

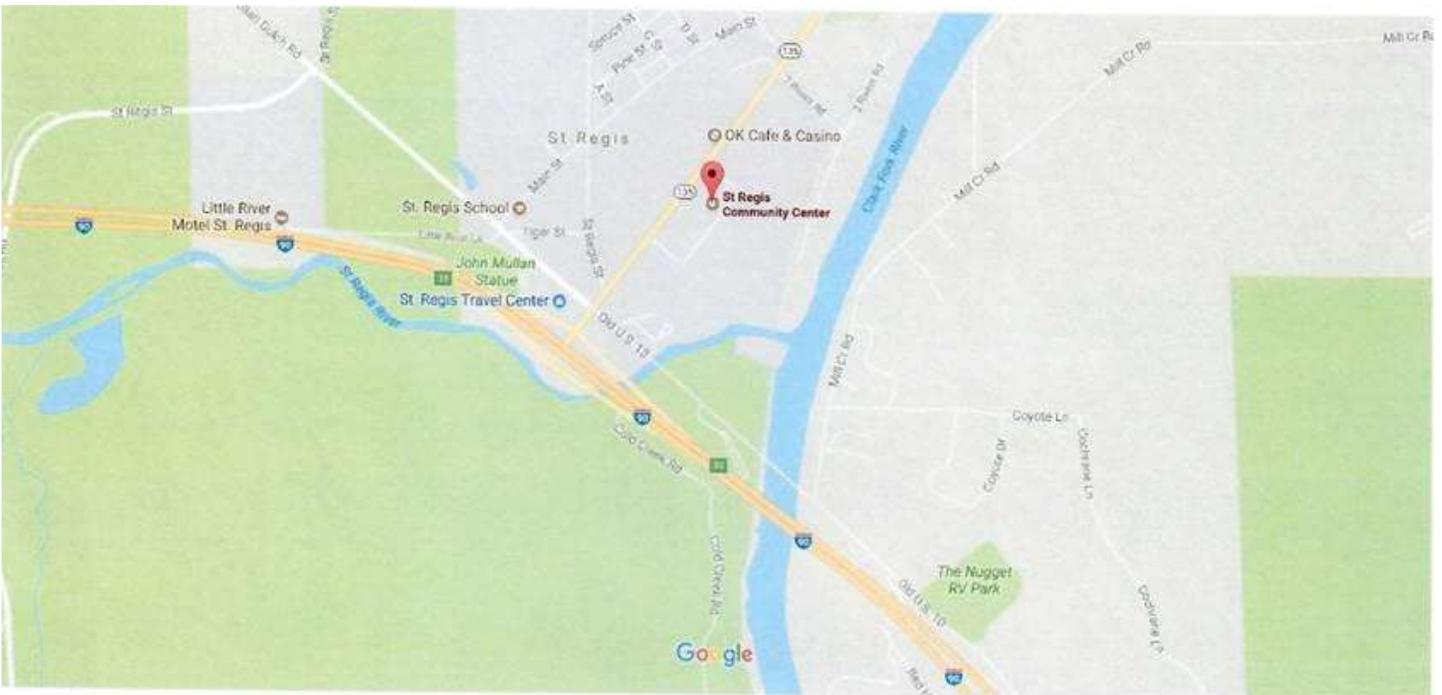
# The Montana 500 Newsletter

Volume 60, Number 5

September 2020

## 2020 Fall Meeting at St. Regis, Montana

- **Montana Cross Country “T” Association Fall Meeting**
- **St. Regis Community Center:** 230 Lobo Loop, St. Regis, Montana.
- **Meeting Date:** Sunday, October 11, 2020.
- **Meeting Time:** Scheduled to start at 12:00 pm noon, MDT. Expect 2 hours.
- **No Food Allowed in building:** Bring your own coffee, water, etc.
- Tony will call ahead for admittance to the building.



Map to St. Regis Community Center, St. Regis, Montana

# Montana 500 2020 Fall Meeting agenda

1. 2020 recap and Accident discussion.
2. Insurance provider - policy for event.
3. Can we insure entire event?
4. 2021 what will it look like?
5. What is the memberships thoughts on the 2021 Montana 500 and how shall we proceed?
6. Possibly retire old trophy and start new trophy I. E. Dwayne Lukowski memorial Trophy?
7. Kalispell for host city has been asked for by Brandon Langel.
8. Stop sign penalty. Should we have one for violators?
9. Packet for race (includes entry fee, membership, shirt, hat, waiver etc).
10. Move fall meeting have it day after race so more members can be present and involved.
11. Discussion on Rule E5, which reads “E5. Disabled cars will receive slow time for each leg not completed. Cars trailered on the last day are not eligible for prize money or trophies.” Janet will propose a change to Rule E5, reading, “E5. Disabled cars will receive slow time *plus a 15-minute penalty* for each leg not completed. Cars trailered on the last day are not eligible for prize money or trophies.”
12. Discussion on MTFCA Chapter Requirements to qualify for the event insurance under MTFCA. All directors would need to be MTFCA members to qualify for the event insurance. Most are members.
13. Elections of new President and officers/ directors

# The President's Message

Matt Hansen, President 2019-2020    gbluffcider@yahoo.com

I want to thank everyone for participating in the 2020 Helena Endurance Run. The first day was mostly fun with the route figure-8-ing Lincoln, Simms, Fairfield, Choteau, Wolf Creek, and Helena. On the first Leg, Nan's motor lost power early on and Myron broke a crankshaft just before the end of Leg 1. For Leg 3, both Rick B and Mike R discovered loose starter bolts. Rick B was lucky as it did not lead to the center main damage that happened to Mike R's motor on Leg 4 and 5. Also on Leg 3, the commutator wiring burned and shorted out on the exhaust manifold on Tony's car. Brandon had an issue with his motor on Leg 4, a broken crankshaft or something similar to it, and withdrew his car. On Leg 5 Tony pulled over to re-attach the timer rod, and Mike R was traveling at 45 mph with his hurt motor.

For Day 2, A lot of drivers had good times with slow cars out first running to Townsend, White Sulphur, looping to Martinsdale and back to White Sulphur, Townsend and Helena. Garrett mentioned that his engine oil temperature spiked high, so he added oil at WSS.

And the third day turned out to be a sad day. We lost a very fine member, Dwayne Lukowski. We ended the event with emotions and sorrows.

We held our conclusion at Tony and Janet's place and declared Tom the winner. Also, thank you to Mike Kossor for contributing to the banquet expenses. Mike designed, manufactured, and sells his electronics, ECCT, E-timer, and I-Timer, through <https://modeltecct.com/>

Later on, we learned that the Fairfield Times Newspaper printed a nice article for our Model T Endurance Run and a worthy mention of Mike Kossor's electronics. It was very special to see that acknowledgement in print. The article also mentions our loss of Dwayne.

Below is a copy-paste of the article by the Fairfield-Sun-Times (**Green Font**):

# Fairfield THE SUN TIMES



**COVER PHOTO:** Eighteen Model T's line up in front of Fairfield's American Legion Park recently. The cars were entered into the "Montana 500."

Darryl L. Flowers/Fairfield Sun Times photos

Fairfield's Central Avenue took on a different look on Friday, June 22, when 18 Ford Model T's came to visit.

The cars were owned by members of the Montana Cross Country T Association, MCCTA, and were on a 500-mile endurance run.

The 500 miles took a few days. These are, after all, Model T's.

According to Matt Hansen of Colbert Washington, the "Montana 500" first ran in 1961. This year, Helena was the host city. "We choose a different host city every year," said Hansen, who serves as MCCTA president. "We visited Lincoln, Fairfield, Wolf Creek, White Sulphur Springs, traveling through many other towns along the way," he added.



Darryl L. Flowers/Fairfield Sun Times photos

There were 20 cars when they started. By the time they rolled into Fairfield, there were 18. Hansen told the Sun Times that on the last day, 16 cars were on the road, and by days end 14 cars finished “on their own power.”

The oldest car was built in 1924, with most coming off the assembly line in 1926 or 27. The Roadster was the most popular model on the run, but there were two touring cars and one pickup.

The T’s that gathered in Fairfield came from all over. First time participant Bill Comer traveled from Aurora, Illinois. Cars also came from California and Washington. Six cars hailed from the Treasure State.

Hansen said that the drivers ranged in age from 23 to 77. There were four female drivers, all returning from previous runs. Two of them have won the race in the past, one took the win twice.



Darryl L. Flowers/Fairfield Sun Times photos

This year's winner was Tom Carnegie from Spokane, Washington.

The Model T started production in 1906 and over 15,000,000 were built. The last year of production was 1927. In 1928 Ford began producing the Model A.

According to Hansen, parts are “relatively easy to find and many reproduction parts are available but typically original parts are preferred and many are better quality than reproduction.” Hansen went into great detail, explaining, “The electrical system may be the trickiest part to get tuned on the cars. Each cylinder has a wooden coil box supplying spark from a timer mounted on the front of the cam shaft. The cars also run on battery or magneto. Battery being six volt D.C. voltage and magneto may be as high as 30 volts A.C. voltage.

Many coils are adjusted with the original hand crank coil tester, but many are adjusted with a modern electronically cranked coil tester produced and sold by Mike Kossor.” Kossor is one of the only sponsors of the Montana 500 and “has generously contributed to the MCCTA over the last years.”

Hansen said that there are many Model T enthusiasts out there, and many are willing to help newcomers interested in building, driving and maintaining a Model T.

A couple of days after the T's visited Fairfield, there was a tragic accident involving a father and son team from Kansas. The accident occurred in Boulder, Montana. The MCCTA issued this statement: *In the final leg of the Montana 500, a tragic accident occurred involving the father and son team, Sonny Bishop and Dwayne Lukowski. The single car accident on June 24, 2020 sent both driver and passenger to the hospital. Sonny was treated and released the same day. Sadly, Dwayne was placed on life support. Out of respect for Sonny, Dwayne, and their family, we chose not to post about the accident and requested the same of the MTFCA directors and web administrators.*

*Dwayne Lukowski passed away on Sunday, June 29, 2020. There are no words to express the tremendous loss we have incurred. Our thoughts and prayers are with the Bishop-Lukowski family. The continued sensitivity and respect from all fellow Model T owners and enthusiasts during this extremely difficult time is appreciated.*

[https://www.fairfieldsuntimes.com/news/national/model-t-s-make-fairfield-stop/article\\_d0e355aa-c008-11ea-acfc-8f2e78d867d0.html?utm\\_medium=social&utm\\_source=facebook&utm\\_campaign=user-share](https://www.fairfieldsuntimes.com/news/national/model-t-s-make-fairfield-stop/article_d0e355aa-c008-11ea-acfc-8f2e78d867d0.html?utm_medium=social&utm_source=facebook&utm_campaign=user-share)

Be thinking of nominations for next year's location for the Endurance Run. When you nominate a city, be sure of your proposed routes, lunch and gas availabilities. We hear that Brandon will propose Kalispell, Montana.

Remember the meeting will start at noon.

Matt Hansen, President 2019-2020

# Montana Cross Country “T” Association

Annual Fall Meeting Minutes by Tony Cerovski

St. Regis, Montana

October 6<sup>th</sup>, 2019

President Matt Hansen called the meeting to order at 12:05 pm, Sunday, October 5, 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 2<sup>nd</sup> 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 noes.

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, 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> 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 2<sup>nd</sup> through 6<sup>th</sup> place inspecting, and the Board of Directors looking on." Many 2<sup>nd</sup>'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 2<sup>nd</sup> the motion.

16. **Meeting Adjourned at 3:05 pm, October 6, 2019.**

**Montana Cross Country Model T Association Annual Meeting October 14, 2018.**

**St. Regis Community Center, St Regis, Montana 11:00 a.m. MST**

**Present:** Tony Cerovski, Russell Hana, Chris Hana [guest], Maggie Hansen [guest], Janice Hutchinson, Mark Hutchinson, Sharon Mullins [guest], Martha [guest], Ralph Brevik, Montana Barnard, Bill Mullins, Tom Carnegie, Brook Johnson, Rose Hodges, Charles Hodges, Nan Robison, Char Bonebright [guest], Rick Bonebright, Mike Stormo, Rick Carnegie, Mike Cuffe, Matt Hansen, Doug Langel and Janet Cerovski. Denley Loge arrived near the end as a guest.

**Meeting Called to Order.** President Bill Mullins called the meeting to order at 11:01 am. Janet volunteered to record the meeting minutes.

**2017 Meeting Minutes.** Russell made the motion to accept the minutes as printed in the newsletter. Tony second. Motion passed.

**President Nomination.** Bill opened nominations for the President position. Mike S nominated Matt Hansen. Tom second. Tom motioned that nominations be closed and we cast a unanimous ballot. Someone seconded the motion. Motion passed. Matt Hansen is the 2019-2020 President and a director until Fall 2021. Matt took control of the meeting.

The members gave a big thank you to Bill Mullins for his years as president. He thanked the club membership for all their support and help.

**Nominations for Vice-President.** Tony nominated Rick Bonebright. Tom second. Nan nominated Mike Robison. Russell second. Rick C moved to close nominations. Vote was taken by paper ballot. Rick Bonebright was elected Vice-President for the 2019-2020 years and will be a director through Fall of 2021.

**Nomination for Treasurer.** Janet Cerovski was nominated as Treasurer. Nominations closed. Motion to elect Janet by unanimous ballot. Motion passed. Janet will be Treasurer for the 2019-2020 years and will be a director through Fall of 2021.

**Nomination for the one remaining Director.** Matt opened nomination for the one director position open. Brandon Langel, Garrett Green and Mike Robison were nominated. Rick C motion that nominations cease. Vote was taken by paper ballot. Mike Robison was elected as the new director, term beginning in 2019 serving through Fall of 2021.

**Introduction of People Present.** – Each person above stated their name and hometown.

**Treasurer's Report.** Janet presented the treasurer report for 2018 to date. Starting balance was \$4,479.90, profit to date is \$439.35 with the ending balance at \$4,919.25. Report was passed around to review. Treasurers report was accepted as presented.

**New Business:** Matt called for new rules. Matt announced there are three new rule topics:

1. Tire size
2. Spark plugs
3. Gasoline source.

He asked if there are other topics to add to the list. None being suggested Matt started with the spark plug topic.

**Spark Plug Adaptors.** Tom C said on two or three cars, the directors had the drivers pull out their spark plug adaptors and screw in ½” pipe threaded spark plugs. Tom is proposing a new rule that states using ½” un-adaptor plugs. Much discussion followed. Rick B asked if using adaptors and 14 mm sparkplugs were an advantage. Tom thinks there is a bigger challenge to running ½” pipe thread plugs. Agreed there is no advantage to the 14mm plugs, but they do come in a variety of heat ranges. Tom C made a motion that ½” NPT spark plugs required. Use of spark plug adaptors not allowed. Rick C second. Mike Cuffe called for question. Hand vote was taken. Motion passed. **All cars must use ½” NPT spark plugs. 14mm spark plugs and or adaptors not allowed.**

**Use of Pump Gas Clarification.** Matt opened discussion on fuel source. Concerns that at least 2 drivers carried and used their own hauled gas instead of filling up from gas station pumps along the race route. Matt asked to clean up this issue because most drivers thought hauled gas was something like un-sportsman like. Tom discussed fuel detection meters, fuel tanker truck, and the like. Rick B said why not state use of carried gas cans is not permitted. Tony C read current Rule B1 last line, “Cars must use straight automotive pump gas as fuel during the race time, starting with inspection and continuing until the end of the race.” Discussion about all T's filling up at the first gas station in the designated town. Not all comfortable with that as there may be more than one station in town, one station can get really crowded, and the other station may carry different grades of gasoline. Matt re-read the current rule. More discussion by many. Janet mentioned the importance of supporting the town stations. Bill said he got bad gas from a station in Dillon. Most feel it was an issue at the race, but don't want a new rule. Rick C says “sheep happens”. Rick B motioned to leave the rule as written. Motioned passed. All cars to fill up from local gas stations at each designated stop.

**Tire Size.** Matt opened discussion on tire size. Matt mentioned he tried motorcycle tires last year and felt it had no advantage and will not use them again. Discussion about tires that fit a 21” rim. Rick B asked “Didn't the rules state at one time that 4.40-4.50 tires were to be used on 21” rims?” Tom stated that 440/450 or 475/500 work fine. They are a perfectly normal tire. **Rick C made a motion that radial tires not**

allowed. Rick B second. Motion passed. Tony stated Ford's 21" wire wheel was designed for the 440/450 x 21 tire size. To use a wider tire or narrower tire could be a safety issue.

**Rush Roller.** Mike S asked what the people thought about allowing the use of a "Rush roller" in an original Ford type roller cap. Discussion brought up that they have been used in the past. Matt asked if it was available to everyone and was told yes. Mike S found his at a swap meet. After discussion, Rick B made a motion to allow Rush rollers (in an original Ford factory type roller cap). Tom second. Motion passed. Someone said Rush did not build a timer, just the roller.



Rush Roller photos provided to show an example of the one Stormo passed around at the meeting.

**Domain Name.** Tom said the Montana 500 domain names are up for 10-year renewal. This includes Montana500.com and Montana500.org. Tom stated he would like someone else to be the webmaster. Dwight Patten was contacted by phone and agreed to be webmaster. Later in the meeting, it was decided that Dwight would be co-webmaster with Tom C and Matt H. After much discussion, Mike S said, I move that we leave everything alone, let Tom renew it (Montana500.com and Montana500.org) just the way it is. If he (Tom) wants to give Dwight full use, he's in charge, then so be it. It was second by several. Motion passed. After some further discussion a question was asked if Tom and Dwight are now co-webmasters, the answer was yes. The above motion was amended to Tom and Dwight are Co-Webmasters, and passed. The replacement motion was to let Tom renew the Montana500.com and Montana500.org domain names. The co-webmasters will be Dwight and Tom. Motion passed.

**Host for Domain Name.** Tom C said the hosting for the Montana500 domain names has been sponsored for the last x number of years by the Antique Auto Ranch. Cost has been about \$12.00 per month.

**Facebook Page.** Matt announced that there is a Montana500 Facebook page and currently Mike R, Tom C, and Matt H are Facebook co-webmasters. If interested in adding to the Facebook page or being an additional webmaster for Facebook let Matt know. A discussion followed.

**2019 Race Data.** Nan made a motion that the 2019 race date to start the third Sunday of June with inspection on Sunday, June 16 and ending on Wednesday, June 19. Possible tour day Thursday, June 20. Tony second. Motioned passed. Race towns nominated were Deer Lodge, Lewistown, Glendive, Billings, Miles City and Columbus. Voting narrowed the decision to Deer Lodge and Columbus. Columbus was voted as the host town for the 2019 Endurance Run.

**Tour Class Viewpoint.** Charles Hodges spoke of his first-time participant experience with his tour car. Charles said he had a wonderful time at the 2018 event. He said he is proud of his Model T and his was probably the most original Model T there. He did not like all the rain or going out last in tour class. He prefers tour cars go out ahead of the race cars. Rose Hodges said it would be better if tour cars got to the gas station first and left town first. Charley said on the last day he went out first and every timed car passed his tour car when on Interstate 15, and he liked seeing everybody that day. Mike C said slower cars out first does not matter much when on the interstate. Tom said cars in the tour class usually move up to the race class the following

year, and slow cars can be a hazard to faster cars on narrow hilly roads. Rick B said he would like to see everybody there, touring class or racers, draw for position. Discussion that timed cars will draft off faster speedster cars and some tour cars will hold up the race. Matt suggested starting the tour cars out 1 hour ahead. Rick C suggested two hours early. The White Sulphur Springs tour cars had a different route. It was decided that tour car positions will be determined at the race. Discussion ended.

**State Representative from St. Regis, Montana.** Mike Cuffe introduced Denley Loge, State Representative from House District 14, St. Regis, Montana. Denley welcomed us to St. Regis and said enjoy the area and food.

Matt adjourned the meeting at 12:40 p.m.

Respectively submitted,

Janet Cerovski, substitute Secretary

Please Note the following sources of Montana 500 information:

- Dbl-Click this website if you need to review all known and current meeting minutes, newsletters, race results, rules, and photos.
  - <https://mt500.info>
- On Facebook, try this for video feeds and live updates.
  - <https://www.facebook.com/Montanafivehundred/>
- The Antique Auto Ranch website data is updated.
  - <http://www.antiqueautoranch.com/montana500/indexnonrefresh.html>

These are the viewable websites for the MCCTA-Montana 500 currently. All have merit.

<b>Montana Model T Association Treasurer Report 2020</b>			as of September 10, 2020	
		2019 Ending Balance	\$ 4,373.50	2020 Starting Balance
<b>Deposits</b>				
	2020 Dues	33 x \$10	\$ 330.00	
	2020 Run	20 x \$35	\$ 700.00	
	2020 Hats	31 x \$15	\$ 465.00	
	2020 T-shirts	38 x \$20	\$ 760.00	
	Kossor donation to picnic		\$ 200.00	
			\$ 2,455.00	
<b>Expenses</b>				
debt card	HP Store - computer, printer, toners		\$ 1,007.33	
cash	Bank fees		\$ 4.00	
cash	Staples - computer paper, batteries		\$ 60.00	
debt card	Secretary of State		\$ 20.00	
debt card	50 T-shirts		\$ 859.98	
# 1228	35 hats		\$ 487.50	
# 1229	Albertson - picnic		\$ 75.74	
# 1230	Albertson - picnic chicken		\$ 79.99	
debt card	USPS - hat & T-shirts to Mike Cuffe		\$ 15.05	
# 1231	Ralph Brevik - trouble truck gas		\$ 115.00	
# 1232	Brooks Johnson - trouble truck gas		\$ 45.00	
# 1233	Jillian Robinson - timer gas day 1		\$ 45.00	
# 1234	Meaghen Teats - timer gas day 2		\$ 45.00	
# 1235	Tony Cerovski - timer truck gas		\$ 115.00	
			\$ 2,974.59	
		Difference	\$ (519.59)	
	Checking Account Balance as of September 2020		\$ 3,653.91	
	Cash on hand for change		\$ 200.00	
	Ending Balance as of September 2020		\$ 3,853.91	
		2020 starting balance	\$ 4,373.50	
		deposits	\$ 2,455.00	
		expenses	\$ (2,974.59)	
		2020 ending balance	\$ 3,853.91	

# MCCTA “MONTANA 500” RULES VERSION 2019.10.06

**Updated OCTOBER 6, 2019**

Note: All cars that tour along must meet the rules flagged with a \*.

Note: 2019 newly adopted or changed rules in *italics*.

## A. GENERAL INFORMATION

*A1. \* These rules dated October 6<sup>th</sup>, 2019 supersede all others. These rules* are intended to outline current acceptable practices. Deviation beyond these practices may result in disqualification or time penalty. Directors are responsible for interpretation of all the rules pertaining to the Association and assessment of time penalties. Decision of the Directors is final.

A2. \* All cars must comply with Montana license and insurance requirements.

A3. \* No alcoholic beverages will be allowed in competing cars. Substantiated violation is cause for disqualification.

*A4. \* Drivers exhibiting un-sportsman-like behavior or demeanor will receive* one warning. Second infraction may result in disqualification upon review and affirmative vote of 2/3 of the remaining drivers.

A5. Not more than two people are allowed per endurance car while under time.

A6. \* All drivers and relief drivers must be a paid-up member of the MCCTA.

*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, i.e., 50 feet at 50 mph and so on. Report any infraction to the President. One infraction incurs one warning, a second infraction incurs disqualification.*

A8. \*All participating cars must have attached or placed directly on both sides a sign with name of sponsor or owner and hometown. Use three (3) inch letters preferred.

*A9. \*Violating posted speed limits. Any driver exceeding the posted speed limit by 6 miles per hour (MPH) will incur a 6-minute penalty. The 6-minute penalty will be increased by 1 minute per every mph over the posted speed limit. I.e., 5 mph over posted speed limit has no penalty, 6 mph over incurs a 6-minute penalty, 10 mph over incurs a 10-minute penalty.*

*A9.a. Challenge Exception. Electronic device challenging the Radar Gun reports. If you have evidence from within the posted speed limit zone from an electronic device that clearly indicates your vehicle, the speed limit sign, and your vehicular speed, you may use it to challenge the Radar Report. Show your evidence to the Directors and they will decide to impose the Radar Report penalty or not.*

A10. Drivers are responsible for following the prescribed route. Failure to travel the entire prescribed route will result in an assessment of slow time for that leg plus a penalty of fifteen minutes. Flaggers or signs may be posted as deemed necessary or advisable.

A11. Routes will be planned to avoid running through stoplights under time.

A12. \* All Ts will be available for subsequent inspections at any time. Any member may initiate an inspection at any time, subject to approval by a majority vote of the director's present.

A13. \* All drivers and relief drivers must sign an Endurance Run Waiver and Inspection Form.

A14. Every year new lead inspection seals will be placed on each competing car.

A15. Placement position results for cars that do not complete the entire endurance run will be based on actual mileage completed.

## B. GENERAL RULES

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 have gas tanks raised 1-5/8 from the 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.

B2. All T's must be assembled from stock parts and/or reproduction parts equal to stock specifications, with the following exceptions:

B2a. \* All competing cars must be equipped with two headlights and one or more rear stop and tail light in working order. The stop and tail light does not have to be a single unit.

B2b. \* Horn of any type in working order required.

B2c. \* Rear view mirror of any type required.

B2d. Windshields must be stock for year of car. No altering. Must have safety sheet or safety plate glass top and bottom. Windshields to be completely closed and sealed by an inspector.

B2e. \* Padded seat and back rest of any type required.

B2f. Original turtle deck may be replaced by some type of substantially built box or turtle deck. Minimal length and width equal to size for stock turtle deck on that year of car, with floor, sideboards and end-gate. Sides and end no less than six (6) inches high from the floor and made of no smaller than 3/4" wood.

B2g. Fuel line not to exceed 3/8" I.D.

B2h. \* At least 36 inches of 1 1/2" exhaust pipe required, properly attached to and extending from the exhaust manifold.

B2i. Only stock cast iron or stock aluminum or new manufactured intake manifolds with ports not to exceed 1 1/8" diameter are allowed. No grinding or performance enhancing alterations of the intake or exhaust ports allowed. Chaffin's manifolds under current production are allowed as long as the gland ring is 1 1/8" or less.

B2j. Only stock Ford roller type, New Day, Anderson flapper type timers, Crystal or TW timers allowed. A Rush Roller is allowed in Ford Timers. Quick couplers NOT ALLOWED in timer wires.

B2k. Holes must be drilled through the heads of the following bolts for braided seal wire: two center head bolts, middle two small pan bolts, and a hole must be drilled through the threaded end of both bolts that fastens the carburetor to the intake manifold. Please paint the heads of the drilled bolts a contrasting color.

B2l. Only NH swayback or Ford "F" swayback carburetors allowed. Carburetor must be complete, including choke butterfly. The Association's 0.710" gauge MUST NOT go through the carburetor from either side. The club's W gauge shall not pass from the choke side of the carburetor. Carburetor must conform to the diagram as printed. No material can be added to the interior of the carburetor. The spray needle diameter must be 1/8" +/- .015".

B2n. Only Model T type wire wheels, Model T type wooden spoke wheels, Model T type disk wheels, Model T type aluminum spoke wheels, Model A 21" wire wheels, or 30 by 3 1/2" wire wheels are allowed. 4.40-4.50 and 4.50-5.00 tires allowed on above 21-inch wheels. **Radial tires are not allowed.**

B2o. Only stock Model T or Ruckstell rear-ends and axles with 3.64: 1 Ratio:

– standard eleven tooth pinion

– forty tooth ring gear

– stock roller bearings

– Ruckstell rear-ends must be locked in high.

B2p. Cast iron or aluminum pistons of stock Model T type required. Cast iron pistons must have a full set of .250" width rings in place. Aluminum pistons must have two (2) .125" width compression rings and one (1) 0.1875" width oil ring in place. Pistons must conform to the attached diagrams. Refer to Illustration for Piston Dimensions

B2q. There must be one stock piston, rod and cap assembly in the engine. Exceptions: Cap may be drilled for dipper, and grooved for oil. The other three (3) assemblies can be balanced to this one. Piston is not to exceed a height of .400" above the head gasket.

B2r. Rods must be Model T Ford script. Maximum center to center distance of 7.030" measured from center of rod journal to center of wrist-pin.

B2s. Any cast iron original Ford script head is allowed, but the combustion chamber is limited to 270cc minimum. The head will be measured without the head gasket, without spark plugs, and the spark plugs holes will be plugged with clay to be flush. One stock combustion chamber is required, the other chambers to mimic the stock chamber. No material can be added to the combustion chamber to equalize.

B2t. The crankshaft must be Model T Ford Script with a stock stroke of four (4) inches + / - .030. Chroming, hardening or grinding of journals allowed, not to exceed 1.250" maximum or 1.208" minimum diameter.

B2u. For all valves use a minimum stem diameter of 5/16", a maximum head diameter of 1.500" and seating face of 45 degrees. Use either pins or two-piece keepers. Radiused, 45 degree or three angle seat grinds allowable.

B2v. Any cam that doesn't require modification of the block may be used. Bearing bores must be standard size, no relieving of the bearing bores. Adjustable timing gears allowed.

B2w. Adjustable flat tappet lifters (push rods) of stock dimensions, stem oversize to 1/32" allowed.

B2x. Only stock Model T Ford and Model A Ford valve springs are allowed.

### C. NON-OPTIONAL ITEMS

C1. \* Emergency brakes must be in good working order.

C2. \* All transmission bands must be in good working order.

C3. \* Complete set of floorboards required.

C4. Rebuilt or new radiators allowed. Must be built to stock dimensions including tanks and side brackets.

C5. No modifications of the inside oiling system allowed.

C6. Non-Model T style and size tops not allowed.

C7. Throat of carburetor may be smoothed as long as the Association's .710" gauge does not pass. No altering of the basic design of the carburetor allowed. Carburetor must be complete including all butterflies, adjusting needle, and stock spray needle. Choke and throttle rods must pass a visual inspection for stock uniform shaft dimensions with no obvious modifications. Butterflies must be original size.

C8. Bolts on wishbone at rear of pan must be safety wired. Front wishbone accessory braces on pre-1920 cars allowed. Use standard wishbone sizes.

C9. Use stock configuration spring sets with a minimum of seven leaves per spring set.

C10. External auxiliary accessory type brakes are not allowed.

C11. Belly bands are allowed and if the motor mount breaks the car takes the standard penalty. The belly bands cannot be used for support at any time.

C12. Accessory pan arms are not allowed except for as an emergency repair while under time.

C13. Steering dampeners are not allowed.

C14. Ignition battery must be 6-volt type.

C15. Accessory battery charging devices must be disconnected.

C16. Battery disconnect switches and fuses are allowed in the primary circuit, excluding the ignition system.

C17. Original type ignition switch required.

C18. Cylinder bore not to exceed 3.825" maximum or 3.750" minimum

C19. Counter-balanced crankshaft not allowed.

C20. E-timer is not allowed.

#### D. ITEMS WITH OPTIONS

D1. Optional equipment must serve the original purpose and no other purpose.

D2. Optional equipment includes:

-Balancing of rotating parts

-Band material type

-Body color

-Bronze or roller thrust washers and neoprene seals on Model T or Ruckstell rear ends and axles

-Camshaft bearings and seal

-Camshaft gear may be drilled

-Camshaft timing gear material type

-Coil box material type

-Engine splash pans

-Fan use and type

-Fourth main type

-Gas strainers allowed

*-Gas tank. 1925 and earlier cars may have gas tanks raised by 1-5/8".*

- Gauges
- Grooving and drilling of the rod bearings and main bearings
- Hardened valve seats
- Hood use
- Hot air stove, original type
- Internal timer material type
- Knurling of piston
- Maximum of one outside oil line allowed
- Muffler use and type
- Multi-piece piston rings
- Neoprene seals use
- Rod bolts and nuts choice
- Shock absorber use and type
- Spare tires and type of carriers
- Stainless steel and swirl polished valves
- Timers, ball or needle bearing rollers, Anderson flapper, Crystal timer, Ford Roller, New Day timer, Rush Roller, and TW timer.
- Tops of open cars use
- Transmission oil screen and steel band drums allowed
- Turn signals
- Use and type of high-speed clutches, such as Watts and Turbo 400
- Use of offset key between crankshaft timing keyway and the crankshaft timing gear keyway
- “V” type belt and pulleys
- Water pump design and use

-Windshield wiper of any type

-Zerk fittings in place of oil and grease cups

## E. TIMING, PENALTY, AND TEARDOWN RULES

E1. Timing will begin as designated for each car whether or not the car is on the starting line. Starting times can be adjusted at the timer's discretion. If the timers recognize a beneficial savings in time, a lagging car may be sent out ahead of its designated time. Usually this will be discussed with the Directors ahead of time. Time will start for this car when it leaves the starting line.

E2. \* Each car will come to a complete stop before starting at the timer's direction.

E3. Removal of head or pan while at stop (not under time) or on tour day, if tour day occurs during the endurance run, will impose a time penalty of 1 hour. Report this infraction to the directors immediately. Removal of head or pan under time must be reported to the directors at the first opportunity for replacement of seal.

E4. Changing the carburetor imposes a time penalty of 15 minutes. Report the infraction to a director immediately. Replacement carburetor must meet the requirements stated in the Inspection Rules.

E5. Disabled cars will receive slow time for each leg not completed. Cars trailered on the last day are not eligible for prize money or trophies.

E6. Replacement of complete engine is cause for disqualification.

E7. All Directors are expected to attend the teardown. The top car will be torn down immediately following the last flag. Additional teardowns will be put to a vote of the Board of Directors. Directors will discuss and vote to accept or reject items of question.

E8. The first-place car will be torn down by a panel of five inspectors. The driver in the top position at teardown cannot be an inspector, but the next five place drivers are required to be inspectors for teardown. 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.

E9. The [Tear-Down Manual](#) is a supplement to printed Rules. If there is conflict then the printed Rules will take precedence.

## **Montana Cross Country “T” Association**

A Schedule S nonprofit Montana Corporation

Founded in 1961

### **Background:**

The Ford Model T was voted the “Car of the Century” which was an international award given to the world's most influential car of the 20th century. The election process was overseen by the Global Automotive Elections Foundation with a narrowed field of 200 cars. The winner, the Ford Model T, was announced at an awards gala on December 18, 1999 in Las Vegas, Nevada.

The Montana Cross Country “T” Assn. is dedicated to rebuilding, refurbishing, preserving, and proving stock Ford Model T’s. In some cases, members fully restore these cars to a “new car status” in most every aspect.

The Assn. also allows the above Model T’s that meet written safety requirements to be endurance-tested at their annual runs. The Montana 500 is sort of a proving ground for the owner, engine builder, chassis builder, and electrical systems builder.

We highly recommend that you get yourself a Model T and join these endurance runs. Expect to have some old school (or new school) fun. It is a friendly helpful atmosphere.

### **Membership Information:**

Active Membership includes all the privileges of the Association including issues of the Montana 500 Newsletter. Annual dues are \$10 and entitle the member one vote at meetings.

Touring & Endurance class: \$35.00/Run.

Current members and those wanting to become members should send a check to:

Attn. Treasurer, Janet Cerovski

1004 Sioux Road, Helena, Montana. 59602

### **Montana 500 Web Information:**

1. <https://themontana500.wordpress.com>
2. <https://mt500.info>
3. <https://www.facebook.com/pg/Montanafivehundred/posts/>
4. <http://montana500.com>
5. <http://themontana500.com>

### **Executive Officers:**

President: Matt Hansen      Spokane, WA

Vice Pres: Rick Bonebright      Florence, MT

Treasurer: Janet Cerovski      Helena, MT

### **Current Directors and terms:**

Matt Hansen 2019-2021 [gbluffcider@yahoo.com](mailto:gbluffcider@yahoo.com)

Rick Bonebright 2019-2021 [rcbonebright@gmail.com](mailto:rcbonebright@gmail.com)

Janet Cerovski 2019-2021 [jcerovski@bresnan.net](mailto:jcerovski@bresnan.net)

Mike Robison 2019-2021 [dynastarskier@msn.com](mailto:dynastarskier@msn.com)

Mike Stormo      2018-2020 [gravelguy@centurytel.net](mailto:gravelguy@centurytel.net)

Bill Mullins      2020-2022 [m00nmullins@yahoo.com](mailto:m00nmullins@yahoo.com)

Erica Cerovski 2020-2022 [erica.cerovski@gmail.com](mailto:erica.cerovski@gmail.com)

Dan Brown      2020-2022 [biggastrac@aol.com](mailto:biggastrac@aol.com)

Rick Carnegie      2020-2022 [rccarnegie@comcast.net](mailto:rccarnegie@comcast.net)

**Meeting Secretary and Correspondence:**

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Correspondence and Newsletter: Tony Cerovski

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Matt Hansen [gbluffcider@yahoo.com](mailto:gbluffcider@yahoo.com)