



ATTENTION: ROAD RACERS

SUBJECT: LOL REGION ROAD RACING CHAMPIONSHIP SERIES

The LOL Region Road Racing Championship Series is in jeopardy of being tabled for a second year due to the lack of LOL sponsored events.

Below are relevant excerpts from the *2002 Land O'Lakes Region Road Racing Championship Rules* regarding this issue:

"The Land O' Lakes Region Road Racing Championship Series consists of all Regional Races sponsored by the region. The series provides an incentive for SCCA members to compete in all of the Land O'Lakes Region's regional races and also serves to provide a competitive series for drivers who do not want the extensive travel of the Division Championship Series or the pressure of the National points chase. It also provides an excellent training ground for new drivers, offering competitive racing within the region. The purpose of this series is to recognize achievements of drivers competing in LOL events and to promote and encourage participation in LOL Road Racing events by SCCA members." "Only events designated as Championship events will be counted." "Events must be calendared by March 1st, 2002 to be included in the Championship Series." "Non-Championship event additions may be made with prior notification by publication in the Tonneau and/or the Tonneau On-Line." "Drivers who start less than three Series races (four for classes eligible for the Restricted Regional) are ineligible for year-end awards."

LOL has sponsored two events (three races). Unfortunately, the Labor Day event that LOL is co-sponsoring is not hosting a Restricted Regional. The Board feels very strongly that the RR Championship Series should NOT be tabled for a second year. That coupled with the lack of LOL sponsored races is why **the LOL Board has approved a motion to acknowledge the October 5-6, 2002 Double Regional event at MidAmerica Motorplex the final event that will count towards the LOL Championship series.**

MidAmerica Motorplex is located in Pacific Junction, IA. Travel time is approximately 1/2 hour longer than Blackhawk Farms. For information, directions and hotel accommodations, please visit the racetrack's website at www.midamericamotorplex.com and make sure to review the upcoming issues of the Tonneau as well as LOL's website for additional event information.

As always, please direct questions or comments to any board member listed in this publication.

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The VINTAGE PERSPECTIVE does not appear this month

MEMBERSHIP MEETING NOTICE:

The next General Membership meeting will be at 7:30pm on Friday September 20, 2002. It will be "Meet The Candidates Night".



by Rick Albrechtson

The second event in the LOL Solo II Championship series has been run. The results are elsewhere in this issue of the Tonneau. For a parking lot Solo, it went pretty well. We had a lot of help from the Chippewa Valley Sports Car Club, who are getting re-organized after twenty or so years of inactivity. Many thanks to the club and John Menard for allowing us to use his lot.

During the set up on Sunday morning, the rain was mostly torrential, but it let up and there were only scattered puddles as the first car edged to the starting line at noon. Thirty-six cars managed five runs each. It was good to see competitors from the Eau Claire area again.

Now, back to planning for an event. Last month I talked about locating a facility and the lead time for calendaring the event with LOL. This month I want to look at the actual organization which has to happen in order for a Solo to run smoothly and safely.

Start by looking at what actually needs to be done before, during and after the event. BEFORE: A. The site

needs to be set up. At some point before any competitors arrive, the cones need to be placed, marked and the course checked both for debris on the track and to insure the course can be run safely. The event chair, Solo II safety steward, and several others should be enlisted several weeks ahead of the event to plan time to set the course. This could take place several hours before the event or several days, depending on what the site is normally used for. Plan several hours to initially set the cones and another hour to fine tune the course and eventually mark the cones. Consideration for timing is part of the set up. Permanent barriers, curbs, adequate run-off and cool down areas also need to be planned for. Spectator areas have to be considered and adequately marked/roped off. As I said earlier, a minimum of four people should cover this part of the preparation. Once the course is marked, a course map can be drawn and made available for competitors. B. Registration. We have found that three people can easily cover the registration process. Registration should open two to three hours before the first run is scheduled. At registration, competitors and all others who will observe at the site must first sign the waiver form. Minors must be accompanied by an adult and have a guardian sign the minor waiver form. At SCCLAC, we next ask all drivers to complete a registration form (copies are available from me). Each driver then pays the fee, is assigned a number, and prepares the car for technical inspection. After the car passes tech, the driver then takes the registration form back to registration. Registration personnel make a list of numbers, assign numbers to drivers, and make a label with car number, driver name, and class to be used to

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Motorsports Memories

No. 7-Nascar at Road America

By Harvey West

I think that today's Winston Cup cars would put on a tremendous show at Elkhart Lake, and that the place would be packed with spectators. It probably will never happen, since NASCAR already has a waiting list of tracks seeking a race date.

But, NASCAR at Road America wouldn't be anything new. Way back in August of 1956, the Grand National series (forerunner to today's Winston Cup) booked a 2-race weekend. NASCAR racing was largely a southern activity in those bygone days, and this was an early attempt to broaden the scope of the series, especially by including a road race on the schedule.

Saturday's 100-mile race featured "production sedan touring cars" of up to 3,500 cc (217 cu.in.) displacement. The exotic mix of small sedans on the entry list included Renault 4CV, Crosley, DKW, Volkswagen, Studebaker, Jaguar Mk. VII and Ford Zephyr. The total weekend purse for both races was \$18, 235. By comparison, last place at this year's Michigan 400 paid over \$40,000!

Several NASCAR regulars were entered in Saturday's small displacement sedan race, including Herb Thomas, Paul Goldsmith and Enoch Staley. Bill France, Jr. also competed, in a Ford Zephyr. At the finish, Goldsmith's Jaguar Mk. VII took the win, followed by Jerry Walters' Studebaker and Herb Thomas in a Ford Zephyr. The winning speed was a modest 59.2 mph. I'm sure many of the spectators drove faster

than that on the way to the track, but we have to remember that the narrow, hard tires of those days made for slow corner speeds.

Unfortunately, Sunday's weather forecast was grim, and the spectators were somewhere else. Less than 10,000 showed up. The weather was probably the main reason, but in those days many oval track stock car fans were bored or confused by road racing. And, those who preferred road racing most likely were put off by the idea of clumsy American family cars trying to race on the same track that normally hosted Ferraris and such. And, NASCAR had a relatively low profile, at least compared to today, when it's a household word.

Looking over the entry list in the program for Sunday's 252-mile Grand National race, such legendary names as Lee Petty, Tim Flock, Fireball Roberts, Joe Weatherly, Curtis Turner, Fred Lorenzen, Herb Thomas, Buck Baker, Marvin Panch and Frank Mundy appear, as well as others.

The start of the race was delayed for an hour by a storm, and the track was wet as the green flag fell. They didn't use racing slicks in those days, so it was possible to race stockers in the wet, up to a point. Pole sitter Buck Baker took the lead in his Dodge D500, but pitted early. Curtis Turner and Marvin Panch traded the lead several times. After building up a lead, Panch had an off-course excursion, as did most all of the other competitors, being unfamiliar with road racing, and with wet conditions in particular.

Tim Flock was the eventual winner in a Mercury, followed by Billy Myers in another Mercury, Fireball Roberts in a Ford and Paul Goldsmith's Chevrolet. Flock, who died a couple of years ago, will always be remem-

bered as the only Nascar driver to race several times with a pet monkey in his car. The monkey didn't come to Elkhart, however.

The average speed was 71.485 mph, really not too bad considering pit stops and the wet track. However, the disappointing crowd meant that NASCAR wouldn't be back for a return engagement. Later, successful NASCAR road races were held at the now-defunct Riverside Raceway for a number of years, and today, of course, we have Sears Point and Watkins Glen as yearly stops on the Winston Cup tour. Unfortunately, Road America was too far ahead of its time.

Much of the information in this article comes from Tom Schultz's excellent book, Road America: Five Decades of Racing at Elkhart Lake. I highly recommend it to any serious student of racing history.

LOL Web Page:
www.scca-lol.org

LOL Hotline:
952-885-6888

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post times during the event. Of course, they also are responsible for the waiver form signatures. C. Technical Inspection. Four people who have some automotive skill can handle the technical inspection. This consists mainly of checking to make sure the vehicle can safely run the course. The SCCA SOLO II rule book specifies what constitutes an unsafe (and not acceptable) vehicle. SCCLAC has prepared laminated sheets for our inspectors to use, to help guide them through the process. (Copies of this form are also available from me.) The event chair should not be involved in the registration or tech inspection (although I admit to attempting both when we are short staffed). With adequate numbers of workers, this allows the event chair to trouble shoot, answer questions, and be available to anticipate problems before they develop.

Next month I'll deal with what needs to be done during the event. Don't forget the next LOL sanctioned Solo II will be August 4 at the La Crosse Fairgrounds Speedway in West Salem, WI. A flyer should also be in this month's Tonneau. **(Ed Note: see above.)**

Rick Albrechtson, Solo II Chair

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Deadline for the September

Tonneau is August 13th.

**Please submit your material at
the LOL Board Meeting that
night or send it to Lois Bjelke.**

REport

Randy Van de Loo
Regional Executive

Smack dab in the middle of summer... Ah, this is the best time of year to be in LOL country! From some of the communications I have received, it sounds like the individual competition programs are moving along nicely, but not without some of the bumps in the road that we come to expect. As you saw in last month's Tonneau, LOL really needs help from YOU to keep the organization running smoothly, or at least with no more "bumps" than we have come to expect. We need people. People that really care what the needs are within LOL and are willing to commit some time and energy to the various programs and administration.

What positions need to be filled?

We have 3 Board of Directors positions that will be vacant soon. This is normal roll-off of elected positions. Hence we need, minimally, 4 candidates.

We need a Road Race Chair that will help organize the racing season and work within the soon to be ratified LOL Competition Board Charter.

We need a Worker Chair that will help bring continuity to the LOL competition calendar, so that we do not oversubscribe those workers we have available.

We need Race Chairs to help organize those events that we all love to

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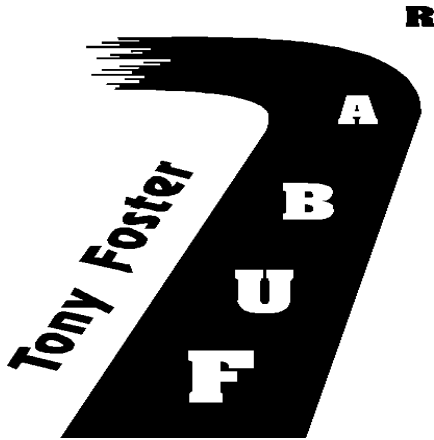
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Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads run for one month. If you want to place an *AD-LIB* or if you want your ad renewed, please call Lois Bjelke, 651-633-7096 or Email: testarossa@visi.com



It's past Independence Day and the June Sprints have come and gone. My feeble one car protest over FM/FF scheduling seemed to have little effect, as entries in the year's biggest National event again appeared to be pushing 500 cars in the eight race groups. Weather was good for the races, although a couple of sessions got some rain earlier Saturday. Other than myself there was a high level of LOL participation and I got a few first hand reports to augment the on-line data. Overall it seemed like a pretty good year for local drivers at the beautiful 4 mile track.

Steve Jondal did not record a qualifying time in Group 1 F500, but got it together on Saturday's race day with a 4th place class and overall finish. Mike Vrchota had his Vortech FV firmly on the pole after the smoke and rain cleared after qualifying, but undisclosed problems in the race dropped him steadily back in the 25 car field to finish 20th. Bruce Livermore brought his 8th qualified Citation home 5th while John Maurus was 15th and Bernie Schwartz 19th in Vees.

There were no local entries in the Sports Racer Group 2, but LOL drivers aplenty in the 40 car FC race. Steve Thomson had the pole after phase one of qualifying, and after turning a strong lap in the 2nd session, reported he "eased off" only to

have Mike Anderson and Andrew Prendeville jump ahead of him with hot laps late in the session. Steve reported the race was no fun, as early on the top two qualifiers jumped ahead, while Andrew's brother Doug made a run down the inside the first time into turn five, and knocked Steve off the outside of the corner exit. Thomson made steady progress back towards the front, and after a red flag bunched the field, had another shot at the leaders, when D. Prendeville pulled the same trick again, this time bending a track rod as Steve went off at five. Anderson went on to the win as Thomson struggled to hold on to fifth, and the Prendeville duo celebrated on the podium. The unhappy Thomson says "wait until we get back for the Cat" and Leslie also plans to run the National in her Vee. Jerry Szykalski gridded 5th but struggled with handling to finish 8th; Gerry Kraut dropped from 9th to finish 32nd. Chris Carlson was happier moving from 29th to 20th and Dan Bruggeman fell from 17th to 33rd. In the rich guy class Larry Connor went from pole to win overall in his Ralt 41 FA.

As usual, Spec Racers had the biggest field of the weekend (68 cars) with 7 local drivers making the show. Also as usual Scott Goolsbey headed the list, finishing where he had started in 6th in what was anything but dull in a typical SRF fracas. Jim Marinangel eked out the win by the barest of margins over Dudley Fleck. David Grant finished 12th, Tim Gray had a successful race moving up from 48th to finish 34th, Dan Deikel 50, Jim Gray 53, Don Bodin 56 and Bill Parenteau 63. Although only a few local racers appeared in race Group 5, former LOLer Bobby Archer led the group home in first in his T1 Viper. Pete Looby was 8th overall and 6th T1 in a Corvette. Harvey West had an-

other good run at Elkhart notching 4th in AS while Greg Smith was 6th in SSC. The GT cars started only 37 cars and both pole-sitter Tony Ave (Corvette) and John Schaller (gridded 5th in his Trans Am Camaro) were not running at the finish. Doug Sherwood had the most successful outing finishing 4th in GT3 from 3rd grid slot.

In Group 7 LOL finally had a winner, as Matt Downs pulled his namesake on a hefty FM field to score a half-second victory over former FF national champ Guy Cosmo, now running a Mazda. Dick Downs was 8th in class and overall. In FF young California hotshoe Charlie Kimball recovered from a first lap spin to hunt down and pass former winner John LaRue. Kimball is a Skip Barber "scholarship" winner, and reportedly very fast with Ivey engine and Avon tires on his PR1-prepped Van Diemen. Dave Hopple was the lone LOL FF entry, and had a good race with Scott Rubenzer in the new Piper to finish 6th. Dave had to take to the dirt early to avoid crashing cars driven by Shandelle Leonard, Tom Reinsel and Bill Kephart, but felt his older Piper was almost on equal footing with Scott. Dave also reported some in-car smoke from a shorted out transponder wire was a distraction, but his electrics held out until race end. It's strange how all these club mandated add-ons like transponders and fuel line ports always come back and bite someone on the butt. In the good news department, it was announced that next year FV will have their own anniversary race while FF and F500 will race together. This will leave FA, FC and FM in one huge mob, and I can already hear the screams of protest. I suggest FM with sports racers.

In the final race LOL made it back to back wins, with Mark Brakke dominating EP and overall in his Miata with

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Jon Brakke finishing third. Todd Heilicher was 3rd in GP (Rabbit) while Steve Pommer was 3rd in HP in his venerable Sprite.

Reading comments on the Formula Ford Underground I was shocked - shocked I say - to see less than favorable remarks concerning the Sprints Chief Steward. Maybe some year Chicago Region will enter the 21st century and realize they can't keep treating drivers as if the Stewards are teachers and drivers misbehaving first graders. Both drivers and stewards need each other to keep this program running, but can't we interact with civility? As a RM Steward stated, we must strive for Safe, Fair and Fun when conducting SCCA events.

Just before I received the last *Tonneau* (but well after the fact) I was truly shocked when Dave Hopple told me Jim Harayda had died. I met Jim when he was rapidly climbing the ladder of success in Formula Ford back in the early 80's and he had several great seasons behind the wheel of his 640 Lola. Jim's quiet and unassuming manner belied his excellent mechanical abilities and great driving talent. As is typically the case, lack of funding set in and he had to sell the Lola. I last talked to Jim over a year ago when he was putting together a Dulon basket case to run Vintage, and was looking for parts. Jim marks the latest in a list of FF drivers I have known and raced with who have passed on. They include Mike Maurer, Bruce May and Paul Bonansinga. Hope this is a trend that doesn't continue.

The Firecracker Races at Blackhawk Farms seemed to be a success, especially for the FF competitors in the East vs. West challenge series. Almost as many Fords showed up at Blackhawk (27) as were at the Sprints and they only had two F500s in the group to share the track. John Vlassis

won the first day in his Piper and Bill Luxon recovered from a loose wheel nut on Sunday to make it two straight for Piper. Jim Nash was a DNF Saturday, but came back for a second on Sunday. Bill Bergeron was a welcome returnee to FF with the former Hutchison Van Diemen, and started his season at the lightly attended Memorial Day B/H event. At the Firecracker, Bill was fourth on Saturday. On Sunday a rod end backed off and poor handling denied Bill a podium finish, but he's looking forward to the FF EWC races in August at Road America. I watched the sports cars at Elkhart last weekend on CBS, and the track still looks good despite the growing acres of sand dotting the course. I hope to make it at the end of the month for the CAT.

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participate in. The Race Chairs will be working with the Competition Board to improve communication and to help facilitate the sanction and ultimate success of the events.

Specialty Chiefs - we have a few Specialty Chief positions that are either open, or will be opening up at the end of this competition year.

The LOL Board of Directors has worked very hard to help streamline the administration process. Because of this, there will be far less demand on individuals than there has been in the past. It's sort of like moving a big rock with a lever. The more people pulling on the lever, the easier it is to move the rock. While we have not really added more people to the mix, we have made it possible for their efforts to realize success through channeling talents and delegation of authority. This means that we now have all hands on the lever and the

rock is moving.

If you can spare some of your time to help keep LOL on the road to success, please contact one of the LOL Board of Directors as soon as you can to get your name logged as a candidate. With your help, LOL will continue as a strong region within the body of the SCCA. Without your help, well, let's hope I don't have to write the article.

Keep those cards, letters, e-mails and phone calls coming. Your Board of Directors wants to hear from you!

Until next month, I am...

Randy Van de Loo



Ad Libs

FOR SALE: Light weight dual axle open formula car/sports racer trailer. Professionally built by Beltman North American. Features surge brakes, enclosed front end with large storage compartment, tire rack, tarp pole storage tubes, self-storing ramps and 4 new wheels and tires. Trailer is ready to tow but could use some TLC. \$500.00 firm. Call Scott at 952-922-1797

FOR SALE: SUCH A DEAL: Over 100 better to best quality VHS tapes, each one containing one or more exciting road races. Primarily Formula One from 1987 through 2000 seasons, plus '89 and '90 Runoffs and an assortment of CART and miscellaneous race related. Most of these tapes have only been recorded once, so you could use them for taping, viewing, or both. Prefer to sell them all at once, so make us an offer we can't refuse. Dave and Barb. teamk@tcq.net or 612-827-1450.

Who's new in Membership?

by Lois Bjelke

We have 1039 members, including six dual members. We gained 19 new members in May. The June membership update has not yet arrived.

Please be sure to keep us informed of changes in name, telephone number, and/or address.

Send changes to: Lois Bjelke, 251 16th Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096, testarossa@visi.com.

All other membership questions/concerns should be directed to:

John Parizek, 5646 Cedarwood Trail NE, Prior Lake, MN , 55372-1330, 952-496-1919, qlerkofcourse@msn.com.



Aug. 3-4 Double Regional Races, FTW at Mid-Ohio, Mansfield, OH.

Aug. 3-4 Driver's School & Autocross, BMW, St. Cloud, MN, Mylo Gustafson, 651-483-6391.

Aug. 4 RallyCross, LOL, Arkansaw, WI, Norm Johnson, 763-461-4943.

Aug. 4 Solo II, Autocross, LOL, LaCrosse, WI, Rick Albrechtson, 608-785-1773.

Aug. 10-11 Driver's School and Regional Races, MIL at Blackhawk Farms, S. Beloit, IL.

Aug. 10-11 National Races, WMR at Grattan, Grand Rapids MI.

Aug. 10-11 CART at Mid-Ohio, Mansfield. OH.

Aug. 11 MOWOG V Autocross, MAC, Hennepin County Tech., MN, Dwight McCullough, 763-754-7111.

Aug. 13 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.

Aug. 16-18 Ojibwe Forests Pro/ClubRally weekend, LOL, Bemidji, MN, Beryl Ann Burton, 612-529-6821.

Aug. 17-18 CART at Road America, Elkhart Lake, WI.

Aug. 17-18 Vintage Races, VSCDA at Grattan, Grand Rapids MI.

Aug. 24-25 Double Regional Races, CHI at Road America, Elkhart Lake, WI.

Aug. 24-25 National Races, NEO at Mid-Ohio, Mansfield, OH.

Aug. 31- Sept. 2 Double Regional Races, WMR/LSR at Grattan, Grand Rapids, MI.

Aug. 31 - Sept 2 National Races, LOL at Blackhawk Farms, South Beloit, IL.

Sept. 7-8 Double Regional Races, OVR, Mid-ohio, Mansfield, OH.

Sept. 8 Harvest Moon RallyCross, LOL, TBA.

Sept. 10 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.

Sept. 14 Yucatan Safari - National Tour Rally, LOL, LaCrosse, WI, John Emmons, 608-852-4386.

Sept. 15 Oktoberally - National Course Rally, LOL, Mike Thompson, 608-788-5018.

Sept. 16-22 SCCA National Run-Offs, Mid-Ohio, Mansfield, Oh.

Sept. 20-22 VSCDA at Road America, Elkhart Lake, WI.

Sept. 22 Solo II Autocross, LaCrosse, WI, Rick Albrechtson, 608-785-1773.

Sept. 28-29 Formula 1 at Indianapolis, IN.

Sept. 29 Mowog VI, Autocross, MAC, Midway Stadium, St. Paul, MN, Dwight McCullough, 763-754-7111.

If you have digital pictures that you would like to have placed on the LOL Web Page, e-mail them to Greg Youngdahl at gregy@deskmedia.com