

# 2024 Event Write Up, Roundup Montana

By Larry Azevedo and the Vintage Ford

## The 2024 Montana 500

The 64th annual Montana 500 Endurance Run was held June 16-19 in Roundup, Montana. Roundup is located about 50 miles north of Billings. This year we had 14 competitors and one touring class entry. The competitors came from Kansas, Montana, Washington, and New Mexico.

The Montana 500 officially started in 1961 is a favorite event for Model T owners to get together and share their interest and time.

For the first two days the weather was dicey; we had temperatures in the 40's, interesting cross, tail and headwinds, and rain most of the time. On Wednesday the weather finally turned sunny for the end of the competition.

There were a few new faces; my grandson, Cole Wedekind, drove my 1925 roadster with me as riding mechanic. Harley Leach, a recent Model T owner was also driving. Wayne Campbell's daughter, Jennifer Moore, also drove. In addition to these 'rookies' we had Jerome Pester, Eddie Wright, Janet Cerovski, Tony Cerovski, Branson Langel, Mike Wendland, Conrad Wendland, Rick Carnegie, Kirk Peterson (and riding mechanic, son Kameron Peterson), Dave Ferro and Wayne Campbell driving.



Eddie Wright with his Model TT truck at the Montana 500.

positions which were the following:

1. Conrad Wendland
2. Mike Wendland
3. Harley Leach
4. Cole Wedekind
5. Janet Cerovski
6. Rick Carnegie
7. Tony Cerovski
8. Dave Ferro
9. Kirk Peterson
10. Jerome Pester
11. Jennifer Moore
12. Wayne Campbell
13. Eddie Wright
14. Brandon Langel
15. Kyle Smith



Kyle Smith, an Associate Editor with Hagerty Media, drove a 1915 Touring in our touring class and documented the event with professional photographer Josh Sweeney. They were not timed and on Monday morning left 15 minutes ahead of the pack.

### Monday:

We woke to troubled skies which did not disappoint - most of the 4 legs today were driven in rain! The Hagerty folks left early and at 8 AM we left in 1 minute intervals based on our number draw. Leg 1 was 42 miles driving from Roundup to Grass Range. We had pretty good headwinds.

By the end of leg 1 the order by fastest to slowest was: Janet - Eddie - Cole - Jerome - Brandon - Harley - Tony - Mike - Kirk - Conrad - Dave - Rick - Wayne - Jennifer.

### Sunday (Father's Day):

Inspection day - all the cars were inspected for correct bodies, fenders, etc., the head bolts, pan bolts, and carburetor were sealed, and the timers were inspected and sealed.

On Sunday night we drew our starting

# Endurance Run

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Leg 2 was a 30 mile stretch to Lewiston. We started to get rain on this leg and had some uphill and tailwind.

By the end of leg 2 the fastest to slowest order was: Janet – Eddie – Jerome – Brandon – Cole – Harley – Tony – Mike – Conrad – Kirk – Dave – Rick – Wayne – Jennifer.

The Hagerty crew, driving the '15 T in the touring class needed to get on the trouble trailer after the front right wheel broke a rim rivet and the wheel started to come off.

After lunch we took off on leg 3, 56 miles to Harlowtown. We had continuous rain and a slight tailwind. While waiting for the start in the rain, rainwater ran down Cole's firewall and caused arcing between #1 and #2 for the first 15 miles. Larry Azevedo (Cole's riding mechanic) traded out #1 and #2 coils to no avail until the engine heat finally dried out the coilbox.

The results at the end of leg 3 were: Janet – Eddie – Jerome – Brandon – Harley – Cole – Mike – Conrad – Kirk – Tony – Rick – Wayne – Dave – Jennifer.

Tony was starting to have a water leak issue and had to stop every 20 miles to refill the water. He dropped out after the first day due to a head gasket leak.

Leg 4 was 69 miles back to Roundup. We had significant winds and rain. At the end of leg 4 the results were: Eddie – Janet – Jerome – Brandon – Cole – Harley – Mike – Kirk – Conrad – Tony – Rick – Dave – Wayne – Jennifer.

During the day volunteers took radar data to ensure there were no speeding issues through

small towns and reported the results to Brandon Langel (VP of the Association). The typical state roads in Montana have a speed limit of 70 mph. There were no violations reported.



Larry Azevedo with his grandson, rookie driver Cole Wedekind. Ear protection is serious business on an endurance run.

## Tuesday:

Tuesday morning, we were awakened by a steady downpour of rain! Leg 5 was a 102 mile stretch east to Forsyth on Hwy 12. The road was pretty rough and there were some radar traps along the way. No one exceeded the limits although Kirk Peterson was recorded 3 mph above the limit at one location (drivers were allowed 4 mph). It rained continually on this stretch.

The results at this point were: Eddie – Janet – Jerome – Cole – Brandon – Harley – Mike – Kirk – Conrad – Rick – Dave – Wayne – Jennifer. (Tony had dropped out at the end of day 1 with his head gasket issues).

The Hagerty crew, now driving a spare car of Tony's, broke down with a head gasket issue (Tony's 2nd head gasket problem!) and had to load on the trouble trailer.

Leg 6 was an 89 mile run up Interstate 84 to Huntley. We had headwinds and rain. The order at the end of this run were: Eddie – Jerome – Janet – Cole – Brandon – Harley – Mike – Kirk – Rick – Conrad – Dave – Wayne – Jennifer.

Leg 7, the final leg for day 2, was 41 miles up Hwy 877. During this run the rain finally started to let up. The overall standings at the end of leg 7 were: Eddie – Jerome – Janet – Cole – Brandon – Harley – Mike – Kirk – Rick – Conrad – Dave – Wayne – Jennifer.

Wednesday:

We woke up to sunny skies this morning! We had two legs left: 67 miles to Grass Range to Winnett and then 43 miles from Winnett to Roundup.

Today we started in the order of fastest to slowest, so Eddie took off and Jerome and the rest followed in one minute intervals. We took off as car #4 and were therefore 3 minutes behind Eddie. We had some misfiring issues which finally got solved at the stop in Winnett with a changed spark plug. At 15 miles Cole got passed by Brandon and then Harley passed Cole. All of a sudden, at 31 miles, Eddie passes us! We had not seen Eddie pulled over so were puzzled how he got behind us.

The reason is interesting and demonstrates why the Montana 500 is such a fun event. Remember that Jerome started 1 minute after Eddie and had Eddie in sight when Eddie accidentally turned right on Hwy 244 towards Winnett. Jerome kept driving and tried 4 times to call Eddie. Eddie answered on his cell phone but could not hear what Jerome was saying. Finally, Eddie heard Jerome say, "You are on the wrong road, go back!". Eddie stopped, turned around, and headed back to Hwy 87 and thus passed us a little later. Jerome's demonstrated integrity and sportsmanship earned him the Bud Peter's award.

To add to the drama, the computer system acted up at the end of this run and we did not get the overall results (we did have the raw data which got analyzed later). Therefore, we left Winnett without knowing where Eddie and Jerome stood. We changed out #1 spark plug at Winnett and had a great time back to Roundup which got Cole in 4th place and ultimately with a finish of 3rd.

36 | The Vintage Ford — July-August 2024

The top six cars: Jerome – Eddie – Janet – Cole – Brandon – Harley, parked at the teardown location. We started teardown at 1 PM after finding out the final results with Jerome 14 seconds ahead of Eddie. The teardown crew consisted of Eddie, Janet, Cole, Brandon and Harley. Larry was asked to help out as a consultant to the team and assisted Harley and Cole who had never participated in a teardown.

The teardown team went through the level 1 teardown successfully with one note that one of the rear axle bearing liners was installed wrong and one of the grease holes was blocked on the right side.

The carburetor was removed and, after Jerome selected the first person to perform the carb inspection, it passed successfully. The head and pan inspection plate were then removed, the crankshaft area was passed but the cylinder head volume became an issue.

Larry gave a demonstration of the head volume measurement and then Harley, Janet and Brandon proceeded to measure the volumes. Number one cylinder head was measured at 270.4 cc after making the correction for the density of water (0.9975 grams/cc at room temperature). The team continued with #2 cylinder whose value came to 263.9 cc which is well below the 270 cc limit. The measurement was repeated with a result of 261.9 cc. The carbon was then cleaned out of the cylinder



Cole Wedekind, rookie driver this year, next to the 1925 Model T he drove to a 3rd place finish.

head. Two more measurements were performed by different inspectors with the results of 262.9 and 263.5.

Finally, Larry was asked to perform another measurement which resulted in a volume of 263.3 cc. Additionally, #3 head volume was measured with a result of 265.5 cc. At this point these results were presented to the directors who are responsible for decisions on penalties and/or disqualifications. Larry and Janet abstained from the vote due to their possible conflict of interest.

The rules for Cylinder volume state that measurements below the 270 cc limit are assessed a 30 second penalty for each cc below 270, down to 265. Measurements below 265 result in a disqualification. The directors voted to disqualify the car. Jerome understandingly was disappointed but fully accepted the decision. (Jerome had not ever removed the head.)



Aftermath:

We had a great concluding party which was generously supported by Mike Kosser who contributed to the cost of the party and meal. The Bud Peters award was given to Jerome (remember his sportsmanship calling Eddie about the wrong turn) and Eddie Wright won the Rattlecan award.



Traveling Trophy presented to Eddie Wright by Club Vice-President Brandon Langel.

Next car for teardown was Eddie's car. The shop was only open until 4 PM and the team only had a short time to perform the teardown. A level one teardown was performed and the carburetor was removed. The level one teardown was a pass and the carb passed the inspection. The directors at that time decided to award the trophy to Eddie Wright.

Final Times

1. Eddie Wright	10:10:16	53.58 mph
2. Janet Cerovski	10:18:47	52.85 mph
3. Cole Wedekind	10:19:26	52.79 mph
4. Brandon Langel	10:29:44	51.93 mph
5. Harley Leach	10:34:27	51.53 mph
6. Mike Wendland	10:38:28	51.22 mph
7. Rick Carnegie	10:51:50	50.17 mph
8. Kirk Peterson	10:52:24	50.12 mph
9. Conrad Wendland	11:02:20	49.37 mph
10. Dave Ferro	11:26:24	47.64 mph
11. Jennifer Moore	11:52:09	40.19 mph
DQ: Jerome Pester	10:10:02	53.60 mph

Consider participating next year! If not with a car, come and volunteer!

Finally, thanks to our volunteers Meagan Teats and Heather Robinson (launch timing crew) and Carla Carnegie and Kathy Wright (checkered flag timers), Leslie Nelson, Lindsey Nelson, Sharon Pester and Tony Cerovski (data entry), Patti Shinn and Elaina Berglin (radar gun operators) and Stan and Willie Langel (trouble truck) and Andy Andrews and Carolyn Ridley (trouble truck).