

Mother Lode Model T Club



Member Handbook

Contents:

- 1. Introduction**
- 2. Guidelines for Safe and Enjoyable Touring**
- 3. Safety Check List**
- 4. Suggested Tools and Spare Parts for T Touring**
- 5. Lets Plan A Tour**
- 6. Constitution and Bylaws**



Introduction

The *Mother Lode Model T Club* is a non-profit organization dedicated to the personal enjoyment of its members through the preservation and restoration of the Model T Ford and especially through activities involving the use of Model T Fords and other period automobiles.

During the mid 1960's, Model T Ford Clubs were beginning to form throughout California as well as other states. There were five Model T owners in the Auburn area who knew of each other. During 1967 they eventually made contact. These five Model T owners, Gil Machado, Ron Brown, Max Edmonds, Bob Nowack and Harold Ellingson, all liked to work on and drive their T's. Bob and Harold decided that Auburn needed a Model T Club. Harold was the one that headed up getting the national charter for the club. Several meetings were held and the Mother Lode Model T Club was formed.

The *Model T Ford Club of America* was organized and founded in 1966. Its purpose was to encourage and promote active interest in the Model T Ford by a membership that was unrestricted as to location. Active Touring Chapters were encouraged in order to spread the interest and participation as far as possible.

The Mother Lode Model T Club became a chartered chapter of the *Model T Ford Club of America* in 1969. The history and chartering of the club is celebrated every March at the annual Charter Dinner. On behalf of all members of the Mother Lode Model T Club, those that have been touched by the tremendous knowledge that has been shared, the guidance that has been provided, the many friendships that have been formed, the camaraderie that is always there and the wonderful memories from the meetings, tours and other events, to our founding five members we all extend our grateful appreciation and thanks.

Our cars are now over 87 years old, some are 100! This Handbook was prepared to assist the Model T owner to safely drive their cars on the public roads, touring and enjoying areas around us.

Please take time to read the sections of this handbook. Also included are the most recent copies of the constitution and bylaws of the Mother Lode Model T Club.

Guidelines for Safe and Enjoyable Touring

“The great trails and highways are the scenes for many triumphs. For the sturdy Ford, for it keeps right on going, past the big car, hopelessly stuck in the mud or sand, blazing its own trail in many places, through the most impossible routes.”

“The romance of the road is calling. Perhaps you have felt the call. Perhaps you have already made a long tour in your Ford. If you have, you have experienced the triumphs of the way...”

From Hit the Trail, Fords to the Front, Ford Topics, June 1921

Modern Day Touring and what you can expect...

The Mother Lode Model T Ford Club has a long and significant history as an active touring club. While other clubs might consider a breakfast run or a jaunt across town a “tour”, members of the Mother Lode Model T Club take great enjoyment and pride in experiencing the early automotive past time of touring much like it was done in the hay-day of Henry Ford’s very special car, the Model T. While most tours hosted by the club are day-trips, often with a specific agenda or theme, multiple day trips are occasionally scheduled giving a real opportunity to test out the cars and experience even more of the beauty of Northern California. In 1990, the Mother Lode Model T Ford Club sponsored the Model T Ford Club of America National Tour which included 60+ Cars and 120 The people and kids of every age participating in six days of driving, sightseeing friendship, food, and fun. Regardless of duration or destination the goal is the same at it was years ago – to travel and bond with family and friends experiencing the sights, sounds, beauty, and blessings of the world around us with the help of a technological marvel – the Model T Ford. Touring season usually starts in April with a “Shakedown Tour” and ends sometimes late in the Fall when the weather puts all but the most dedicated drivers and cars into winter hibernation. While most cars on tours are Model T’s, Model A as well as a variety of other antique and vintage vehicles participate. Modern cars are also welcome to experience touring, an activity akin to the” Sunday drive” something rarely experienced today in our busy and often hectic lives.

The following guidelines have been created for tour participants allowing all to share common assumptions about the touring experience in an effort to ensure safety and enjoyment for all.

Slow down, drive safely and enjoy “the triumphs of the way.”

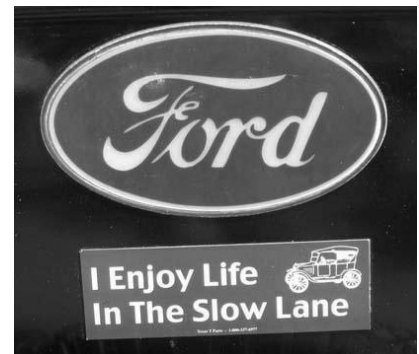
Rest stop along the American River on a recent tour.



Safety, safety, and more safety....

Some might ask and wonder if touring in a car that maybe 80+ years old is safe on today's modern roads. The answer is yes – as long as they are operated within their capabilities and the driver is fully aware of a car's limitations and takes the extra steps necessary in sharing our modern roadways with others. Here are recommendations gleaned from several national and local car clubs along with suggestions from our club members. Please review them carefully.

- While it perhaps goes without saying, all tour participants must obey all traffic safety rules and regulations. You may be driving a special car, but that does not mean that you have special privileges when on the road.
- All participants are responsible for the overall safety of the mechanical aspects of their cars. The Mother Lode Model T Club or its members are not responsible for inspecting or certifying any vehicle as roadworthy however, The Model T Safety Inspection Form (see attachment) is a great guide and all are encouraged to perform their own safety inspection prior to any tour. If you are new to the Model T hobby and still learning about your car, please reach out to one of our club "experts" for guidance, especially when it comes to ensuring that you car is completely safe to drive.
- All participants' cars must be insured and must carry proof of insurance (within state minimum requirements) and valid driver's license at all times during the tour. Insurance for antique and vintage cars is typically quite affordable given the relatively few miles they are driven compared to a modern car.
- Obviously, Model T's are inherently slower than modern cars, so driving on roadways with posted speed limits above 45mph should be avoided as much as possible. Planned tour routes always take speeds and heavy traffic into consideration, but extra caution on the driver's part is necessary at all times.
- Hand Signaling – While some car owners have fitted electric turn signals to help broadcast their intention to turn, many still need to rely on the old fashion left hand signaling techniques. What is important to remember, many modern car drivers today are not attending to hand signals like years ago. If you are hand signaling, make sure that you carefully assess speed of the cars in front and behind you and make your signaling gestures are deliberate to ensure your intent is seen and understood
- Brakes on Model T's – Are inherently under engineered relative to our modern day roads and traffic. Always allow for more distance than you would expect as a worn out band or auxiliary transmission stuck in a neutral position can be very dangerous. All participants are encouraged to inspect and repair their braking systems regularly. Given the hilly nature of our local environment, external brakes (Rocky-Mountain, A.C., drum/disk conversions) are highly recommended.
- Driving in reverse – Never drive a Model T at a high speed in reverse. The design of the Model T's suspension works well moving forward, but going fast in reverse and turning abruptly can result in "turning-turtle", or flipping over.
- Model T steering gear assemblies – Beneath the steering wheel is a case that contains a simple planetary gear assembly that helps you steer the car. From the mid-teens on the top of the case was screwed on and then secured with a small screw (6-32 thread) that locked the top on to



ensure that the steering wheel would not come off. These are sometimes missing and should be replaced. Early T's had brass steering cases that were riveted – these sometimes loosen and should be inspected frequently and repaired as necessary or the steering could bind. There's nothing like having your steering wheel fall off or bind up while driving down the road!!

- A personal recommendation – it is very important especially in warmer weather that you keep hydrated by drinking plenty of fluids, and water is the best. The effects of sun and wind on a bright sunny day can take their toll if you are in an open car with greater exposure to the elements. Dehydration and excessive heat can slow your reaction times and lead to the possibility of heat exhaustion.

Tour etiquette and touring rules.... and a little more safety...

The process of touring in Model T's with a great group of family and friends can be a memorable experience. The following provides recommendations so all participants understands the driving practices and club protocols to ensure a great and safe experience. If you have questions, please reach out to the tour leader or an experienced club member.

- Cell phones – It is recommended that all participants have access to a personal cell phone. The cell phone is an invaluable tool for communication for route and schedule updates, breakdowns, or even in the event the infrequent but critical medical emergency. Be sure to check with your tour leader and get their cell number.
- Most tours include the communication of details of the activity and route details at the beginning of the tour. Often included are printed route instructions and maps. If you have passengers on board, it is always a good idea to assign someone as “navigator” to keep on track. In most all cases, the assigned tour host will review relevant activity and route information before the tour starts as part of a pre-tour meeting. Make sure to pay attention and ask details – And don't plan on getting lost!
- When assembling for departure, slower cars should be leading the pack with Model A's and other faster antique and vintage cars at the rear. Modern cars participating in the tour should be in last place. It is important however, if you are in a modern car that you don't bunch into the pack. It may be safer on occasion to pull over on occasion and catch up after normal traffic passes the pack.
- When driving, make sure to keep the car behind you in sight. If you make a turn be sure that the car behind you sees that you have turned so the cars remain in a group. If necessary, stop for a few moments and go slow enough for the driver behind can catch up.
- Only in rare cases should you pass a Model T while driving in the pack. One example would be when traveling uphill and the car in front has a different transmission configuration and is going much slower – you may pass if safe to do so and you communicate your intentions.
- If you stop, but do not need help , make sure to motion the cars behind you and then rejoin the pack



Member Handbook - Mother Lode Model T Club

- Keep a good space between cars – this allows for adequate braking distances as well as allowing a modern car to safely pass. Use the “three-second-rule” for a guide. As the car in front of you passes a fixed object, count out “one-thousand one, one- thousand two, one-thousand three” adjusting your speed to meet the same point.
- Always be aware of modern car traffic behind you. Model T’s should move over to the right as far as possible and safe and allow the modern car(s) to pass.
- If you plan to leave the tour early make sure to inform the tour leader – Don’t leave everyone guessing what happened to you. Tour leaders often do car counts to help ensure the pack stays intact.
- Many tours include some type of food related activity – We love to eat! These activities range from pot-lucks, to BBQ’s, to Manifold Cookouts. Some tours include club money allocated specifically to cover a portion of the food and snack costs. The tour leader will specify the amount of money that participants need to provide (usually \$5 to \$10 per person) to offset the overall and actual costs. While the club often pays for at least part of the meals, the club will not pay for any alcohol (beer, wine) during a tour activity. If a participant chooses to drink, they are expected to do so responsibly and pay themselves.
- On shorter duration tours (i.e. Day-trips), we rarely are accompanied by a modern “trouble-truck” and car carrier. Just as it was done years ago, participants are expected to carry a reasonable assortment of tools to address minor repairs on the road. Most frequent repairs and adjustments include things like, tire/tube flat repairs, transmission band adjustments, timing/coil and carburetor adjustments, general tightening of nuts/bolts. If you have car trouble, pull over and club members will assist and help as much as possible to get you back on the road
- Clothing, foot ware, and other considerations – It is always a good idea to plan ahead for the weather ahead when touring and dress accordingly. Period dress is always welcome, but make sure you are comfortable and can adapt to changing conditions. Traveling in an open car can be very cold given the potential of wind chill. The layering of lighter weight clothing usually is a good idea along with some type of a windbreaker jacket. Some members always bring a pair of riding gloves not only for warmth, but grip on the steering wheel as well. Chap-stick is always a good thing to bring, and don’t forget sun screen on those sunny days. Shoes are another thing to think about. Trying to operate the Model T’s three-peddle system with a heavy pair of boots all day can be cumbersome as well as unsafe. Consider lighter weight shoes, tennis shoes, or even tight fitting race car driving shoes for greater comfort and control.

Shakedown Tour 2012



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Model T Ford Club of America - Safety Check List

Members should perform these checks for all tours, not just Nationals

MODEL T SAFETY INSPECTION FORM

As a participant on the _____ Tour, hosted by the _____ Chapter of the Model T Ford Club of America, you are required to inspect your car prior to being admitted to the tour. Please check each of the following with a "✓" for yes, "N" for no, or and "NA" for not applicable. Please mail before the tour.

Steering

Steering wheel has minimal (less than 2") to no play
Acceptable wear and minimal to no play in:

- Radius rod (wish bone) to crankcase _____
 - Ball arm (pitman arm) to steering gear connecting rod (drag link) _____
 - Steering gear connecting rod (tie rod) to yoke ball _____
 - Spindle bolts (king pins) _____
 - Spindle connecting rod bolts _____
- Cotter keys (or lock washers, if holes not drilled) installed in the following:
- Radius rod (wish bone) to front axle [2 required] _____
 - Steering gear bracket to frame [3 required] _____
 - Ball arm (pitman arm) to steering post [1 required] _____
 - Steering gear connecting rod (tie rod) to yoke ball [2 required] _____

- Steering gear connecting rod (tie rod) to steering gear ball [2 required] _____
- Spindle connecting rod to spindles [2 (1 per spindle)] _____
- Spindle bolts (king pins) [2 (1/spindle)] _____
- Spindle arms [2 (1 per spindle)] _____
- Front spring hangers (shackles) [4 (2 per side)] _____
- Front spring to frame [2 or 4 required, depending on year] _____
- Yoke ball [1 required] _____
- Safety-wire crankcase studs holding radius rod ball cap _____
- Grease in steering gear case and steering gear bracket, check gear post and pinion for wear) _____
- Check for play in steering gear case to column (check rivets/taper pins) _____
- Check for 6-32 steering case lock screw _____

Brakes

Brake pedal (and, reverse pedal) bottom out before reaching floorboards Both rear wheels lock-up under hard braking _____

NOTE: Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission.

Emergency Brakes

Hand brake sets securely before limit of its travel (check pawl and spring) and both rear wheels lock. _____

Note: The hand brake must be able to hold the car with the engine running and should be able to hold the car on a moderate slope.

Cotter keys (or lock washers, if holes not drilled) installed on:

- Control shaft assy to frame [4 required] _____
- Brake shoe bolt [2 (1 per side)] _____
- Brake rods [4 (1 per end)] _____

Engine/Power Train

- Oil leaks — within acceptable limits _____
- Gasoline leaks — none, when parked (in-line shutoff valve recommended) _____
- Cotter pins installed on:
 - Carburetor rod [2 (1 per end)] _____
 - Choke/carburetor adjustment rod [1 at carburetor] _____

- Commutator rod [2 (1 per end)] _____
- Crankcase arm to frame [4 (2 per side)] _____
- Low speed connector [2 (1 per end)] _____
- Universal ball cap [2 (top bolts)] — bottom two cap screws safety-wired together _____
- Fan bolt (on earlier cars) _____

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Model T Ford Club of America - Safety Check List

<p>Wheels</p> <p>Spokes (and wood felloes on earlier cars) are tight. _____</p> <p>Front wheel bearings — no play, good condition and greased. _____</p>	<p>All wheels tight and axle/spindle nuts cotter-keyed _____</p> <p>Lug nuts tight on demountable rims _____</p> <p>Checked tires for wear, weather cracks, rim cuts, etc. _____</p>
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<p>Rear Axle</p> <p>Rear wheel nuts tight and secured with cotter pins (use long wrench) _____</p> <p>Cotter keys (or lock washers, if holes not drilled) installed: _____</p> <p>• Rear spring to frame [4 required] _____</p>	<p>• Rear spring hangers (shackles) [4 (2 per side)] _____</p> <p>• Rear spring perches to wheel flanges (backing plates) [2 (1 per side)] _____</p> <p>No oil leaks at outer seals _____</p> <p>Check differential gear case oil level _____</p>
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<p>Other</p> <p>Lights functional _____</p> <p>Brake light (may not be original equipment, but recommended) _____</p> <p>Safety glass (strongly recommended) _____</p>	<p>Rear view mirror(s) _____</p> <p>Fire extinguisher _____</p> <p>First Aid kit _____</p> <p>Registration and Insurance Papers _____</p>
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Vehicle Data			
Year _____	Body Style _____	Identification _____	License Plate # _____

Insurance Information		
Company _____	Date of Expiration _____	Policy # _____

Waiver/Certification	
<p>In consideration of my being permitted to enter my vehicle on the subject tour and all of the related activities sponsored by the host chapter and the Model T Ford Club of America, I hereby certify that:</p> <ul style="list-style-type: none"> • I inspected my vehicle as noted herein and believe it to be roadworthy. • I understand the inspection items/listings contained on this form are compiled from sources believed to be reliable but are not completely inclusive of all areas and items that should be checked or that could cause safety concerns. No warranty, guarantee or representation is made by the host club or the Model T Ford Club of America as to the absolute correctness or sufficiency of any representation contained in this listing and the host club and the Model T Ford Club of America assumes no responsibility in connection therewith, nor can it be assumed that all acceptable safety measures are contained in this listing or that inspection of other areas of the vehicle or additional accessories may be required under particular or exceptional condition or circumstances for safe operation • The vehicle is properly titled and registered, as required by the state of my residence. • I certify that I have insurance coverage on the entered vehicle that covers my liability and physical damage as required in my state of residence. <p>I release and hold harmless the subject tour host chapter officers, directors and members and the Model T Ford Club of America officers, directors and members from any liability of any kind whatsoever as a result of any personal injury or property damage sustained by the undersigned.</p> <p>OWNER/ENTRANT: _____ DATE: _____</p>	

Tools and Spare Parts for T Touring

Spare Parts:

Timer, rotor and coil if stock ignition.
Points, rotor and condenser if distributor ignition.
Spark plugs.
Fan belt.
Spare transmission band.
Fuel filter and hose, if used.
Water pump packing, if used.
Head and tail light bulbs.
Ignition key.

For Flat Tires:

Spare tire.
Jack.
Wheel chock.
Lug wrench.
Tire irons, patch kit and pump if non-demountable.

Tools:

Socket set.
Wrench set.
Screwdrivers, flat and Phillips.
Vise grips.
Side cutter pliers.
Hammer.
Adjustable "Crescent" wrench.
Band wrench.
Electrical test light.
Jumper wire w/alligator clips.



An original Ford Tool Kit

Other Items:

1 quart engine oil.

1 gal water or coolant.

WD 40 or similar lube.

Safety wire, AKA bailing wire.

Asst cotter pins.

Radiator stop leak.

RTV silicone.

Nylon tie wraps.

Hand cleaner.

Rags.

Electrical tape.

Duct tape.

Blanket for under car work.

Good fire extinguisher, just in case.

This is a list of items I carry on extended tours or on the trouble truck. Some may be irrelevant to your car. With this list on board there will be few situations that cannot be handled on tours and you may well be able to assist others in need. - Erik



Another Original Ford Tool & Parts Kit

Let's Plan A Tour

Guidelines For Planning A Tour

1. **Pick a month** that you want for your tour and coordinate it with the club Activities chair person (usually the Vice President). This keeps conflicting dates to a minimum. Also check calendars for holidays and other area car club activities to avoid. Get your date on the club activity calendar so members can 'save the date'. If this is your first time planning, do not be afraid to ask a *seasoned member* for advice and help.
2. **Pick your destination.** This can be point of interest, festival, museum or just a beautiful drive.
3. **Plan the route.** Look at maps, use online mapping programs and what you might know about the area where you are going. Avoid busy highways as much as possible. Make up a turn by turn set of directions.
4. **Drive your route.** Even though you know the route, follow your instructions to make sure they are correct. Make any changes as needed. Make notes of any road construction, detours and any public events near where you are going. Determine the timing between stops remembering Model T's drive much slower than modern vehicles. If there are steep hills, factor this in.
5. **Rest Stop** - Plan to have at least one rest stop with restroom facilities. More on longer tours. This can also be a snack stop. You can have snacks at the starting point or at a rest stop along the way. A snack stop is not required but if you do, the club will reimburse you for any expenses you may incur including park use and other facility entry fees. Check with the club rules on fees and get them pre approved if you will exceed.
6. **Lunch Stop** - If you are having a lunch stop on the tour, be sure to check with the eatery. Let them know how many people to expect. Check to see if you can reserve a dedicated room for the group. Decide if attendees are to pay individually or if club funds are to be used for some or all and clear with the club treasurer for payment method.
7. **Publicize** - Now that you have the plan, give tour details (What, When, Where, What time, etc.) to the newsletter editor, webmaster and announce at the membership meeting. It is also handy to pass around a signup sheet to get an idea of how many cars and people will be attending.
8. **Tour Day** - Tour leader should be one of the first to arrive at the starting point. Check off members from your signup sheet as they arrive. Pass out the tour directions and have a drivers meeting to explain any details about the tour or last minute changes. As you leave remember to use the 'Safe Touring Guidelines' found elsewhere in this manual.
- 9.. **Going Home** - For the return trip home you should also provide directions. Find out if anyone is taking a different route home. Another option for the return trip - Plan a rest stop or ice cream break. It's always nice to stop for some refreshments on the way home.
10. These guidelines were written with the intention of easing the pain and frustration that goes along with planning an event. The tour should just as enjoyable to the leaders as the participants. Hopefully more members will try their hand in planning a tour for a day of fun driving their old car. It's a great feeling to know the pleasure of knowing "I did it!"



**THE CONSTITUTION AND BYLAWS OF THE
MOTHER LODE MODEL T CLUB**

**A CHARTERED CHAPTER OF THE
MODEL T FORD CLUB OF AMERICA**

ARTICLE 1

Name of the Club and Affiliation

- Section 1. This organization shall be known as THE MOTHER LODE MODEL T CLUB.
- Section 2. This organization shall be affiliated with THE MODEL T FORD CLUB OF AMERICA and shall be a chartered chapter thereof.

ARTICLE 2

Purpose

- Section 1. The purposes and goals of this club shall be:
- a. Consistent with the purposes and goals of the parent club.
 - b. For the personal enjoyment of its members through the preservation and restoration of the Model T Ford, and especially through activities involving the use of Model T Fords.
 - c. For the personal enjoyment of its members through association with other Model T Ford and vintage auto enthusiasts and in related activities.

ARTICLE 3

General Regulations

- Section 1. This club shall be governed by this constitution and bylaws and by the constitution and bylaws of THE MODEL T FORD CLUB OF AMERICA.
- Section 2. This club shall be a nonprofit club.
- Section 3. This club shall operate on a calendar year beginning January 1 and ending December 31.
- Section 4. After receiving the recommendations of the Board of Directors, the general membership shall set, by majority vote, the amount of club dues for the following fiscal year at the Sept. general meeting.
- Section 5. In all club activities the members and their guests shall conduct themselves in a manner that is in the best interests and welfare of the club.
- Section 6. All meetings shall be conducted according to ROBERTS RULES OF ORDER. The President shall keep a copy for reference.

Member Handbook - Mother Lode Model T Club

- Section 7. In the event of any conflict of opinion concerning the regulations or operation of this club, final authority shall rest with the majority vote of the members at a regularly scheduled general meeting.
- Section 8. Every member should maintain paid up membership in the parent club, although this is not mandatory.
- Section 9. Tour chair persons may allow later model automobiles and trouble trucks to participate in club tours. These drivers must satisfy the requirements in Article 10, Section 3.

ARTICLE 4

Officers, the Governing Board, and Duties

- Section 1. There shall be a governing board to be known as THE BOARD OF DIRECTORS.
- a.** It shall consist of eight elected members, four of which are elected each year for a two year term.
- b.** All elected directors shall commence their term of office at the start of the new calendar year immediately following the election.
- Section 2. The officers of the club shall consist of President, Vice President, Secretary, and Treasurer, each of whose term of office shall be one year.
- Section 3. Duties of the Board of Directors:
- a.** The eight board members for next year shall elect the four officers from within their own ranks before January 1.
- b.** Conduct the routine business of the club at regularly scheduled Board of Directors meetings.
- c.** Discuss and plan aspects of operation that will tend to promote harmony, good fellowship, and enjoyment in the club and tend to perpetuate its existence.
- d.** Plan and present to the general membership for approval a CALENDAR OF EVENTS for the upcoming tour season by March of each year.
- c.** Keep abreast of the financial status of the club, causing legal debts to be paid, insurance to be maintained and the treasury solvent.
- Section 4. Duties of the Officers
- (1) The President shall:
- a.** Preside at all general and board meetings with no voting privilege except in case of a tie vote.
- b.** Appoint special committees and committee chairmen as needed.

Member Handbook - Mother Lode Model T Club

- c.** Call special meetings of the Board of Directors or general membership in case of emergencies.
- d.** Sign all contracts and other instruments of writing which have been approved by the Board of Directors of general membership.
- e.** The President may authorize the expenditure of sums not to exceed \$100.00 for any one cause when he deems such action to be in the best interests of the club.

(2) The Vice President shall:

- a.** Preside at any meeting when the President is absent or is unable to preside.
- b.** Assist the President in promoting harmonious relationships in all club functions.
- c.** Serve as PROGRAM COORDINATOR.

(3) The Secretary shall:

- a.** Keep a full and complete record of the proceedings of all general, board, and special meetings.
- b.** Attend to the official correspondence of the club.
- c.** Maintain copies of the constitution and bylaws of:
THE MOTHER LODE MODEL T CLUB and
THE MODEL T FORD CLUB OF AMERICA.
- d.** Maintain a master list of all club properties with the location of same and legal documents in Sec. file.

(4) The Treasurer shall:

- a.** Receive and deposit to the club's account all monies from dues and other sources.
- b.** Keep a complete record of all financial transactions of the club.
- c.** Pay all bills or expenditures that have been duly authorized by either the board or general membership or other articles in these by-laws.
- d.** Maintain an up-to-date list of insurance coverage as required by Article 10, Section 3.

ARTICLE 5

Liability Insurance

- Section 1. The club shall purchase sufficient liability insurance to protect its members and officers against legal judgment resulting from the activities of the club.

Member Handbook - Mother Lode Model T Club

- Section 2. The Board of Directors shall determine the amount of coverage necessary.
- Section 3. The Board of Directors shall review the federal, state and local laws or obtain such information from their insurance carrier annually and as necessary to maintain adequate coverage.
- Section 4. The first call on the treasury of this club shall be for liability insurance.

ARTICLE 6

Membership Regulations

- Section 1. There shall be one class of membership which shall be known as FAMILY MEMBERSHIP.
- a.** Family membership confers all club privileges to both husband and wife including the right to vote, hold office and participate in all club functions.
 - b.** Family membership also confers all club privileges to children (under 18 years) of each family except the right to vote and hold office. These privileges include reimbursements equal to any reimbursements to the father or mother.
 - c.** Single adult members may bring one guest to participate in club functions, at club prices. The guest shall not have the right to vote or hold office.
 - d.** Requirements for family membership include payment of the annual dues and willingness to abide by the constitution and bylaws and regulations of the club.
 - e.** Each family membership shall receive one copy of the club paper and other communications that are sent to the members.
 - f.** The surviving spouse of a deceased member may continue a family membership by continuing to pay yearly dues. A surviving spouse who does not wish to continue paying dues may petition the board to become an honorary member and no longer pay dues. All previously voted life memberships are hereby converted to honorary membership. Honorary members shall be designated as such on the roster.
 - g.** Yearly, a roster of members will be printed and distributed to all family members. These rosters will include children under 18 in age.
- Section 2. Prospective members must complete the Application for Membership and shall meet all requirements outlined therein.
- Section 3. Those who became members of this club on or before MARCH 12, 1969 shall be designated CHARTER MEMBERS and shall have their names so entered in the permanent official records of this club.

Member Handbook - Mother Lode Model T Club

ARTICLE 7

Revocation of Membership

- Section 1. **a.** Membership of any person may be revoked by majority vote of the Board of Directors for behavior, which in their opinion, is detrimental to the best interests and welfare of the club. The Secretary shall notify a suspended member by return receipt requested mail of the action taken within one week and fully inform him of his right of appeal to the general membership at the next regular meeting, at which time a secret ballot will be conducted and the majority vote will become final.
- b.** The October edition of the club paper will remind members that dues must be paid by Dec. 31 for the following year.
- c.** Membership of any person may be revoked for nonpayment of club dues. If dues are not received by December 31, a notice of revocation will be mailed to that person and said member will no longer receive the club paper and will not be included in the club roster.
- d.** Any person whose membership has been revoked for nonpayment of dues may be reinstated by filing an Application for Membership as outlined in Article 6, Section 2.

ARTICLE 8

Election of the Board of Directors

- Section 1. The President shall appoint a NOMINATING COMMITTEE at the September meeting. This committee shall consist of three members.
- Section 2. The duties of the nominating committee shall include the following:
- a.** Present a slate of not less than four candidates who are willing to hold office for the Board of Directors at the October meeting. Additional nominations may be made from the floor at this time. Nominees must have been members for at least two years. [If no more than four nominees (candidates) are presented, then the President shall announce that these four have been elected at this time no motion is needed, per Section 3 below.]
- b.** If an election is necessary, present the list of nominees to the EDITOR of the club paper to be published prior to the November meeting.
- c.** Prepare secret ballots for use at the November general meeting.
- d.** At the November meeting, the committee shall count the ballots and announce the results.

ARTICLE 9

Vacancies within the Board of Directors

- Section 1. If a vacancy on the Board of Directors occurs, the President shall appoint a club member to fill the vacancy. (The appointee must have been a member for at least two years.)

Member Handbook - Mother Lode Model T Club

- Section 2. Replacements shall serve the remaining portion of the term.
- Section 3. If one of the offices becomes vacant, the Board of Directors shall elect one of its members to fill the position (after sec. 1 above).
- Section 4. In the event that a board member fails to attend any meetings for a period of three consecutive months, without a valid excuse, the Board may remove that member from the Board of Directors. In this event the procedures in Section 1,2 and 3 above will be followed.

ARTICLE 10

Safety and Insurance

- Section 1. For vehicles to be eligible for participation in an activity, where the cars are operated, they must be in a condition that is legally licensed and safe for operation on public roads. Members should use the Model T Ford Club of America's safety check list and make corrections where needed.
- Section 2. All vehicles to be eligible for participation in club activities, must be insured to at least the minimum California requirements in the areas of public liability and property damage.
- Section 3. All participants must furnish the Treasurer with information concerning public liability and property damage insurance including:
- a. name of carrier
 - b. expiration date

Failure to do so automatically bars the vehicle from participation in club activities. Should any member drive a car on a club activity without satisfying California requirements of "Proof of ability to respond in damages" (California Vehicle Code 16430-16436), that member's membership may be revoked.

ARTICLE 11

Advertising

- Section 1. No advertising, such as signs or posters, loud speakers or public address systems, or similar advertising, shall be permitted during club activities unless expressly sanctioned by the club. (This regulations does not prohibit Model T Club emblems, Horseless Carriage Club emblems, or Antique Auto Club emblems that are designed to be mounted on the radiator or windshield.)

ARTICLE 12

Amending the Constitution

- Section 1. There shall be an annual review of the constitution. At the May Board of Directors meeting, the Board will prepare needed revisions, deletions, or additions for adoption vote. Changes to this constitution may be initiated and caused to be brought to vote in the following three ways:

Member Handbook - Mother Lode Model T Club

- a.** The proposal shall be made in writing and signed by not less than ten members and presented to the President at a general meeting.
- b.** The proposal shall be made and passed by majority vote of the Board of Directors at a Board of Director's meeting.
- c.** The proposal shall be made by a member and seconded by another member at a general meeting, at which time the membership present must determine by majority vote whether or not to bring the proposal to an adoption vote.

Section 3. Proposals which have been initiated in any of the above three methods shall be brought to adoption vote in the following manner:

- a.** Notice of the vote on proposed changes to these Bylaws shall be published in the club paper. The actual calendar date of the vote will be included in the club paper.
- b.** All proposals shall be voted on by secret ballot and must receive a majority of the valid ballots cast.
- c.** Ballots will be presented to members at the general meeting on the date of balloting. Copies of the proposal will be available at the preceding general meeting.
- d.** The President will appoint a committee to count the ballots and report the results. The committee will have the authority to void any ballots which, in their judgment are not in proper order.

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