

Volume 102, Number 4 April 2002

The Tonneau

Land O'Lakes Region, Sports Car Club of America



REport

Randy Van de Loo

Regional Executive

LOL Web Page:
www.scca-lol.org

LOL Hotline:
952-885-6888

THE TONNEAU WINS NATIONAL AWARD

For the third year in a row, *The Tonneau* took third place in the SCCA newsletter contest for large regions.

Mental note from RE to RE: Don't talk about the weather in the REport. We are freezing our tails off in a Double-Ice Storm right now.

Normally I like to spend a little time in this REport to give you some of the highlights of the Region. Like most optimists, I would rather think of the glass as being half-full, and as such, you will generally get a more positive spin from me. I still believe the glass is half-full. However, you will have to draw, from your own feelings, which way to spin this one.

Roadracing in Minnesota. For LOL'ers, this is now a term from our past. As much as I really dislike bringing bad news to you, I am afraid that I have to in this case. After many months of discussion, meetings, inspections, more meetings and yet

more discussion, I have had to throw in the towel for the 2002 racing season at CBIR, more commonly known as "Brainerd", on behalf of LOL. I won't do a complete recap of all the events that led up to this decision, as you have been with us (BOD) every step of the way, since all of this has been covered in the REports that have been published since November 2001. I will, however, attempt to impart the information that has necessitated this action.

As you know, LOL has established a Track Relations Committee (TRC) to help promote better and more focused communications with CBIR and other race tracks. It was through our TRC that we were informed that the required work on the CBIR facility was somewhere between 50 and 70 percent complete. This news had

us pretty excited and we felt that it wouldn't be long until CBIR would be re-inspected and passed as an approved SCCA Road Racing facility. Available dates at CBIR were few, but we had a contract in our hands, from CBIR, that reserved September 7th and 8th for us to hold a Regional race. This non-negotiable contract would require LOL to put down a non-refundable deposit that was equal to the weekend rental fee. This is a substantial dollar amount, which was not taken lightly. Your Board of Directors determined that we (someone from the BOD) needed to make a progress check to give us some idea as to whether or not we should enter into a binding legal agreement with a track that was not SCCA-Certified. President's Day,

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MEMBERSHIP MEETING NOTICE:
The April General Membership Meeting will be held at 7:30pm April 19th at The Thunderbird Hotel, 2201 E 78th St., Bloomington, MN. It will be the "Pine Wood Derby."



As an LOLer living in the witness protection program in Huntsville, Alabama, it is a treat to read *The Tonneau* on-line. The January issue was a breath of fresh (cold) air with the story on ice racing. Several key LOL alums were missed. Stupid knows no season - boys of summer Jim Render and John Doghaul or is that Hogdahl were seen during the heyday of the ICE series. We also had soon to be pros PD (Peter) Cunningham and Leighton Reese running at the front. In true Reese form the world saw what could happen when you give a talented fabricator/engineer Duane Mader the time, money, minor head trauma and clean sheet of paper. The full winged, ground effects, turboed Mazda Wankel SAAB Sonnett terror. When all was working it was mind blowingly fast and other times just didn't mind blowing.

Then there was Speedvision star and David Hobbs sidekick Greg Creamer driving and talking on ice (easier than walking with a pencil) while Pat Lamon and the summer T&S crew tried to spot beached cars and time in a blizzard.

Harvey was correct that Herm the worm Johnson was a frequent icer as part of the Menard crowd. Anyone who has a hauler that is 75' long and breaks the ice is too rich but it was good to see John Menard running hard and blowing up just like mortals. Then we have the wunderkind of the Norwegian Riviera the Archer brothers running more strange unloved foreign sedans than thought possible and winning.

It was a lot of fun to remember some truly wild times on ice.

As regards the disparaging remarks made toward messieurs Foster, Taylor and Render and their low mass: As a recovering crew chief and alleged BIRCCFA member I must defend my various driver's honor. OK, OK ...not their honor just their waists, at least I believe they still have that.

Now to Mr. BBBGDSBFCR (Big Butt, Beer Gut, Door Slammin, Brute Force, Car Racer): Part of the charm of GT-1 was the impressive ground shaking rumble and thunder felt throughout the paddock whenever a driver walked past. A scene not easily forgotten was witnessing Tuck Thomas shoehorning himself in Render's Lola 342 FF. It was successful though as I recall it required Tuck to enter the vehicle with the body work removed and then reinstalled around him. To say it was all over him like a cheap suit would be understatement. I believe Tuck returned the favor by air-mailing big block Chevy parts to Nisswa the hard way ending Render's chance to show what a FF driver could do with too much engine and not enough brakes. Lest we forget, there was that famed Eldon driver, Tom "Gopher" White, who was a man of significant stature and girth who refused to give in to the dark side and wore his little FF with pride.

Spence Johnson
126 Wedgewood Terrace
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**Deadline for the May
Tonneau is April 9th.
Please submit your material at
the LOL Board Meeting that
night or send it to Lois Bjelke.**

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Motorsports Memories

No. 3 - Ford's Indy Fiasco

By Harvey West

Preston Tucker was a born salesman, if ever there was one. Some have written him off as a con man, based on the alleged stock scam involving his innovative postwar automobile, only 51 of which were ever made. Others consider him a visionary who was victimized by the Detroit power structure and headline-seeking politicians.

But no one can dispute the fact that he was a rabid racing enthusiast. During the depths of the Depression, he approached Edsel Ford, Henry's bright but brow-beaten son, with an ambitious scheme intended to enhance the reputation of Ford's flathead V-8 engine. At the time, outlaws Clyde Barrow and John Dillinger had been extolling the V-8's prowess as a get-away car, but this was questionable endorsement, at best. Nothing you'd really want to feature in national advertising.

Tucker had teamed up with Harry Miller, whose creative genius was respected by Henry Ford, and formed an operation targeted at building 10 identical and revolutionary Ford-powered Indy entries. Old Henry finally bought in, with the stipulation that the funds come from the Ford dealers' advertising fund. In effect, most of the bucks did come from dealers, with Ford supplying engines and other components for the cars which were to be built for the 1935 race.

Then as now, things move slowly in the corporate world, and by the time everything was authorized and in place, work on the ambitious project

didn't really begin in earnest until March. Just two months to go from drawing board to track! But to Tucker and Miller, nothing was impossible, and Tucker all but guaranteed Ford a 1-2-3 finish in the upcoming "500".

Peter DePaolo, the affable winner of the 1925 Indy "500" was hired as team leader, and began taking applications from candidate drivers. The word was out that Ford had a big-buck effort going, and many hungry drivers wanted in.

Despite the impossible deadline, the cars took shape quickly and were truly innovative. The V-8 engine was installed backwards to permit front drive, and as many stock chassis components as possible were used. A modified '35 Ford production grill provided product identification. The low, streamlined silhouette of the cars made most contemporary rivals look clumsy. All four wheels were independently suspended, and suspension parts were contained in aluminum fairings to reduce wind resistance. The exhaust system was routed to a rectangular duct under the floorpan, another streamlining strategy.

Modifications to the flathead V-8 were not radical. Special intake manifolds were fabricated, and camshafts were reground. Aluminum cylinder heads supplied by Bohnalite and high-dome pistons provided 9.5 to 1 compression, and horsepower of the 221 cubic inch motor was in the 150 range.

With superhuman effort, the first car reached Indy on May 12. Practice at the Brickyard had already been taking place for a couple of weeks. DePaolo was tasked to give the car a demonstration run in front of a group of Ford dealers invited to the track for the occasion. In looking the car over, his heart sank. The steering box was located very close to the

left-hand exhaust header. He immediately realized that heat from the header would cook the grease out of the box, and bind up the steering. Also, he considered the gears to be undersized. He was told, "Don't worry about it, just drive it." He was right, of course. After a lap or two, the car began to be unmanageable. He refused to drive it, as did several of the hired drivers. DePaolo resigned from the team.

Frantic day and night work continued in Detroit to complete the rest of the team cars, and they slaved at Dearborn to get the engines ready. By this time, the Ford effort had high visibility, and old Henry made daily visits to check on progress, becoming increasingly grumpy. It got so bad that one of the key mechanics on the engine program got eight hours sleep in one week.

Various lubricant options were tried to solve the steering box problem. The construction was too far along to reposition and redesign the box, and those involved crossed their fingers and hoped for the best. A design flaw such as this was most uncharacteristic of Harry Miller, but the culprit was the completely unrealistic time schedule.

None of the Fords qualified until May 27, and only four of them made the race. Rookie driver Ted Horn qualified fastest of the Miller-Ford drivers at 113.2 m.p.h. By this time, Henry Ford was disgusted big time, and refused to attend the race and be embarrassed in front of his industry rivals and associates. It's a good thing he stayed away. The Fords dropped out one by one. Horn manfully toughed it out for 145 laps, and had to use both hands and brace his feet

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against the frame to try to steer the car into the pits.

Reportedly, the whole fiasco cost approximately \$200,000 in Depression dollars. Ford didn't return to racing of any type until well after Henry Ford was dead and buried. However, the Miller-Fords did resurface in various configurations after sale to private owners. In 1939, Cliff Bergere finished third at Indy with one of them, but powered by an Offenhauser. Two years later, the famous Novi V-8 made its debut in a former Miller-Ford, finishing fourth at the hands of Ralph Hepburn. And, Andy Granatelli nearly killed himself in 1948 attempting to qualify a Mercury-powered Miller-Ford. The ill-fated cars never raced again, but a beautifully restored example sits in the Indianapolis Hall of Fame Museum today.

Report cont. from page 1

February 18th, Board member Mark Knepper and myself took a day off and drove up to CBIR where we had a rather lengthy (over 2 hours) meeting with CBIR Manager, Scott Quick. I will tell you right now that I believe Scott, personally, is committed to bringing the SCCA back to CBIR. However, like many of you, I am not convinced that the ownership of the track feels the same way. This meeting was followed by a lengthy track "Progress Check", where Mark and I, along with Scott, drove the track and talked about the work that had been done and what we felt was needed. As I drove us slowly

around the track, stopping and talking about the various safety features of the track along with Scott's plans to enhance them, I could not help but look further ahead to catch a glimpse of the work already completed. For 45 minutes we drove and talked. My glimpses ahead were met with disappointment as we rounded Turn 9 and I saw that we were not looking at 50 to 70 percent, but more along the lines of 10 percent. Indeed, there have been many improvements to the property, but very few which were contributing to the safety of those who race on the track, or those who are working or spectating. The three of us talked about the various ways that safety could be improved, particularly in the areas between turns 8 and 10. All three of us were in agreement that a lot of work needed to be done. Some of the work being performed on the property has actually worked against the safety conditions of the track. New access roads and drainage culverts notwithstanding, a new convenience store and filling station has been built next to the NHRA Registration Building. The back-side of this store actually encroaches upon the run-off area between turns 8 and 9. CBIR ownership had decided that it would be beneficial to "ticketed" track patrons to have access to the store without leaving track property. This means paved walking and driving area. Also, with all of that pavement, there was a need to provide drainage. The outside of Turn 8 is now adorned by a drainage pond for the parking

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The Tonneau is the official publication of the Land O' Lakes Region of the Sports Car Club of America. Opinions expressed are those of the authors and do not necessarily represent those of the Land O' Lakes Region, its members, officials, or board of directors. Letters to the editor are always welcome. *The Tonneau* staff reserves the right to edit letters for length.

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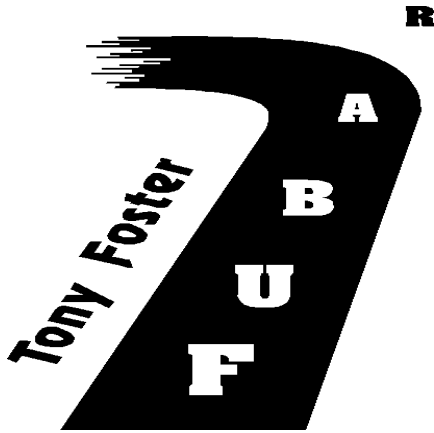
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Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads run for one month. If you want to place an *AD-LIB* or if you want your ad renewed, please call Lois Bjelke, 651-633-7096 or Email: testarossa@visi.com



A belated congratulations to the 2001 Year End Award Winners honored back in January. Two months ago I wrote about our most deserving Brooke Kinnard Award winner Harvey West. Other winners I was familiar with included Skogmo Awardee Tom Daly, who had a very busy year towing his ITB GTI all around the division to win the CenDiv Regional Championship going away, with wins at the Road America Kettle Moraine regionals and Blackhawk Farms. In between he found time to put one son through Driver School in a Formula Vee, and at the end of the year towed all the way down to Road Atlanta for a most respectable showing in a huge field at the American Road Race of Champions. The 2001 Racing Driver of the Year went to Scott Goolsbey. Scott scored National wins at Gingerman and Gratton en route to 2nd place in CenDiv National points in the hotly contested Spec Racer class. He then headed for the RUNOFFS where he qualified 9th and finished 8th, again in a very tough field on the difficult Mid Ohio course. Todd Jarvey won the Sportsmanship Award by graciously towing a broken down rally competitor to the end of a stage, only to have the towee best him in the final standings. And finally a big thank you to our *Tonneau* Editor Lynn Anderson

who took home the Judy Krause "Outstanding Worker" Award. Lynn fields a most competitive Vintage racer while putting in countless and thankless hours putting our monthly publication together.

As usual, the opening events in SCCA National racing plus all the major professional series have gotten underway with my car still slumbering in the garage. I did have a pretty busy February ferrying company award winners and honchos back and forth to the Winter Olympics. Unfortunately, due to security precautions the only way we could land our company airplanes at Salt Lake City was to make an intermediate stop at Grand Junction, CO. There we were obliged to shut down the plane and take all passengers and baggage into a hangar set up with complete FAA security systems to screen everyone. The security people were friendly and efficient, but this was a time consuming and ultimately expensive procedure for us, so most of our flights were into Wendover airport about 90 miles west of downtown Salt Lake. Landing there is just like entering a time-warp back to World War II, as the airport was a prime training base for B-17, B-24 and B-29 bomber crews in the early '40s. Virtually all the buildings remaining are on the national historic register, including the one large hangar where the crew of the Enola Gay went through specialized training prior to heading to the Pacific where they launched to drop the atomic bomb. The airport is only about a dozen miles from the site of the Bonneville speed trials, but at this time of year the racing surface is mostly under water.

Being a long time confessed Olympic junkie, I was disappointed that we were unable to get to any of the events, and I only spent one night in

Salt Lake, that being the final Saturday before closing ceremonies. The only event still in progress was speed skating about an hour south towards Provo. The closest we got to any Olympic venues was outside the stadium a half block from the torch, and later we got within 2 blocks from the medal plaza where people were hawking tickets for over a hundred for the "In Sync" performance (I passed). In the middle of Olympic weeks we also spent one long day back and forth to Daytona for the NASCAR opener. As usual, about the time the race was getting eventful I was on a golf cart heading back to the airport to get ready for our return flight before race end. Thus I missed the big crash which caught up our John Andretti car, which had been quite competitive through the first half of the race.

It seems NASCAR has painted themselves into a corner in their superspeedway events. Their quest to equalize all the cars with restrictor plates and spoiler-shaving has bunched the cars together in drafting packs, and made passing a long and drawn out affair. Thus the car being passed has plenty of time to view the attempt in their mirrors and move over to block. Such maneuvers were directly to blame for several of the crashes and spins and got all the drivers into a lather. The problem now is that the quest for close racing brings up major concerns over driver safety. With NASCAR fans hooked on what always seem to be close finishes, it will be tough to reach a happy medium.

A few weeks back I got a surprise phone call from Dick Roe, who has been contacted several times by a business owner in Worthington con-

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by Dick Dickinson

Due to the demands made at work as a result of 9/11 this will be my last SOLO Scene. **It will also be my official retirement as SOLO Chair.**

There are a couple things I was unable to accomplish during my term. First was to develop a marketing plan. There is a definite need for one for SOLO. We need to focus on attract-

ing participants at the SOLO level, and to focus on where the new participants come from. We need to find out what demographics we get our members from, and target that demographic. We need to attract new members for the club and the sport, and then expose them to the other disciplines of rally, racing, and corner work.

Event masters need to step forward early to submit their sanction, budget, and *Tonneau* advertising for events. The 2002 events should have all been submitted by March 1. The 2003 events should be completed by February 1, 2003. The earlier events are scheduled and calendared, the easier it is to attract participants. The first place people look is in *SportsCar* and *The Tonneau*. The earlier it's listed, the better for participants to get it on their schedule. People's

vacation schedule, race schedule, and social schedule are set months in advance. If there is a race scheduled and it's on a person's calendar, it's a lot less likely they will pick that date for a family reunion or trip. People work around what's scheduled and on their calendar first.

The calendar for the 2002 LOL Championship series is:

May 19, La Crosse, WI.

June 8 & 9, Fairmont, MN (need Event Master).

June 23, Eau Clair, WI

July or August, a two day South Dakota event.

August 7, La Crosse, WI.

September 22, the OCTOBERFEST, La Crosse, WI.

Ed note: The BOD has decided that no sanctions will be issued for Solo II until a Solo II Chair is found. Any Volunteers out there? Call a Board member!

few tall tales to your fellow club members. Chili dogs and pop will be provided with the business meeting at noon. I will see you all at the swap meet.

Vintage Perspective



by Brian Kennedy
President, VSCR

Thirty-five members of the VSCR attended our annual banquet on Feb. 16th, with old videotapes of Bahamas Speed Week playing on the VCR. Paul Busta spoke briefly of his experience taping at the Bonneville Salt Flats. Plans are being made to have Paul and several members of his staff videotape the BMW and VSCR event May 18 and 19. Copies of the event may be directly purchased from Paul Busta at a later

date. Check the VSCR web site at www.vscr.org.

My vintage car has been partially repainted, realigned (with some minor welding to retain said alignment), the motor and transmission inspected and fresh rubber has been ordered. Next on the list is the trailer and tow vehicle.

Spring should be early this year, so start your preparations now. Our annual tech is May 11th and Rich and Liz Stadther are accepting registrations for our VSCR/BMW event. Bill Groschen is finalizing plans for a VSCR race with the Porsche Club in August.

Our next meeting is a swap meet on April 6th at Quality Coach (612-824-4155), 20 W. 38th St. Mpls, (38th & Nicollet), from 9:00am to noon. Bring a few items to barter, check out Mark Brandow's latest project and tell a

FUBAR cont. from page 5

cerning a possible racing facility near the airport in the southwest Minnesota city. The man owns or has access to several hundred acres, and noise and environmental issues don't seem to be a problem. I'll be happy to pass on more information to LOL staff if there's any interest. No words on this summer's race dates at CBIR, but we keep hoping for the best.

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area of the convenience store. These elements were not present during previous inspections and would, most surely, grasp the attention of SCCA officials upon a subsequent inspection. Scott was aware of this and was open to suggestions from us as to how to address them. Mark and I are racers, not SCCA Track Analysts, but we had some ideas to which Scott was open and appreciative. We brought Scott back to his office in the tower and asked permission for Mark and myself to go back out to look at the track again and snap some pictures for reference. Scott was very accommodating and told us to take all the time we needed and to let him know if there was anything he could do for us. We shook hands and made our way back onto to the track. I have been personally acquainted with "Brainerd" since the early Donnybrooke days. The track has been around since 1963 and there are areas that most definitely show the years. A few of my most vivid memories of working and playing at the track were not just of the immense size of the track or the length of the front straight, but of the ditches and berms that surrounded the infield over most of the track. If you wanted to run across the track to the infield, you were faced with a two to four foot deep ditch that had a berm on the inside that would rise up from five to seven feet above the bottom of the parallel ditch. The earth is sandy loam and would not allow you to climb it easily without crumbling away in your hands. Close to the corner stations were wooden stairways that would allow you to climb up to the elevated infield. Today, almost 40 years since the track was completed, mother nature has taken her toll. Rains and natural erosion

have fought their way to make the infield level with the track surface. The ditches are now, for all intents and purposes, gone. They are now filled in with the washed out berms and topsoil from the infield. There are still some remnants of some of the stairs, mostly dry-rotted wooden posts and collapsed risers and treads. We took over 70 pictures around the track. Many of these pictures showed that the ditch was now non-existent in most places, as were the berms. Much of the berm has been reduced to being weak one to two foot tall ridges that are easily traversed by foot. Offhand I would say that there is no more than 200 yards of berm that would still impede the forward movement of a racecar. Scott realized this also and told us of his plan to harvest large amounts of top soil from the infield to add at least a two-foot cap on the top of the entire berm as it surrounds the infield. Further working toward the effort of containment, he said that the ditches would be dug back out when the berms were cut square once again and this material, too, would be added to the top of the berm to be graded flat. Folks, in my opinion, this would require a concerted, almost monumental effort to accomplish. Particularly when it serves no more purpose than to contain a roadrace car or motorcycle to the track. Remember that while roadracing is important to us, it does not pay the bills for CBIR. CBIR's earning potential is highest when it comes to ticket, camping and hot-dog sales.

With this information, the pictures and the review prepared by Mark and myself, the LOL BOD voted on the acceptance or rejection of the contract proposal by CBIR. The majority of the BOD felt that the proverbial swan song had been sung and

we, as an organization, needed to step away from CBIR until they have brought their track into compliance with the SCCA's safety requirements.

The SCCA-LOL Board of Directors looks forward to working with CBIR toward establishing a racing schedule in 2003 as well as the possibility of bringing Brainerd back to the Glory Days of Trans-Am and Can-Am. It can be done and I know it in my heart, but it will take a cooperative effort between both CBIR and the SCCA to make it happen.

Together, we fought a battle that was not ours to fight nor was it ours to win. We have offered our labor and funding to help bring this issue to a favorable conclusion. This Board has been literally consumed by the issue of racing at CBIR for more than a year now. It's time that we step back and take stock in ourselves and the varied interests of the organization.

Well, that's about it for this installment of the REport. Please keep those cards and letters coming. We still need your feedback to know if we are on the right track. Please read the minutes of the BOD meeting for the latest developments in LOL.

With best regards, I am
Randy Van de Loo,
SCCA Land O Lakes Region
Regional Executive

Who's new in Membership?

by Lois Bjelke

The Membership Report has not arrived from National as of press time. We will attempt to catch up next month.



FOR SALE: Single axle open trailer, new tires in '00, electric brakes, weather tight storage box (78"x36"x19"), two tire racks, canopy pole storage tubes, spare wheel/tire. Trailer used for FF, FA, and FC cars. Empty trailer weighs less than 800 lbs. \$800. Also, 86 Chev. Van, 162K, CD player, working AC and CC. Finished interior. \$1800 OBO. Jim, 952-884-1714 eves, 651-736-6941 days, jenash1@mmm.com

FOR SALE: 1969 Triumph GT6+ street or track. VSCR historic or w/ slight mods, SCCA Production. Fresh engine, less than 1,000 miles, no track time since complete rebuild. 11.25 to 1 compression ratio, head milled 0.100", ported & polished. enlarged intake & exhaust valves. Competition springs and pushrods, lightweight lifters, Triumph S-2 cam Bored .001" over. Magnafluxed rocker arms Triple Webers 40 DCOE carbs w/ K&N air cleaners, Stewart Warner adjustable electronic fuel pump, comp manifold, new stainless steel exhaust w/Supertrap adj. muffler. Full cage, 12 gal. ATL cell, Halon extinguisher, 5-point harness, American Racing wheels, beefed-up suspension, Spax adjustable shocks, uprated front sway bar and rear sway bar. MSD electronic ignition w/rev limiter, 3.11 and 3.89 ratio rear-ends plus other misc. spares. \$10,900. Call: Jim Green, jim.w.green@supervalu.com or 937-439-9712.

FOR SALE: 74' TR-6, French Blue w/black interior, 95% original w/all the key areas updated... new top, redlines, head work to burn unleaded, MSD elec. ignition, K&N air filters, spin-on oil filter, rear-end and suspension updated, no TR "squat", no rust, all records since 1990, some spares. \$11,000, Jim Green, jim.w.green@supervalu.com or 937-439-9712.

FOR SALE: Open wheel Club Ford Formula Ford or autocross. Price includes spares, rains, rear wing, work stand and trailer Ready to race, asking \$4800 Call 952-891-8002

WANTED: Your articles, pictures, "Letters to the Editor" etc. to publish in *The Tonneau*.

ATTENTION ALL EVENT CHAIRS

We want to publicize all Land O'Lakes Region events.

However it is up to the event chairperson to provide us with any ad copy that they want published in *The Tonneau*.

We can only publish information that we receive from event chairs.

We do not consider it to be our job to find the information in *SportsCar* or other publications. (They are not always accurate either).

You can e-mail your information to Lois Bjelke.

See page 4 for more information.



- April 2 Comp Board Meeting. Location to be determined. Alan Murray, 952-935-0083. Everyone is invited to attend.
- April 9 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.
- April 19 General Membership Meeting, 7:30 pm at The Thunderbird Hotel, 2201 E 78th St., Bloomington, MN. It will be "The LOL Pinewood Derby." Everyone is invited to attend.
- April 20 Arkansaw Tundra ClubRally, Arkansaw, WI, Eric Nelson, 651-260-9456.
- April 21 "Tax Brake" RallyCross, Arkansaw, WI. Mark Utecht 651-408-1203.
- April 26-28 Drivers' school and Regional Races, Blackhawk Farms, South Beloit, Ill.
- April 27 Novice autocross classroom. MAC, Dunwoody Institute, Minneapolis, MN., Dwight McCullough, 763-754-7111.
- April 28 novice autocross drivers' school, MAC, Midway Stadium, St, Paul, MN., Dwight McCullough, 763-754-7111.
- May 4 Wisconsin Glacier Trails National Rally, Richland Center, WI., Mike Thompson, 608-788-5018.
- May 4 "Rally Round The Kids" Regional Rally, Raceway Park, Shakopee, MN., Beryl Ann Burton, 612-529-6821.
- May 5 MOWOG 1 autocross, Midway Stadium, St. Paul, MN., Dwight McCullough, 763-754-7111.
- May 7 Comp Board Meeting. Location to be determined. Alan Murray, 952-935-0083. Everyone is invited to attend.
- May 11 Headwaters ClubRally, Park Rapids, MN., Karen Freund, 612-926-1722.
- May 11-12 Evolution Autocross school, Midway Stadium, St. Paul, MN., Dwight McCullough, 763-754-7111.
- May 12 Autocross, PCA, St Cloud, MN., Bob Kosky, 952-938-6887.
- May 14 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.
- May 19 Solo II autocross, LOL, La Crosse, Wi.
May 25-26 Double Regional Races, Blackhawk Farms, South Beloit, Ill.