, saying that car is fit to be traveled on the road. There is your lawsuit. Basically, you have already signed off on this car saying it is road worthy. So that where your possibility is at. Whether it's the individual who signed it, the car owner, or the club that is taking or doing the inspection. Both of my cars have Rocky Mountain brakes on them or auxiliary brakes on them. It's a safety issue. We have lost a founding member of a national club to a broken, not having auxiliary brakes. He died in a car accident. There has been a lot of accidents where they could have been saved if they had auxiliary brakes. When you are doing speeds over 50 miles an hour, you got to stop that car. You're relying on the Henry Ford's braking on there. That's a lot of resistance put on the band. Something is going to give. At least Rocky Mountain brakes will give you a little bit of an edge. I say Rocky Mountains, but also the AC's or other different types of stuff out there. I think that it's a safety issue, it should be motioned and passed if you are going over 50 miles per hour. Not only endangering you, but somebody else on the road. That's all I have on that. AV time 1:17:13. **Dave F:** If we were requiring Rocky Mountain Brakes, that would be one thing, and we would certainly be subjected to liability. If you're allowing, that is a whole different issue. It's up to the car owner whether they wish make that modification. That's all I have to say. AV time 1:18:17. **Nan:** Also, people, keep in mind that a signing a release is not worth the paper it's written on. You can do it for the average person, it makes them think about what they want to do, but when it comes down to a court of law, those liability releases are totally worthless, so keep that in mind. Someone: Then why do we have one (waiver)? **Nan:** It makes the average person stop and think about what they are doing, but not somebody that wants to sue someone. If someone wants to sue someone, they are going to find a loophole. And that has been proven at every..., every committee, every swap, or anything you can think of. Liability releases are not binding. AV time 1:19:14. **Rick B:** They (liability releases) are suggested by the insurance company and that became a necessary exercise even with the national club. And Nan is correct, in her remarks it does make you think about your car, and you are ultimately responsible for your car and so, especially in an endurance run, when we are operating the cars at a higher speed than you do in touring, it becomes more imperative that you take the time to

safety check your car. And. As we know, the faster you go, the faster things happen. So, you can get away with things at slow speeds that you can't get away with at higher speed. And our whole event being an endurance run, you need, we need, all of us need insure ourselves and not just take for granted, I know my car. We need to make sure that the inspection form is followed and we know that in a court of law, like Nan pointed out, its ultimately going to be you. And don't feel like because you signed the safety form that you got the world in your defense. You are your defense. Anybody? AV time 1:21:21. **Kirk:** Well, I guess if we are not going to allow external auxiliary accessory brakes because it is a liability issue because it is an add-on, then maybe we should remove shock absorbers from the rules because that is an add-on too and that could be a liability issue. That's all I got to say. **Rick B:** Well, the motion that Kirk was proposing a change in rules to allow the Rocky Mountain Brakes, or an external brake, I think is a valid motion. And if you would like to put your motion into the form of a motion and vote on it, I think that's where we are headed. **Kirk:** Alright, let me restate this. Modify. Allow auxiliary brakes to be used on the outside of the rear axle brake drums. Period rear external auxiliary accessory brakes are optional. Transmission brake and lining must be installed and be in working order. **Rick B:** Sonny bishop seconds the motion. Is there any more discussion before we vote? Hand vote. All in favor? = 7 in the room, 3 on Zoom = 10 in favor. How many opposed to the rule? 3 in the room, none on zoom, one abstain on zoom = 3 total opposed. (Motion passed.)

5.2.1.4. No New Rules Proposed at Meeting: AV time 1:25:00. **Rick B:** This is not on the paper (agenda) but I thought it should be included. I thought I made a comment that I thought was going to be on here, but it's not. So, at this point, before I go any further, I would like to make a motion that we consider no new rule changes for a period of 3-years from this date (October, 21, 2024). I think we need to live with what we have and get used to them, rather than constantly modify. And end discussion. We can discuss the time that I proposed which is 3-years. **Larry A:** You can't motion; you can't vote. I'll make that motion on your behalf. I motion that we have no future rule changes for the next 3- years. We need a second. **Nan:** Ok, 2nd. **Rick B:** All right. **Larry Azevedo:** AV time 1:27:13?. Let me add a discussion on this, which addresses one of Bills concerns with regards to restrictor plates. There're some old rules from 1988 here when restrictor plates were in place, but at that time, the restrictor plate was in place with unlimited allowance on the combustion chamber volume. So, in those days the heads could be shaved down and in fact the heads could even be modified on the sides a little bit to accommodate the piston (and valves) from running into the head. I've got some pretty sophisticated software, and I've done some simulations in my engine that agrees very well with my specs. And I can add some restrictor plates and I can add compression ratio. It turns out that if you add a restriction plate, as in 1988, you lose 4-5 horsepower at 55 miles per hour. But you gain it all back when you increase the compression ratio back up by shaving it, beyond where we are at today. So, it's a mixed bag. Just adding restrictor plates today, without taking away the 270-cc volume, would severely constrain the cars, based on some really sophisticated calculations and simulators that I have that work on race engines and any kind of engines, so, this comment, mostly for Bill, and I'm really willing to do some restrictor plate actual test runs in my car to see, to confirm those kinds of effects. So, I'm for looking at that now, but I don't really want to shave heads down to zero, because we would be

blowing head gaskets. Yeah, head gaskets. And of course, Tony knows all about head gaskets since he is 0 for 2 right now. Anyway, these are my comments with respect to the rule's changes. AV time 1:29:08 **Nan:** I would like to expound on what Larry said. I don't know if we are into restrictor plates right now, but...**Rick B:** The motion is, no new rule changes for next year. **Nan:** (Chimed?) **Rick B:** Motion on the floor by Larry, 2nd by Nan, is no new rule changes for a period of three years. Any other discussion? AV time 1:29:46. **Meghan:** Question. What if we need a new rule or get rid of a rule, then what? Do we just table it for three years? **Larry:** Maybe I can put a modification in that. If the Directors and Officers decide that there is some serious issue that we need to look at, that we can go ahead and call a meeting and make a rule change. So, that gives us a little out if there is something like OMG this is crazy, we got to fix it kind of stuff. Don't ask me to repeat that stuff. **Rick B:** Any other discussion. Tony. **Tony:** I have an idea here too. It says you can't propose any more new rules, and in my line of thinking, that disenfranchises anyone else in the room. How could Kirk get his rule passed if he was not allowed to propose a rule. The other thing, the vote of this room, and those zoom people, is very powerful. It will tell the drivers, and maybe the timer people, that they do or don't want that rule proposal to pass or if they want it to fail. I'm going to go one step further, are we accepting votes from people who are \$20 people or \$40 people? **Sonny B:** I have something to say regarding what Tony mentioned. And that is that Kirk's rule was made and voted on before the next person made this (proposed no new rule motion) right So, therefore, Kirk's rule does stand whether the other rule passes or fails remains to be seen. **Tony:** May I rebuttal? **Meghan:** I think we need some clarification. When the motion addressed, is it any rule changes after this meeting? And for the next three years we keep our mouths shut? Or do we discuss that are still proposed in the agenda, plus three years after. We need to clarify this because I think that's where we are getting an issue. **Rick B:** The only rule proposal that was made, was made by Kirk, for the external brakes. And that's already been seconded and passed. And this was just from, basically, January 1, 2025 for three. It was Larry's motion. That's it. **Tony:** Questions from zoom? **Janet:** Nobody has any questions (on zoom). AV time 1:33:22. **Larry Azevado:** The motion is that we have no new rules changes for the next three years, with the exception that if the, through a vote of the directors and officers, majority vote of directors and officers, can make that change to approach something that becomes important for the future of the activity or the safety of the activity. **Rick B:** Any other discussion? All in favor of the motion to have no new rules except for the exception as stated by Larry for the next three years? All in favor, raise your hand? All of those opposed? Motion passed. 7 for, 4 against. 2 abstains. Moving on.

5.3. Current Existing Time Penalties without disqualifying a car: (These agenda items were not read during the meeting.)

- 5.3.1.** Speeding Violation 1 minute for each mile per hour over posted speed limit starting with the 6th MPH over the posted limit.
- 5.3.2.** Broken Carb Seal = 15 minutes.
- 5.3.3.** Broken Paint Seal on Intake Manifold clamp bar = 15 minutes or DQ.
- 5.3.4.** Changing Carb or Intake manifold = 15 minutes
- 5.3.5.** Oversized carb venturi passing 0.713 but not passing 0.714 = 15minutes
- 5.3.6.** Broken Head Seal = 60 minutes, if changed under time, no penalty.
- 5.3.7.** Broken Rod Door Seal = 60 minutes, if changed under time, no penalty.

5.3.8. Broken Motor Mount = 60 minutes

5.3.9. Trailered car = slow time for each leg not completed

5.3.10. Driving off Route (not completing a route = Slow Time plus 15 minutes.

5.3.11. Cylinder head under 270 cc's = 30 seconds penalty for each cc under 270 in each cylinder chamber. If any one chamber is under 265, then the car is DQ'd.

5.3.12. Director assessed time penalties

5.3.12.1. Other time penalties or ways we could consider to shorten the tear down time?

5.4. Future Teardown Concerns:

5.4.1. Members are asking how much time should we budget for the teardown?

5.4.1.1. Someone suggested that we teardown one car only to shorten the teardown.

5.4.1.2. Someone suggested that we allocate 2 or 3 hours for the tear down and end it.

5.4.1.3. What to do when the teardown interferes with the scheduled banquet time?

5.4.1.4. Zoom people thoughts?

5.4.2. Some members are advocating for a preliminary carburetor gauge check and for placing a restrictor plate between the carb and intake manifold at the inspection. Here is a merge showing the joint current rules and the 1988 Rules.

5.4.2.1. #30. Only NH swayback and/or Ford swayback carburetors allowed. Must be complete including choke butterfly. The Association's 0.713-inch gauge MUST NOT go through the carburetor venturi and the W-gauge must not pass far enough to touch the handle

5.4.2.2. #31. A restrictor plate with two gaskets provided by the Association, will be placed between the intake manifold and carburetor, supervised by the inspectors on the day of inspection. Plate will be a thickness of 14-gauge metal with an 11/16-inch diameter hole.

5.4.2.3. At the end of the Endurance Run, a check on the seals would be performed. If any seal was broken or missing, then the directors could assess a time penalty. A teardown would happen with a majority of written ballots from the Directors present.

5.4.2.4. This change in procedure could help keep the final day on a schedule.

5.4.2.4.1. Motion for a ballot vote at the meeting and zoom to set this procedure up.

5.4.2.4.2. 2nd.

5.4.2.4.3. Discussion.

5.4.2.4.4. Changes.

5.4.2.4.5. Ballot vote.

5.4.2.4.6. Pass/fail

Would other penalties be helpful to speeding up a teardown?

5.4.3. Carb check at Inspection and Restrictor Plate: AV time 1:35:32.

5.4.3.1. Rick Bonebright: We can take this. Is Bill Comer still on? **Tony:** Yes. **Rick Bonebright:** Ok, we will take this out of order since he brought it up. But we are going to jump to the next page on restrictor plates. And it reads, **5.4.2.** "Some members are advocating for a preliminary carburetor gauge check and for placing a restrictor plate between the carb and intake manifold at the inspection." And if Larry needs to repeat at this point, comments about non-use or use of restrictor plates. We can go with Nan. **Nan:** I have been, in a car, with a restrictor plate, and my experiences with the restrictor plates is, Larry might, will probably back me up, is that they do not level the playing field. They totally cripple, slow cars, and I mean Carla and I, the first year that we ran restrictor plates had, that they had them on our

cars, we came in in the dark. That's how much those restrictor plates crippled our cars because they didn't have any power. They were slow. So, if you think, oh I have a slow car and we put a restrictor plate on a faster car is going to even us out, that is a fallacy. It is not going to happen. And if you have a slow car, and you put a restrictor plate on it, you can plan on coming in in the dark. Because that is what happened to both Carla and I. They pulled our restrictor plates the next day, and we were able to at least come in during daylight. I'm not saying that we came in, in stellar order, but at least we were not hours. I kid you not, we were behind people at least an hour with a restrictor plate. It was unpleasant. AV time 1:38:00. **Larry Azevedo:** Yeah, that is an interesting observation. I know, it makes the competition much more interesting when there is a whole bunch of cars within a half an hour of one another, or even less. So, it makes it more interesting and certainly, if a restrictor plate is going to hurt the cars that were without their restrictor plates, the slower cars, that doesn't help our competitive spirit very much. And as I said earlier, remind everyone that the restrictor plates were in place in the days when there were no limits on compression ratio. And today we have limits on compression ratio, which is approximately 5.8:1. And you could easily get up to 8:1 by shaving more and you'll get everything back with that extra compression ratio. But I don't most of the competitors want to pull their heads and shave it down to nothing. And do all that stuff and worry about holding the gaskets in place in today's environment. AV time 1:39:05. **Meghan:** This should also be put. Your timers out there standing on the side of the road (someone chimed in low voice: "We Are?"), **Megan:** In the dark. In interest in getting done, at a reasonable time every day, especially on Wednesday when we need to teardown, we want to get in and out as fast as we can. Because the restrictor plate, it does slow everybody down. It is a huge difference between 45 mile an hour top speed and a 55 to 60 top speed. There's been days when I been doing times and stuff, and we leave, and haven't beaten the first car into the end finish of the leg, the guys were moving that fast. And it's that nice! All of a sudden, its Bam! Bam! Bam! Let's round them up and let's go we just get done early, we are not cranky, angry, it's so much nicer, so much a nicer time, like, everybody's happier, it's just better that way. That's my little comment. AV time 1:40:01. **Nan:** I have one more observation, is that when you slowdown, which is what I assume that a concept behind restrictor plates are, the most common accidents, fatal accidents, that occur in Model T's, are when slower cars are rearended by faster vehicles. So, slowing our Model T's down, in an attempt, I don't know what the mentality is behind the restrictor plate is, to be honest. But, accidents at slow speeds, where they get rear-ended, is what causes injuries. So, slowing your car down, is not a good plan. I know of two people, Rick's got a, Dean Hersey, broke his back being rearended in a Model T, and **Rick B:** His girlfriend was killed. **Nan:** His girlfriend was killed. So, don't assume this is gonna be a safety issue by attempting to bring the speed of a car down, it is not a safety issue, in fact it introduces large quantities of unsafe potential. AV time 1:41:15. **Rick B:** And going along with that, you know, keeping track of events in other clubs, there is, what Nan is saying, has become more common, rather than being uncommon, of people being rearended, severely injured, or killed, and club functions, because they were only doing 30-35 miles an hour, and fast cars, especially when you get out on a highway where the speed limits allow about 65 (mph) plus, and as you know, we don't have too many roads that are under that anymore. So, you know, restrictor plates does, we all know, and Larry quoted

some significant fact finding, and that restricting the carburetor does not improve safety or performance, and doesn't allow you to run a straight through carburetor, and all that kind of stuff. It's not a fix. Ok, Tony, what do you got? **Tony:** Ok Janet get ready for Bill Comer. **Bill Comer:** My intention was to shorten the tech time (teardown time). I suggested 18 mm, which is about 0.708", which is just under the carburetor gauge. I didn't really mean them to be restrictor plates, **something that would act against over modification of the carburetor.** So, if what you are saying is true, yeah, I believe that slow traffic is a problem. The old 11/16" restrictor plates, that's like a 0.6xx" something (0.6875") so, it is cutting back quite a bit (on the restriction). So, that's where I was going with this. This is kind of a timesaver with the carburetors. Thank you for your time. AV time 1:43:53. **Larry A:** Thank you Bill for those comments. Our earlier discussions about time savings, being that if we make things more efficient on Wednesday, we can certainly get the carburetor checks done very quickly. Especially if we start earlier and we have more open-ended time, and I think there's things if we put our minds to, we can make those teardowns much more efficient. AV time 1:44:43. **Rick B:** It looks like to me, how this is printed up, there's actually another part of this, and I'm pondering as to whether or not to try to separate it this at this point. But under ii, the restrictor plates that we have been discussing, I think we pretty well covered why the motion was made in Number 1, and Number 2 is kind of just some data about a restrictor plate, but item Number 3, I don't really, I'd like to hear some discussion, I guess. But it says, "At the end of the Endurance Run, a check on the seals would be performed. Well, a restrictor plate is pretty obvious, so I don't know why we having a seal broken or missing would make any difference." Then the wording becomes "If any seal was broken or missing, then the directors could assess a time penalty." And if something was missing, and a teardown would happen with a majority of the written ballots from the directors present. I think all of that, personally, ought to be stricken, because it's covered in the rules, and these are items that the rules address and its not the duty and responsibility of the directors to overrule rules. And so, I'd like to see that item three go away. AV time 1:46:49. **Nan:** Isn't this whole thing, this "ii", is all about restrictor plates, which we are not, I assume from our discussion, that we are not going anything with restrictor plates. Am I correct? **Rick B:** We could just, (chimed). **Larry Azevedo:** Vote it down. **Rick Bonebright:** Just vote it down and be done with it. **Larry Azevedo:** Just vote it down. **Nan:** Just vote it down. **Rick Bonebright:** So, there's not any further discussion? All in favor of ...? Someone, do you know who motion on this? AV time 1:47:25 **Rick B:** I guess Bill Comer, the way I read this, I mean, it's Bill that was making the motion on restrictor plates and it says motion for a ballot vote. I don't know, I don't think we need a ballot vote on this. **Nan:** I don't think we...**Kirk:** Who seconded it? **Nan:** I don't think we have, there was no 2nd. **Rick Bonebright:** There was no second on this. **Nan:** Motion failed. **Larry A:** There was no motion on the restrictor plates, just some advocating. **Rick B:** And if there was no motion, then no 2nd. Motion does not even warrant a vote. **Nan:** Perfect! Moving on. **Rick B:** It's done! **Tony:** Just a second while I ask Bill if he wants to motion his ideas on the restrictor plate. **Bill:** No, its fine. I just brought it up as a way to speed up inspection (& teardown). If you vote down or nobody want to use it to speed up inspection & teardown, fine. So, it's fine with me. So, thanks for your time. **Tony:** Garrett, did you have a comment? No. AV time 1:49:10. **Rick B:** OK, we are an hour and a half into our meeting. And we are covering ground

pretty well, so, those of us in attendance, do, we are going to call for a 10-minute adjournment, or potty break, something to drink, and see you in 10 minutes. AV time 1:49:40 through 2:08:26, or 20 minutes.

5.5. Adopt changes to the Association's By-Laws:

5.5.1. General By-Laws Changes Discussion: AV time 2:08:26. **Rick B:** The next item is under 5.e., and it says, adopt changes to the Association's By-Laws. And I guess everybody would have "Changes to the By-Laws" handy. And I'll throw out a question to kind of stimulate discussion, but I'm not really knowing where and how the revision got instigated. But I guess we discuss it, but, quite honestly, I don't know that., well let's just open it up for discussion, first of all. My first inkling is this, is that I'm not sure where this came from or whatever, but it does say there was some involvement by Tony, Janet, Brandon, Garrett, Larry and others. **Nan:** I think we had to revise the laws, the by-laws in order to increase the dues. Wasn't that the emphasis behind this? **Someone:** Yes.

5.5.2. Dues Changes: \$20 non-voting dues and \$40 voting dues. **Nan:** In order to increase the dues, we had to revise, and that's why we did it. And it looks like to me, that most of what they have done here is, mainly, clerical sort of things to tidy up, versus, using the term race, replace with endurance run. It looks to me more like housekeeping, is what the majority of the rest of the By-Laws, to me the impetus was dues.

5.5.3. Drivers and Riders Changes: **Rick B:** Ok with that said, I would like to go down to, and anybody, feel free, I don't know, would we want to take it item by item. I think, with what Nan just said, I'm comfortable until we get to 1.2.4.1., under "Driver and Riders:" Where this one says, "No one shall ~~participate~~ drive or ride in any Model T during the ~~race~~ endurance run unless he, she, or it (corporation or other organization) has a paid-up membership. I'm searching for clarification on that one. Ok, because in the past, especially on Wednesday, the last time I participated, it was in Fort Benton. I wasn't able to this year. But I know that Tony, Brandon, and myself, took passengers along on Wednesday. When they are local people, they are obviously not members. AV time 2:12:40. **Nan:** Did you do this during the actual race or just like you took them to the picnic afterward? **Rick B:** No, we did it in the race. **Nan:** Because this looks like more housekeeping than that they ever changed it. So, it just might have been that that rule was never enforced, but always been there. **Larry:** The only problem I have about that is if you've got somebody to take pictures along with you, documenting our activity, I think it is crazy to ask them to join the membership to ride along and take pictures. That would include anybody that's going to ride along. I think we ought to be allowed to have visitors and people like that too. If it's like a driver, or co-pilot, yeah. But if its some other person that is a volunteer or whatever, a local person, photographer with a newspaper. Let them ride along. AV time 2:13:40. **Rick B.** And another thing, is it a \$20 membership or a \$40 membership? But anyhow. **Meghan:** This is awful if you have kids that want to ride along on the third day, Heather used to jump in with aunt Nan all the time on the third day when she is not in the competition. I used to ride with Tony, yeah, back in the day. So, if paying has always been on the books, we screwed up a lot. So, let's clarify it. **Sonny:** They can ride with me, I have a lot of room. **Rick B:** Oh, do you now? Yeah, you are, you're 81, she's not that old. **Sonny:** I know. I am along with Nan and Megan, personally. I agree with what has been said, personally, because of two reasons, and what Meghan said. This year, I was privileged enough to ride with the Hagerty's, in their car, three people. Another thing, the year the deer hit me, I had my family that wanted to ride with me, the year after the accident. When we have a rule in our, that says there will be only 2 people in a car per time. Now, if there's four people in that car for time, and you win, you are

automatically DQ'd. It's very plain and simple. So, why shouldn't you be able to have more than two people in the car is because you know even if you are being timed, you are not going to win. Why not just write that out. Nan. AV time 2:15:51. **Nan:** Somebody, like Janet or Tony, who know more about dues, we have to totally re-write the By-Laws and re submit them again?. If we want to change that? I don't know anything about writing the by-laws. I don't know. **Sonny:** We are not attorneys. **Nan:** Yeah. With our Model T club, you have to read twice, for two meetings, you have to read proposed changes to the by-laws, before they can be accepted. I don't know what, I don't know, if that is what this is? AV time 2:16:33. **Sonny:** Scratch that ???**Tony:** In line with what Nan says, what I would do is say, vote this thing in a pass, and then we will come back and edit in the next order of business, because this is kind of "No one shall participate in any Model T or ride in any Model T, or whatever, unless they are a paid up member, and it was limited to two people to a car." To me, we've sort of historically ignored it. I've known about this (rule) since 1993. So, if you want to throw tomatoes, I'm a guy who will take a few, because I violated this rule more than any of you guys. **Nan:** I didn't know the rule, but apparently, I violated the rule too, but I didn't know about it. **Tony:** I'm going to motion here is, take a quick look through this, we will pass it as it is, and then we will come back and fix it. That will be my motion. **Larry:** No, No. We can't. The right way to do it, is to do by, is through, go through this whole document and vote on each change, just with a hand vote majority, and when we all got the changes in place, then we have to take a vote and we can't make the changes unless it is a 2/3's vote of the membership. It's written right into the document. So, I think the right thing to do is go through these redlines and anything else you see here, I suspect, and just quickly go through it, and do it that way. Voice votes. Well, for the redlines and anything that is obvious. Forty is misspelled in 1.1.1 as fourty. **Kirk:** I just wanted to mention that fourty was misspelled. I just looked it up and it was OK until the 16th century. **Rick B:** Ok, we will just run through this then and maybe we should, everybody take a moment and review it, or just take off and go line by line. AV time 2:20:00. **Nan:** Let's read through it. Silence for reading. **Tony:** For zoom people, we are taking a look at the By-Laws, revised, and eventually will go, item by item or whatever and see if we can come up with a way to get'er done. AV time 2:22:09. **Larry A:** I just going to assume that we fix the "forty" dollars, grammar. And I'm going to suggest that in 1.2.4.1, after the word "run", we add a parenthesis that says (see 1.2.4.2) close parentheses. And then down in that section, 1.2.4.2. Non-Membership Volunteers, after "radar operating team members" add a comma, riding photographers, etcetera, with another comma. In other words, we can include temporary riders in the cars, like photographers, etcetera, that might want to switch from car to car, but the drivers and riders which are the folks that stay with the car throughout the competition are members and other volunteers that want to ride along, whatever, are allowed to make it, the idea is to make it loose enough to do the right thing. AV time 2:23:43. **Nan:** And then add your strike No one shall drive any Model T during the race blah blah blah strike...or ride in, and then add your photographer's stuff and the other part. **Larry A:** That's ok, except we missed something, for example, this last year, my grandson drove and I rode with him. And I fully expect that both of us should be fully paid members, so we got to include that, if somebody rides along for most or all of the competition should be paid members, but the volunteers, temporary folks, or locals, whatever, are allowed to just ride along. AV time 2:24:40. **Rick B:** What is a membership? Is my wife automatically a member because I am? No. So, even having your spouse ride with you, unless she was a dues paying member, which is \$20 or \$40? She would have to pay 20 bucks to be able to

ride with me. Is that what we are saying? No. Exclusions would be... **Larry Azevedo:** Temporary folks that are not there from, its real obvious, if there is a driver and a rider and together and they work on the car every break, they should all be members. Anyone else should not be paying. AV time 2:26:14. **Nan:** I think if we just strike the "~~or ride in~~" part as your grandson drove, so he needs to be a paid-up member. So, if you strike the part "or ride in", and just put "no one shall drive any Model T during the endurance run, so just strike that and add your addendum to allow non-paid members to ride. Yeah. **Tony:** I agree with Nan. **Nan:** Strike "or ride in", add (to) Non-Member Volunteers....radar operating team members, (add) "or spectators". I don't know what word we want to use. **Sonny:** All of them. **Nan:** Yeah. AV time 2:27:33. **Rick B:** For instance, it's like in Fort Benton, you know there was a couple of local people that rode. **Nan:** Yeah. We need to come up with a word, to include all those people, what's the word? **Sonny:** All others. **Nan:** I'd put spectators. **Rick B:** Spectators would be a good word, cause that's what they are doing. **Janet:** But they can't help with the car, they can't work on your car because they are not members or part of the run. **Nan:** Let's say "Non-Member volunteers can participate as flagging-timing team members, trouble truck team members, radar operating team members, or spectators without the burden of paying dues." Does that sound ok? Some inaudible discussion going on in this segment. **Sonny:** Court paused. AV time 2:29:30. **Rick B:** So, I think what Nan is saying "Non-Member volunteers can participate as flagging-timing team members, trouble truck team members, radar operating team members, or spectators without the burden of paying dues." Any other discussion on that item? **Tony:** Are there any objections on zoom? None. So that correction shall be unchallenged by those on zoom.

5.5.4. Endurance Run Fee Change: AV time 2:30:20. **Rick B:** Ok, let's go to "1.2.4.3., Endurance Run Fee: All Endurance Run Model T's shall pay an Endurance Run fee of \$100 to the Treasurer prior to inspection of that car. All other antique or classic vehicles participating in the run will not be inspected but shall pay the Endurance Run fee of \$100.00 as well." Why? **Janet:** To help cover the expenses. They participate in the benefits of trouble truck trailer gas, banquet arrangements, and are needed to help out with the expenses. **Rick B:** Well, we've had people that have... (Chimed). **Nan:** It would be just like a low-land fee tour..., just like a low land tour fee. There doing what they call low land tour. They still pay a fee for it. **Rick B:** And we've had people follow along in their modern cars. So, we are only going to 'penalize' them with a fee, if they drive an antique or a classic car. **Someone, Meghan?:** What if they ride the trouble trailer? **Rick B:** Well Tripple A !(AAA). **Larry Azevedo:** This year we had one volunteer car (tour-car) that got on the trouble truck (trailer) at least once, and used our services, and I think it's crazy to let someone drive along with the competition as a spectator, as a touring car and not get, have some entry fee. The \$100's is a small compared to the cost to getting there and paying hotel and all that stuff. So, and plus, they are all part of the banquet at the end, probably, standing around watching the tear the car apart and etcetera, etcetera, and we are probably going to grab some of them to help with the inspection, put paint on seals, and all of that kind of stuff, so. **Rick B:** That's worthy of discussion, because I, we needed to cover that. And not only that, its cheaper than going on our National Tour (MTFCA) and driving the whole distance. So, leave it as is? Where's our next item? **Nan:** The rest just seems like housekeeping. **Rick B:** Yep.

5.5.5. Timer Teams: Leaving Team, Arriving Team, Data Entry Team Changes: AV time 2:33:18. **Meghan:** This Section about how many timers do you have to flag in and flag out. Section 2. **Nan:** (5.1.1.8.2) "Arriving Timer Team. One team needed with three

people,” **Meghan:** Yeah, and then we have a data entrance, a separate person, a third person, with no room to admit them. If having three people timing and then data entry. I think our rules need not to have three people, we’re pretty squeezed as it is. Two is enough as it is two, two, and looks like then adding a data entry person like who should be the third person, one, two... **Nan:** So, you want to write that as two? 5.1.1.8.2. **Rick B:** So, we are striking, so what did you change? **Nan:** So, cross out three, strike it, and two and ...So they are required to have two, but can have three if they want.

5.5.6. Board of Directors Changes: **Rick B:** AV time 2:35:05. Going back to “3.2. Section 2: Board of Directors Composition: The board of directors shall consist of three officers a President, a Vice President, a Secretary-Treasurer....” But we currently now have 4 (four) don’t we? **Nan:** No. I think we have a Secretary-Treasurer in one slot. **Rick B:** But Janet is a person, are you Secretary and Treasurer? **Janet:** Yes, I send what Tony does. **Rick B:** Ok, we’re not? Its Janet. **Nan:** Janet does everything. **Rick B:** OK, just checking. Now we are on, beyond 5.1.1.8.2. Anything after that? **Sonny:** Short pause while everyone gets there thoughts together.

5.5.7. By-Laws Amend Procedure: AV time 2:36:35. **Rick B:** Well, the final one would be “10.1 Section 1. These By-Laws may be altered, amended, or repealed and new By-Laws may be adopted by a two-thirds vote of the members at any meeting of the members called for that purpose or at any annual meeting of the members.” So, let’s vote. Those of you on zoom, do you have any comments, additions, subtractions? **Tony:** I’m getting no. **Rick B.:** OK. Well, let’s call for a vote to adopt the By-Laws. **Nan:** As revised. **Rick B:** As revised on 10-27-2024, at two-twenty-seven PM (2:27 PM = AV time 2:38:00). **Nan:** So moved. Someone 2nd. **Rick B.** I couldn’t make the motion. **Nan:** I just moved the motion. **Rick B:** Nan made the motioned. Who second? Tony 2nd. All in favor of the amended By-Laws, signify yes by raising your hand? I know. 1,2,3,4,5,6,7,8, (of ten in the room), plus three hands up (on zoom), Brandon?, who else, Mark D., Mike Wendland, yep, Comer, yes, he is waving. 4 yeses on zoom. **Rick B:** Motion Passed. **Tony:** Five on zoom, plus 8 in the room = 13. 13 for, one abstention, **Rick B:** I don’t want to embarrass you, but why are you abstaining? (Record keeping There were ten voting eligible people in the room, and 4 additional voting eligible people on zoom. All voting eligible people vote for the amended By-Laws. The President could not vote unless it was a tie, and one abstained. Checking on the 2/3 requirement, it was met and exceeded. $12/14 = 0.857 > 2/3 = 0.667$.)

6. Nominating a Host Town and Date: AV time 2:40:00. **Rick B:** We are at item number 6, Nominating a Host Town and Date for 2025. Last year, there was two locations that we voted on, and the location that Matt Hansen had presented, was St. Regis. And I haven’t talked to Matt, mainly because the only time we can communicate is when he is at work. Because cell reception at his abode, does not work very well. We’ve tried to communicate, and I hoped he might be here because he really did have things kind of lined up for St. Regis. So, I think we have been way across Montana, and our Western constituents, competitors, and everything, for several years now. Even Fort Benton was a drive. So, I don’t know who would nominate or who would suggest what, but let’s...**Rick B:** What do you want to do? **Nan:** Whoever nominates has to be in charge. I’d like to nominate it, but I can not be in charge. **Sonny:** I nominate Matt Hansen to nominate St. Regis. **Rick Bonebright:** You can’t do that. **Sonny:** He said, that a long time ago, that he had things taken care of pretty well. **Nan:** And I know for a fact, that he is not interested in doing...(chimed). **Larry:** If he is interested in doing it...(chimed). **Nan:** And I know for a fact, that he (Matt) is not interested in doing it. **Rick B:** Sonny...(chimed). **Larry:** If he was interested in doing that, he would have contacted somebody and set up somebody to nominate that, even though he can’t make the meeting. It’s not fair to him, and to us, to make a decision like that and then...(chimed). **Sonny:**

Well said. **Somebody:** I don't know. **Rick B:** And so, does anyone have a thought, a suggestion, as far as a location for the 500 in 2025? AV time 2:42:50. **Tony:** Ok, this is Tony and I will set things up and do most everything, if we have it in Helena, Montana. That's my thing. **Larry:** I'll volunteer to help him in any way I can, whoever does it, supports a run out of Helena. I'd rather have it in Albuquerque, but it's probably not going to get voted in. **Sonny:** I'd rather have it in Southern California, but that's not getting voted in. I could second Tony's nomination for Helena. **Nan:** It's hard to do big cities like that. **Larry:** Is there a Roundup or a Fort Benton, near Helena, that could serve our purposes in that area of the world? If there some city nearby, that would serve would be fine. I do love small towns too. **Tony:** The reason why I suggested Helena, is that we could have the teardown in my shop, and have the banquet, and whatnot, picnic in our back yard or in the shop if it rains, or hails. I know that sometimes we run into hard feelings like we wait around for things to happen, coming around towards meeting time, other people jump in and get it done. Sometimes they don't get the proper pat on the back or whatever. So, my deal would be easy for Helena. If I were to do another town near there, personally, I like Dillon. But somebody else would have to jump in and do some of the work, but I don't want to do all of the work unless it is in my town. AV time 2:45:35. **Nan:** How about St. Regis? **Rick B:** I would go for St. Regis based on...**Larry A:** I am just concerned about the traffic in Eastern side, I mean the western side of the state. I would rather avoid traffic if possible. And I don't know, we experienced much more traffic when we were when we were there with Kirk that first year (Kalispell 2021) than the other three years, when we've been out in the boonies, which was fun. **Nan:** Yeah, well, we have lots of traffic systems around Helena, a lot of traffic. **Kirk:** I've never been to White Sulphur Springs. **Nan:** I have. A lot of traffic. **Kirk:** A lot of traffic Nan? **Rick B:** It's a tourist trap. **Nan:** A lot of tourists, it's a tourist trap. **Rick Bonebright:** And Sheep Happens. **Larry A:** List the possibilities, Deer Lodge? **Nan:** Deer Lodge is a tourist trap. **Rick B:** Yeah, I wish we would could summons Matt. You know, he did express that he had everything in place, but like Larry pointed out, if it was really, yeah. Any other nominations for locations next year? **Tony:** Hold on, is there any body from zoom land that would have a nomination? Conrad, Shelby, Haver, Rudyard? All's I'm getting is smiles. You guys are lame, sponsor a race. **Sonny:** I agree with Tony, some of you guys on zoom are lame, sponsor a race. Sponsor an event, it's not a race. (Many people smiling about those comments.) **Nan:** I just got a hold of Matt and asked if he would, he said, OK. **Rick B:** That's for St. Regis? **Nan:** That's what he said. **Rick B:** Yeah. Matt said OK. **Someone:** Nice! **Rick B:** So, we have two locations now, Helena and St. Regis. I don't think we need to vote by ballot. Ok, we'll vote by a show of hands. Tony said with help, he'd like Helena. All in favor of Helena, raise your hand. Ok, we got one, two, three, four, (in the room) plus three on zoom = 7. And everybody in favor of St. Regis, which is on the western side of the State, raise your hand. Was there anybody on zoom? **Tony:** Zero. So, what's the vote? **Janet:** Helena 7, St. Regis 6. **Rick Bonebright:** So, the voting goes that Helena had 7 votes, and St. Regis had 6. **Nan:** Matt knows that you people are punching him in the face. AV time 2:51:48. **Rick B:** Did Matt vote? **Nan:** No, Matt can't vote, he's not here or on the data. **Rick B:** Well, Matt can't do zoom, I don't think, because he doesn't have the ability. **Nan:** He does not. **Rick B:** Well, I can't break a tie, if there was one, because I voted. **Nan:** You could make a tie. Chiming laughter. Chiming, **Kirk:** Change the By-Laws! (Chiming laughter again.) **Rick B:** No, I voted for St. Regis (illegally). **Janet:** We may have counted wrong, because we have 14 votes, counting this room and zoom. **Rick B:** I voted for St. Regis. **Larry Azevedo:** As President you can't do that. **Rick B:** So, it's 6 to 5 then, Helena). I could have voted, but then it would have been a tie. Some chuckling and laughter. **Larry:** It's hard to keep this straight. **Tony:** Does anybody on zoom know what is going on? **Sonny:** I can't tell what's going on, and I have the mic. **Janet:** Tony, would you ask Mike if he voted? **Tony:** Mike, don't tell me how you voted, but did you want to vote, or did you vote? **Mike Wendland:** Actually, Tony, we have been on the western side or, eastern side of the state quite a

bit. I want to, also voice concerns much like Nan had and a lot like the others. You know, I hate to get into traffic with these model T's because they just don't perform like the 70 miles per hour cars, so, I did not vote. If you could find me a good route in either place, I'd be for it. **Tony:** Mike has indicated that he will continue to abstain his vote. **Rick B:** All right. Helena has been selected as next years (actually 2025) location for the Montana 500. AV time 2:55:00. Speaking of elections, (Someone said motion a date for inspections.) **Rick B:** Why do we needing a motion to start the inspection? And are we assuming we are sticking to the Father's Day Sunday? (do you want to set a date?) I do now. OK. Next year's event will be Father's Day Sunday, anybody got a date? June 15th for inspection day, June 15th 2025. **Tony:** Is this Ok with everybody on zoom? OK, it is.

7. Elections:

7.1. AV time 2:56:35. **Rick B:** Alright. Now, we need nominations for President. Any nominations for President? **Nan:** I nominate Larry Azevedo. **Sonny:** I second that. **Nan:** I love you. **Sonny:** I like you, but don't love you, that much. **Nan:** Over the years, I've applauded you. **Sonny:** Someone, I don't know how to interpolate that. **Nan:** Hey, what you mean by that? **Rick B:** Any other nominations for President? **Tony:** Brandon, why are you smiling? **Brandon:** I'm receiving messages from other people as we go along that are smile worthy. **Rick B:** There should be no need for a ballot, since there is a nomination and nobody has any. So, all in favor of Larry Azevedo as the new President, raise your hand. Nomination carried. Larry Azevedo is the new President. **Tony:** From Zoom it is plus 6. **Rick B:** Next item.

7.2. Electing a Vice President: **Rick Bonebright:** Nominations are now open. Sonny has nominated Tony. No? You nominated Kirk Peterson. **Kirk:** I respectfully decline. **Tony:** I'll nominate myself. **Janet:** I'll nominate Tony Cerovski. **Bill Comer:** I'll second Tony's nomination. **Sonny:** I got to it first. **Brandon:** Very Speedy. **Rick B:** Any other nominations? Going once, twice, Nominations are closed. All in favor of having Tony as Vice President? OK. (Passed.)

7.3. Electing a Treasurer. AV time 3:00:08. **Rick B:** Now we are going to move down to elect a treasurer. OK. Nominations open for a Treasurer. **Nan:** I nominate Janet. **Sonny:** Second. **Rick B:** Janet has been nominated and seconded. She had a double second, Larry and Nan (actually Sonny and Larry did the 2^{nd's}). All in favor? Janet is officially now, still...**Nan:** If you do this long enough you are gonna learn how to do this job. Laughing. **Rick B:** Now, moving onto directors.

7.4. Check on the number of Directors. AV time 3:00:50. **Rick B:** I have a resignation in hand from Erica. She addressed myself and Brandon. "I would like to step down from my position as a director of the MCCTA, effective immediately. I will likely not be available for the Annual Meeting today, or the 2025 race, so hopefully, my position can be filled by a more active member. Best. Erica." So, we need to, and what is left on her term? **Janet:** One year. **Nan:** 2025. **Tony:** There is one year left on her term. But would you give me a moment to make sure that we don't end up with 10 (ten) directors? **Rick B:** (sure.) **Tony:** What I'm using is a page that looks like this. (Helping others locate the emailed handout page in question.) So, it says we have Rick Bonebright running through all of 2025. We have Brandon through all of 2025, We have Sonny serving through all of 2025. Then we have, so, Erica is scratched off the list. Meghan runs through 2025. Larry Azevedo is no longer ending in 2025, because he is now 2027, all of 2027 as a President. Kirk Peterson runs through 2026, and Matt Hansen runs through 2026. **Janet:** Some people chiming. Change Janet off 2025 to serve through 2027. Add Tony to serve through 2027. **Larry Azevedo:** So, we got Rick B, Brandon, Sonny, Meghan, Kirk and Matt as the 6 directors then. **Tony:** May I have the Microphone? What I'd like to do is impose a one-time fix in order to get. I'd like to take one of the directors from the 2025 column and him into '26. That will still remain currently at nine (9) directors, with three per year, and in all three years. So, I motion that we open up nominations to move somebody from a 2025

ending year term into a '26 ending year term. **Rick B:** Kirk has been trying to say something. **Kirk:** I've got a clerical question. We voted for the officers, but it says 25, so when did the newly elected officers actually take office? **Rick B:** January 1, 2025. **Kirk:** So, is there a difference between the 2025 on this sheet between the officers and directors then, does that mean two different things then? **Rick B:** Yes. Because 25 means the end of next year. Except for, like Tony, his reign as director and vice-president, will then start January 1, 2025. The rest of these dates, are the "ending", which is the ending date of that year. **Kirk:** So, that being said, is the officers of 25 are different than the directors 25? **Rick B:** In theory, yes, because an officer basically has a three-year term. The two years that they are elected as an officer and the following year, as a director. **Kirk:** Ok, I think that clears it up then. **Larry A:** So, we are looking at Rick B, Brandon, Sonny, and Meghan, to extend one of their terms, one year. **Tony:** I nominate and that we move Meghan from 2025 to 2026 to fill... (chimed). Meghan declined. **Larry Azevedo:** We are down to Rick, Brandon and Sonny. **Nan:** I nominate Rick Bonebright, he is willing, and I nominate him. **Tony:** Any questions from zoom people? Do you know what's going on? OK. There is a motion on the floor, now, to move Rick Bonebright from 2025 to 2026 as an ending term. **Larry:** I second that. **Brandon:** If he (Rick B) does not want to do that, I would do that. Someone seconded. **Rick B:** All in favor in moving Rick (B) to 2026? (zoom, plus 4). Motion carried. OK, moving forward. AV time 3:09:23. We are covered on directors and officers at this point, so we are down to something that says adjourn meeting. **Nan:** Whoo Hoo!

7.5. Dues: Janet: Reminder. Just pay your dues. You are supposed to pay your dues in January.

Tony: Are there any more comments from Zoom people? OK, Thanks. **Rick B:** Janet added a reminder to pay your 2025 dues. Janet says now, she will accept checks in the mail, so. **Sonny:** I'll pay. **Rick B:** Oh, I thought you was paying for me.

8. Adjourn the Meeting:

8.1. Tony to zoomer's: I think they are done. **Rick B:** The meeting adjourned at 3:00 PM MST (= AV time 3:11:00) End of Video 3:13:24.

9. EOM.