

Montana Cross Country “T” Association

Annual Fall Meeting Minutes

St. Regis, Montana

October 6th, 2019

President Matt Hansen called the meeting to order at 12:05 pm, Sunday, October 6, 2019.

Member Attendance: 20 members and 1 guest. Matt Hansen, Janet Cerovski, Tony Cerovski, Erica Cerovski, Levi Dyckman, Brooks Johnson, Donald Carnegie, Maggie Hansen, Sharon Mullins (guest), Russell Hanna, Rose Hodges, Charley Hodges, Mike Robison, Bill Mullins, Ralph Brevik, Senator Mike Cuffe, Nan Robison, Mike Stormo, Char Bonebright, Rick Bonebright, and Rick Carnegie.

1. **Old Business:**

- 1.1. Nan Robison motioned to approve the October 14, 2018 Annual Fall Meeting Minutes as posted and Russell Hannah seconded. Matt call for an “all in favor” vote. Results all Yea’s, no Nay’s. Motion carried.
- 1.2. Bill Mullins motioned to approve the 2019 Treasures report as submitted, Tony Cerovski 2nd the motion. Matt call for an “all in favor” vote. Results all Yea’s, no Nay’s. Motion carried.

2. **President’s Message - Fun vs Not Fun:**

- 2.1. President Matt Hanson began, “The question was posed this year ‘How we can make the Montana 500 fun again’. Quite a few people posed that. The more I thought about it, the more it became a really good question.” Matt said, “I broke it down into a two-part equation. What was fun, and what was not fun. Matt said, “This is my list, not your list. He presented his “despise list” of what is not fun with the Montana 500.
- 2.2. Conflict. A lot of us have seen that. There was conflict over the Rule infractions, conflict over conduct, conflict interpreting the Rules, and conflict enforcing the Rules this year.
- 2.3. Attitude. Team Attitude. This “us vs them attitude”. Oh, you’re out of Spokane, you’re out of California, and you’re out of Montana. We are all here on the same team, the Montana 500 Team. That’s the common denominator. And “teams”, I hate that “clique”.
- 2.4. Bullying. The bullying, “entitled to this”, “doing this forever”. Any participant who pays their dues has as much rights as anybody.
- 2.5. Drama. The drama. We are adults. We can be responsible for our own actions.
- 2.6. Sportsmanship. Poor Sportsmanship. It’s horrible. We are supposed to be together and have fun. We are supposed to be ladies and gentlemen.
- 2.7. Cooperation. Lack of cooperation. We are looking for people to cooperate. We are trying to get help organizing this thing. Some come to the run and don’t help out, but they want the benefits. We need people to help turn this thing around. There are people who have experience, but won’t help out, but they want to complain about it. It’s

ironic. I Love it when people cooperate and help out where they can. Mike Robison is helping from his corner (internet videos). Tony is helping with the newsletter and whatever. Helping is what it is all about. We want the members to represent the Montana Cross Country T Association to help put on a really good show, having fun, and do it again next year.

- 2.8. Goals. Everybody has a different goal. Some don't even want to win. Some want to finish 500 miles. Some have 4 cars involved in this thing. Some to be top ten, top five. Everybody has different goals.
- 2.9. Equality. There is no reason anyone can be walking around any person without treating them equal. Everybody's here, everybody is equal, everyone came for something. Don't kill someone else's dream. Treat everyone equal.
- 2.10. Rules. The Rules are the same for everybody in the Association. The penalties for breaking the rules should be applied at the race. This (Fall Annual Meeting) is where we make the Rules and this is where we discuss the Rules. In June, at the Race, is where we apply the rules. It's when we break the Rules, then we apply the Rules. Pretty simple.
- 2.11. Stress Levels. In recent times, my stress level was high, Bill's (the last President) stress level was high, and other President's had different stress levels. Matt iterated on the items that the President deals with. Ordering Model T T-Shirts. Once the order is placed, we wait for the vendor to do and send the work back to us. We don't have control over their work time. Sometimes it gets stressful. whether people like this or that, etc. There is much to do to make a successful 500. Each participant has his or her own stress level to deal with.
- 2.12. Lack of Respect. Come to the run and see yourself as friends (not enemies). Cheering of one's own personal goals, playing under time, fun, likeable. Improving the performance on a car, helping another with issues, having dinner discussions, being a group, not for this team or that team, helping with other's cars. We have bragging rights for doing this. No other club is doing what we are doing. Pretty much building Model T's with Stock parts and trying to eliminate endurance issues, like clogged gas lines, burnt bands, hoods flying off, and other things.

3. **Next the president talked about what he liked about the 500:**

- 3.1. Friendship. Seeing everyone is like a big family reunion with Model T players. Meeting with friends, testing ideas and work. Only seeing some guys once a year.
- 3.2. Improving the car's performance. Taking 100-year old parts, studying the parts, understanding, and working on them to gain performance improvements is what I like. Did my car run better, faster, this year after improvements from last year? Maybe, maybe not.
- 3.3. The best fun for me in the Missoula race was being near another car, passing, testing, challenging another car, and having the other car do the same. That was the most fun.
- 3.4. Helping . Helping and working on each other's car. I love to see that, it shows comradery and good will across to the board. We all share this common bond.
- 3.5. Safety. And people are watching us. Vintage Ford, MTFCA, and others. We've been doing this for nearly 60 years and have a clean record, no accidents. We have safety inspections. There are almost 1000 people following us on social media. We are covered in the Vintage Ford magazine, on the MFFCA forum, people are watching. Nobody has the Safety Record that we have.
- 3.6. Attitude. Most drivers have a good attitude. A few need to check their temperament, or disappointing demeanor at the door and leave there when group meets. Be fair.

- 3.7. Some members clapping after the President's Message. Someone said, "All in favor, say aye." Many aye's. No nay's.

4. **Vice-President's Message - Fun vs Not Fun:**

- 4.1. Rick Bonebright spoke next, "Being at Columbus this year, hearing first hand what went on, and I talk to Matt from time to time. Being Vice-President, I support him and what he just said. I have driven the Montana 500 three times, twice in my own car. To me, the Montana 500 is like unlocking Pandora's Box. Like "what is it that you can do to your Model T to make it run faster?" I did really enjoy this last year's race, the Columbus one, it was a good time, there's always things that I see we can, change, and work on."
- 4.2. "I think the thing we need to take a look at and work on. Since Char and Maggie were on the radar gun this year, and there were some speeders, me included, 7 minutes. I wished that there was leniency, but there wasn't. In a way it's kind of a shame that we have the radar guns and if we all did what we know we are supposed to do, then we all would drive the speed limit, and obey the speed limit posted signs, and there would be no need for radar guns.
- 4.3. In the first year I drove, 2015 (WSS). The first day out, the guy that timed out behind me, we got into a construction zone. Since it was a Monday, a work day, well there was a construction zone with 35 mph limit signs, and I slowed to 35 only to find the other Model T blowing by me full tilt. And there he went. Wow! I guess that sucks. So maybe I just learned a speed secret. It's a shame that we can't just slow up when there is a speed limit sign, obey it! Why do we have to enforce ourselves? Why are we so driven to be a little bit over? That's all I have to say. I am glad you guys waited for us."

5. **Go-Pro vs Radar Gun Challenge:**

- 5.1. Matt said, "In the driver's meeting in the past, we asked if anybody who wanted to challenge their GoPro or GPS against the radar gun we will gladly do that."
- 5.2. Mike Robison said, "I'd like to make a motion that if we have a device, a GPS device or other, that can determine your speed at a given position, that it can be used to challenge the rule penalty of the radar gun."
- 5.3. Matt Hanson said, "We have a motion (by Mike Robison and a second by Mike Stormo). The new rule states, 'If you have evidence from within the posted speed limit zone, from a GoPro or other device, that clearly shows the vehicle, the speed zone sign, and speed, was wrongfully or rightfully penalized, you may ask the Directors to review the evidence. The director's decision will be imposed for that car number.'
- 5.4. Matt said, "All in favor of the Go-Pro rule? Some yeas and some nays. Then Matt asked for a count by hand. 6 for, 6 against, and 6 abstains. = 18 It's a tie."
- 5.5. Matt said, "Does anyone want to change their abstains? No? Then Matt voted for.
- 5.6. The GoPro motion passed with 7 for, 6 against, and 6 abstains.

6. **Proposed Radar Gun Time Penalty Rule Change:**

- 6.1. *Back ground information for the following discussion.*
- 6.1.1. *18 of 25 drivers were penalized for speed zone violations in Big Timber on the first day ranging from 2 mph over to 9 mph over. 1-minute penalty for each mph over.*

6.1.2. 5 of 25 drivers were penalized with 'Slow Time plus 15 minutes for that leg' for not 'driving on the prescribed route' (taking a short cut) at Big Timber. At a Director's meeting, that penalty was argued and reduced to the highest speed violation of 9 minutes.

6.2. Existing Rule A9. *Drivers must drive at or below posted speed limits. Driver's will be assessed a one-minute penalty for each mile per hour over the posted speed limit as determined by the association.

6.3. Mike Robison said, "I would like to propose a rule that says that the time penalties be not given in a 5-mph buffer for that particular speed zone. So, in a 25-speed limit zone, you would be allowed up to 30 mph. But at 31 mph in a 25, you get assessed the whole 6 minutes penalty. Many people talking now. Rick Bonebright seconded the motion. The vote was tied at 8 for; 8 against; and 3 abstained.

6.4. Matt re-iterated Mike Robison's motion to change existing Rule A9 to:

6.4.1. To: "A9. Violating posted speed limits: Any driver exceeding any posted speed limit by 6 mph will incur a 6 minute penalty. The 6 minute penalty will increase by one minute for every mile an hour over 6 mph. Example: 5 mph over = no minute penalty; 6 mph over = 6 minute penalty, 7 mph over = 7 minute penalty, and so on."

6.4.1.1. 8 in favor, 5 opposed, 6 abstained, 19 votes. Motion passes.

7. New Route Committee Proposal.

7.1. Mike Stormo's Motion: "I propose we form a route committee from the membership, and the route committee is in charge of the race routes, and it's just the three members and the president."

7.1.1. Matt asked for a vote on the Route Committee. The motion was by Mike Stormo, 2nd by Nan Robison. Matt stated the motion as "Establish a route committee from the membership. Three members plus the president for route planning, review, distribution, appointed by the president." All in favor = 12. All opposed = 1. All abstained = 6.

8. Then Matt called for volunteer members of the committee. Stormo, Tony, Rick Bonebright and Matt were selected for the Route Committee.

9. Unsportsmanlike Conduct.

9.1. Background information. The existing rule; A4. * Drivers performing in an unsafe or unsportsmanlike-like manner will receive 1 warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.

9.1.1. Matt said, "My suggestion is we can establish a warning system. Right? And if there is an issue, we will see how it works. And if it becomes a bigger issue, we can call a director's meeting and say look, here is a serious safety infraction. Provide them with a warning. This person is doing it, how are we going to deal with it and make sure you bring it up at the meeting ahead of time so everybody will know what's going on. Agreement? (Yes). Good. Ok.

9.1.1.1. Rule remains unchanged. Just uniform enforcement.

10. Tailgating and Drafting Changes:

- 10.1. The old rule stated: A7. * Tailgating of any kind is not authorized or condoned by the MCCTA. Drivers must maintain a safe following distance. No tailgating of support or tour vehicles or any non-participating vehicles.
- 10.2. Mike Robison motioned a rule change, "Persistent tailgating or drafting is not allowed. If a trailing car persists in maintaining less than one car length per 10 mph, it will result in an infraction of the rules with a warning. A second tailgating or drafting infraction will result in disqualification."
- 10.3. Matt stated the motion by Mike Robison and Mike Stormo 2nd the motion. Matt called for a vote. All in favor = 12. All opposed = 3. All abstained = 4. Motion passed.
- 10.4. The replacement rule will read, "A7. * Do not tailgate or draft any vehicle. All drivers must maintain a safe following distance, but no closer than the ratio of 10 feet per 10 mph. 50 feet per 50 mph and so on. Report any infraction to the President. One infraction incurs one warning, a second infraction incurs disqualification."

11. Raising the Gas Tank:

- 11.1. Mike Cuffe, "Motioned to allow elevating the tank of 1925 and older cars by 1-5/8 inches," with some discussion.
- 11.2. The old rule read. "B1. Body must be painted. Body parts must be stock for year of car, sawed off touring cars allowed. Cars must have four fenders, splash aprons, running-boards, and if so equipped: front splash apron, dash, and radiator shell, and all replacement body parts must be made of metal. Chassis parts may be assembled from any year T parts. Gas tank must be stock for that year of car and mounted in stock position. No fuel additives are allowed. Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race."
- 11.3. Tony Cerovski 2nd the motion.
- 11.4. Matt said let's bring it to a vote. "All in favor of allowing '25 and older cars to raise their gas tank up by 1-5/8" maximum?" All for = 12. All opposed = 3. All abstained = 4. Motion carried.
- 11.5. The new rule will be, "B1. Body must be painted. Body parts must be stock for year of car, sawed off touring cars allowed. Cars must have four fenders, splash aprons, running-boards, and if so equipped: front splash apron, dash, and radiator shell, and all replacement body parts must be made of metal. Chassis parts may be assembled from any year T parts. Gas tank must be stock for that year of car and mounted in stock position. ***Exception: 1925 and earlier cars may elevate their gas tank up 1-5/8 inches.*** No fuel additives are allowed. Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race.

12. New Teardown Participant Rule:

- 12.1. Matt Hanson proposed, "I motion, propose, that the director's be allowed at the teardown. Drivers placing 2nd through 6th place inspecting, and the Board of Directors looking on." Many 2nd's.

12.2. The current rule reads, *“E8. The first-place car will be torn down by a panel of five inspectors. The driver in the top position at tear down cannot be an inspector, but the next five place drivers are required to be inspectors for tear down. If the first-place car is disqualified, the next place lower will be inspected, until a car has been found qualified. All inspectors must vote. Any driver has the right to consult with an inspector on any issues concerning the cars. The five teardown inspectors have final say in what is brought to the vote of the drivers.”*

12.3. The revision to Rule E8 is: “E8. All directors may attend the teardown. The first-place car will be torn down by a panel of five inspectors. The driver in the top position at tear down cannot be an inspector, but the next five place drivers are required to be inspectors for tear down. If the first-place car is disqualified, the next place lower will be inspected, until a car has been found qualified. All inspectors must vote. Any driver has the right to consult with an inspector on any issues concerning the cars. The five teardown inspectors have final say in what is brought to the vote of the drivers.”

13. Election of New Directors:

13.1. Dan Brown, Erica Cerovski, Bill Mullins, and Rick Carnegie were elected to Director's term expiring in 2022.

13.2. Director terms expiring in 2021 are: Matt Hansen, Rick Bonebright, Janet Cerovski, and Mike Robison.

13.3. Director term expiring in 2020 is: Mike Stormo.

14. Location for 2020 Endurance Run:

14.1. Helena, Montana was voted as the hub city for 2020 with a pre-inspection date of June 21, 2020.

15. Computer and Printer:

15.1. Mike Cuffe motioned to appropriate \$1000 of Association funds for purchasing a portable laptop and a portable printer for the Association. The president will keep these items. Tony Cerovski will make the selection and Janet Cerovski will make the purchase for MCCTA. Rick Bonebright 2nd the motion.

16. Meeting Adjourned at 3:05 pm, October 6, 2020.