



1987 WORLD SPEEDER RACES

August 1st 1987 was the date for the 4th Annual World Motor-Car Races, sponsored by our Society.

As always the first weekend of August motor-car operators head to Portola for "speeder" races.

Motor cars arrived as early as Friday morning and by that night an impressive group of nine cars made night runs at the museum.

This year there were three classes of cars racing over the 300 meter course. Included were single cylinder, dual cylinder, and unlimited for four or more cylinder cars.

As with any sporting event there were favorites and upsets, (not to mention scratches). As expected first place winner in single cylinder was Bob Mahan of Ventura, CA and his Fairmont ST-2. Bobs time was 31.1 seconds. Ron Butler was second with his M-19 and Steve Milward of Portola, was third. Steve pointed out each year he races he keeps getting a lower placing. In 1985 he won the single cylinder class and was second in 1986. Steve said in 1988 He'll just run the 300 meters on foot.

In the dual cylinder cars first place went to Dave Rangel and his MT-19 with a 31.1 time. Second place went to first time entrant Bill Kaminsky of Riverside, CA and his ex CB&Q M-19AA. Bill told us he found his car at a swap meet and spent over a year dickering on the price. Third place went to Steve Santos and his MT-19. This years races featured more twin cylinder cars than ever before plus a ban on using Jet Fuel as contestant Dave Rangel had done. After the racing a Bar-B-Q was held as ribbons and plaques were awarded.

In 1988 the World Motor Car Races will be held again, the first weekend in August and will be renamed The Galatic Motor Car Races to avoid conflict with a Georgia group.

See you in Portola...

Dave Rangel
Race Chairman

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Join the MCAA by writing:

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CPC #1 along side the Stockton Diesel Shop awaiting wheel work before it's trip to Portola.....

Little chugger finds home in rail museum

The Stockton Record

A Stockton train that cost too much to keep running has found a new home — in a railroad museum.

For four years, the switch engine diesel-electric locomotive at Corn Products, 1021 Industrial Drive, has chugged along the plant grounds, hauling corn and corn syrup.

Today, however, the unique 1939 Electro Motive Corp. locomotive will be hauled, by train naturally, to a railroad museum in Portola, 50 miles north of Truckee.

CHICKEN DINNER A TRUE TALE OF THE RAILS

To speed train movements WP, and now UP, will sometimes provide a free lunch to the train and engine crew instead of stopping the train for an hour or more while the crew goes to "beans". On the 5th sub, between Portola and Winnemucca, one can eat at Doyle, 41 miles from Portola or Gerlach, 117 miles. At Gerlach (pronounced Ger-lack) Bruno's was the favorite eatery. Bruno also provided a selection of lunches when ordered.

Several years ago Bruno's restaurant burned leaving only a small Mexican Restaurant as the only place to eat in Gerlach. An east-

The rare train is being donated by Corn Products to the Feather River Rail Society, one of the largest railroad museums in the West.

"It got to the point where it was too expensive to maintain," said Richard M. Vandervoort, general manager for Corn Products. "We knew it had some historical value when we purchased it four years ago, so we decided to donate it so many people could enjoy it."

When built by Western Pacific in Elko, Nev., the 600-horsepower switch engine was state-of-the-art railroad technology. It was the first diesel-powered locomotive, rendering steam-powered locomotives obsolete. One of only three models ever built, it could pull 3,500 tons, said William Stiles of the Feather River society.

"We're going to miss it," said Vandervoort. "That locomotive had a lot of charm to it."

bound train crew was on duty long enough to qualify for the right to go eat and when the dispatcher was notified of the request, he asked the crew if they would take lunches. They said yes and the order was taken. One brakeman ordered fried chicken. When the crew arrived at the restaurant to pick up the lunches the chicken lunch was not with the order. The chef said he had some chicken but it would take a little while, the brakeman said he'd wait. Three hours later the lunch was ready. What the chef didn't say was that he had to go out behind the restaurant, catch, kill, pick, and clean the chicken before cooking it. So much for no train delay.