

SIXTH ANNUAL NATIONAL TRACK MOTORCAR

CHAMPIONSHIPS

AUGUST 5, 1989

This years National Track Motorcar Championships was by far the best attended, the most watched and the most fun of any of the motorcar races held at the Portola Railroad Museum yet! And as is the real reason for having this event, our museum's Gift Shop, snack bar and donation box saw a very good flow of the "green stuff" that makes our museum run.

Work on the 1989 version of the NTMC was begun by co-chairman Ron Butler of Salinas back in May, when he and his very busy computer sent out notices to the nearly 100 interested people that own motor cars. In June, the other co-chairman, Wayne Monger, put together announcements, registration forms and waiver for Ron to send out to the motor car owners.

The real work of getting the museum grounds ready for this event took place on August 4. Steve Habeck took care of directing the switching operations needed to clear out the tracks for the motorcars. Ron Butler with Wayne and Lynda Monger spent the day setting up the picnic area for the post-race Bar-B-Q, getting the announcers stand set up, putting in place the scoreboard, hanging up the Welcome Race Fans banner and numerous small jobs that were required. By mid-afternoon, people with their motorcars were already arriving at Portola, unloading them and getting in some warm-up time on museum trackage. As the sun set, there was an almost continous "putt-putt" sound coming from all corners of the museum property.

The final preparations for this event shifted into high gear on Saturday morning. Various work crews directed by Gordon Wollesen, Steve Habeck, Norm Holmes and Gary Cousins took care of the final decorations for the start and finish lines, checking operation of the radios, placing the handcar and velocipede on display and many other details. Vic Neves loaned the use of his P.A. System for announcing the races to the public and even found time to set it up between working on his and other motorcars. Wayne and Mel Moore made sure that all motorcar operators were properly registered. Finally, with everything ready, all motorcar owners/operators and personnel involved gathered at noon in the meeting room for a rules and orientation meeting. Following the meeting, the motorcar operators had another half hour to fine tune their cars.

As in the past, the start line for the race was the concrete walkway leading to the diesel house, while the finish line is 300 meters (967.5 feet) to the west near our picnic area.

This 1989 race was the best attended in terms of operating motorcars. At the start of the race we had 20 cars ready to go. The cars were divided into three classes based upon what each motorcar is powered by and what modifications, if any, have been made. Finally, the number of cars in each class was more evenly split, with eight in each of the "one-piston" and "two-piston" classes, and four in the "unlimited" class. Each motorcar had three runs for a best time over the course.

The top of the "one-piston" class was dominated this year by the big S-2 cars. First place was earned by Ron Allen of Carson City with his ex ATSF S-2 getting a low time of 30.7 seconds. In second place came Bob Mahan of Ventura with his ex American Crystal Sugar S-2 time of 31.7 seconds. Third place was taken by Errol Spangler on his stripped-down "micro" ex Quincy RR M-9 with a time of 33.6 seconds. A very surprising fourth place was taken by Wayne Monger on his ex WP M-19 with a time of 39.3 seconds. Fifth place went to new motorcar operator, Bruce Cooper, who made the run in 42.4 seconds. Sixth place was taken by Bill and Scott Vogel with their ex Sierra M-9's time of 42.8 seconds, followed by Paul Jarmusz's M-9 in 48.4 and Dale Wyant's M-19 who's best time was only 55.0 seconds.

In the "two-piston" class Vic Neves and Ron Butler swapped finishing positions from last year. Vic Neves got the first place blue ribbon on his former SP Mt-19 with a low time of 29.9 seconds. Second place was captured by William Kaminsky on his M-19AA with a time of 30.5 seconds. Third place was taken by Ron Butler with a Mt-19 in 31.3 seconds. In fourth place was Hank Stiles at 32.7, fifth place went to Dave Anderson. In sixth place was Chad Newman, followed by Andy Carlson and John Stahl.

The contest for first place in the "unlimited" class this year was over even before the races started. FRRS members Bob Beattie, Fred Nesselrode and Tom Joblonski volunteered to rebuild the ex WP Fairmont A-8 gang car that your Society had obtained from the UP last year. These guys, all employees of Mallory Electric in Reno, volunteered their time and the parts to turn this car into a truly impressive "motorcar" equipped with a rebuilt super-charged flathead Ford V-8 with drag racing parts. This car was over 5 seconds faster

than its nearest competitor - but of course what do you expect from something that has six more cylinders and a few hundred horsepower than anything else running that day! The winning first place was an amazing 21.6 seconds. It certainly was a crowd pleaser.

The other three cars in the "unlimited" class were Mt-19s modified with rubber tires. Taking second place ribbon was Gary Boots from Paradise with a time of 26.9 seconds. Taking third place was Tom Mercer with a best time of 27.8 seconds and in fourth place was Dudley Newman with a top time of 29.5 seconds. This is also an impressive performance to have all participants in this class under the magic 30 second mark.

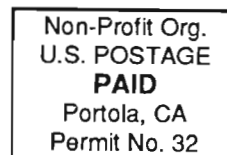
Upon conclusion of the races at 4:15 PM, the awards ceremony was held on the announcer's stand. Then at 5:00 PM, most of the motorcar owners and pit crews plus many of the remaining spectators headed for

the picnic area for the post-race Bar-B-Q. The evening activities concluded in the meeting room with home videos of other motorcar trips made by various FRRS members.

Special thanks goes to the people that helped make this event run so smoothly this year for both Wayne and Ron. These people were Steve Habeck and Gordon Wollesen who together worked the stop watch and finish line. At the start line, there was Gary and Pat Cousins who gave starting directions to the motorcars and directed operations at that end, plus Mel Moore for taking care of the recording of the results on the chalkboard. Holding down the lonely outpost at the track #3 switch was the "smiling switchman" Dale Greenig. And a real special thanks to Steve Milward for being the announcer for three hours in the hot sun.

-Wayne Monger and Ron Butler-

The Train Sheet
Feather River Rail Society
PO Box 8
Portola, California 96122



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