



Volume 101, Number 12

December 2001

# The Tonneau

*Land O'Lakes Region, Sports Car Club of America*

## Report

**Randy Van de Loo**  
Regional Executive

First-off I have to tell you that I am honored to be chosen as your Regional Executive. Thank you for your confidence, support and friendship. I will endeavor to not let you down by doing the very best job I can.

Before I get too deep into the details of my introduction, I would like to take a moment to thank the outgoing Members at Large of the LOL Board of Directors. Through their efforts we have all enjoyed many hours of fun as the fruit of their labor, as well as the labor of the many sub-committees and boards within the infrastructure of LOL. I would like to add a special thanks to Greg Youngdahl, who has served, tirelessly, as your Regional Executive, and has brought great value to our program from many different perspectives. I am very

happy that Greg will continue with a seat on the Board of Directors as we work through the transition and beyond. Another big thanks goes out to the former Secretary, Shannon Murphy, who has put in literally hundreds of hours behind the scenes, as well as right smack dab in the middle of them, to be a great ambassador to LOL and our competition venues.

Allow me to introduce myself to those of you who may not know me. My name is Randy Van de Loo. Yes, the last name is Dutch and it's three words with the first and third words starting with capital letters. Oh yes, and while my name may read like an eye-chart, it's not my fault, because I was born with it! Okay, enough with my shot at humor!

Some of you may know that I am a racer. While over the years I have competed in many different forms of racing under numerous sanctioning bodies, my introduction to road racing started by hanging around with folks like Steve Strandemo and Bobby Lundeen back in the early to mid 70's. Steve was my mentor. He let

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**Mark Knepper** (the 5th place finisher in the BOD election) was appointed to fill the remaining one year term on the BOD vacated by Mark LaBarre who resigned from the BOD.

**LOL Hotline:**  
**952-885-6888**  
**LOL Web Page:**  
**[www.scca-lol.org](http://www.scca-lol.org)**

## CORRECTION

In the October issue, I accidentally dropped the sub-headline from Harvey West's article **A Mini History of racing in Minnesota Number 7** in a series. The sub headline should have read: **Late Model Stock Car Racing**. I am sorry about the confusion that my omission caused and sincerely apologise to Harvey, and hope that he keeps the articles coming in.

**Lynn Anderson**

## ***MEMBERSHIP MEETING NOTICE:***

**No December General Membership Meeting will be held. The January General Membership Meeting will be the Awards Banquet on Saturday, January 19th. The location is yet to be determined.**





by Dick Dickinson

**2002 Championship Series**

I envisioned an eight race 2002 Championship Series. La Crosse holds 3, Chippewa Valley (Eau Claire) holds 1 (run by La Crosse to train the new members) Basso Presto 2 (a 2 day weekend), and South Dakota 2 (a 2 day weekend). DCTC is still to my knowledge off the table so venues in the Twin Cities area are few and far between. I talked to a Basso Presto member who believed they would not be holding an event this year. I contacted Five Lakes Aviation and they are amenable to a SOLO event in 2002 hosted by LOL if Basso Presto does not sponsor one. We can still run a 2 day event in Fairmont but I need an Event Master and Safety Steward. If you would like to be that Event Master, call me.

I would like to get ALL the sanctions together in a pile and in to SCCA by the end of January. Then maybe we could get them all listed under a series banner in *SportsCar*, or at least get them all listed early in *SportsCar* as I know many people look there for dates and venues. The earlier we get the sanctions in and the schedule firmed up, the better position we are in. Next summer's schedules, both personal and racing, are getting filled in now. Let's strike now and get the dates firmed up and sanctions in. I am looking forward to a 2 day

event in Watertown, (hint, hint). As I said before, people are more willing to go farther for events, with the loss of DCTC here in the Cities. Plus if we get the dates early I can get the dates locked up on the Met Council Schedule. Which brings me to my next topic.

**SOLO organization in the Twin Cities.**

I know when I first started getting into SOLO racing, I was very confused. Acronyms abound. LOL, SCCA, MAC, MET, COM, my favorite - MOWOG, Basso Presto, SCCLaC, autocross, class, category, DS, DSP, and the ever popular BS. What I will try to do is sort out SOLO in the Twin Cities. First of all, we are members of Sports Car Club of America (SCCA) in the Land O' Lakes Region (LOL). There are two types of SOLO racing. SOLO 1, is high speed, requires a higher level of safety equipment on the car and a certified venue to run the event. Hill climbs fall into this category. SOLO 2 (or SOLO II), is a low to medium speed event with certain safety rules, and is the basic "run what you bring" category. LOL sponsors the "Championship Series" for SOLO 2 each year. Within the Twin Cities there is a club specifically for autocross (the old SOLO name), the Minnesota Autosports Club (MAC). They run a series of events called MOWOG (the name having something to do with British car parts). LOL SOLO 2 and MAC are members of the Metropolitan Autosports Council (Met Council), which tries to coordinate the scheduling of events of the member clubs, so we all don't run on the same day. Met Council members also exchange information on venues, and they sponsor a series. The Met Council is made up of 2 racing organizations, LOL-SCCA and MAC, and several marquee clubs, each dedi-

cated to their special marque, but holding SOLO or autocross events open to other Met Council club members. Among these are BMW Motorsports (BMW), Corvettes of Minnesota (COM), Suburban Corvettes Club (SUB), Volksparts (Vol) (these are water cooled VWs), Nord Stern Region Porsche Club of America (PCA) (Nord Stern) and National Council of Corvettes (NCC). Also out there are Basso Presto and Sports Car Club of La Crosse (SCCLaC), which are "sub" clubs within LOL of SCCA. I hope this sheds some light on the mystery. I'm running long so I won't attempt class and category this time.



**"Arizona — here I come!"**

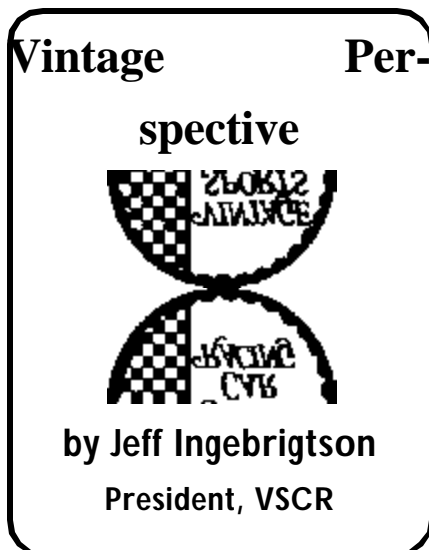
In April 1984, I joined SCCA, Land O' Lakes Region. Over the years, I have met many, many wonderful friends who are like family to me. With worker licenses as a Starter and F&C worker, I have traveled all over the U.S., experiencing the thrill of being a person 'behind the scenes' with either a checkered flag or a blue flag in my hands. So many memories, so many laughs, so many unique experiences - I will treasure them forever!

I now am moving on to another chapter in my life - a new career - a new state - and I'm sure, more new experiences. But my friends in LOL will always be in my heart, even though I will be in a different SCCA region and chapter. As they say — 'once racing gets into your blood, it's hard to let go!'.

Keep in touch! Let's re-connect at BIR — or Laguna — or maybe Road America (BRIC in July)!

**Judi Sievers**

ckrflag2000@aol.com



VSCR is now electing new officers, that is, accepting the services of volunteers, to keep the club going for another year. We have been very fortunate over the past few years to have club officers who are willing to continue on in their present positions. Daryl Fortier has done a great job as secretary, keeping track of the membership and the club documents and records. Our rules get modified somewhat each year to adapt to the evolution of vintage racing, and Daryl has kept track of these changes quite well. Daryl has indicated that he will be relocating to a different locale next year, and we will miss him. Long time VSCR member Keith Lindstrom is running for Secretary, and I have full confidence that he will do a fine job as well. Walt Duffy, who on a professional level is gifted with financial genius, has agreed to run for Treasurer for another year. Walt has maintained the club treasury at a healthy level, which may allow us to have a really good event next year. Brian Crombie is running for a repeat as Comp Chair. Brian has kept the annual tech program going, and because of it, getting through tech with other clubs is greatly streamlined for us. Brian Kennedy, our current vice president, becomes President for next year. Brian has

been an ardent supporter of the club with his participation, and along with his wife Michelle, who really knows how to organize, will provide good leadership for the club. Other club members who have contributed above and way beyond the call of duty are Bill Groschen and Liz Stadther. Bill has developed the Test and Tune days, providing us with a great venue to run our cars at speed between races, and makes a few bucks for the club as well. Liz has developed and refined our web site, VSCR.ORG, into a very informative site that keeps very up to date with club news. Bob Youngdahl has also contributed a lot over the past few years. John Daniels has agreed to run for Vice President. This will be my last column, and I now have the Merlyn frame up on saw horses, ready to receive the new roll hoop prior to the impending rebuild. This winter I am stationed south of Rochester, installing a new turbine generator, to keep your garage lights on. I have a Norton Commando with production racer body work that should be back on the road by next summer, so I hope to see some of you at Dulano's or Bob's Java Hut.

So keep smilin' and keep the faith!

**Jeff**

There is a rumor going around that **Beryl Ann Burton** and **Bruce Weinman** were recently married.

**Congratulations!**

*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. Anonymous letters will NOT be published.

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## TOMBSTONE TRAIL RALLY

The Tombstone Trail was one of the coldest and windiest of recent years, but everyone seemed to have a pretty good time. A total of 34 teams showed up in Cannon Falls, MN for the 24th running of the Tombstone Trail. Like last year, contestants had to travel around Goodhue County, trying to figure out where some pictures were taken. Thirty of the pictures were taken at cemeteries and 24 at other "special" locations such as mailboxes, ATMs and Adopt-A-Highway signs.

The Rallymasters came up with a new twist this year; the Goodhue County corn maze. One third of the "special" pictures were taken inside this maze cut from a field of corn. Of course, in October the corn is over your head, it was dark and on the night of the Tombstone Trail the maze was haunted. Participants never knew who or what was going to jump out and grab them from behind.

We figured that the winners would choose to do the corn maze since it counted for a third of the final score. Boy, were we wrong. The top three teams all chose NOT to do the maze. Turns out, through the process of elimination and some good educated guessing, that all of the corn maze pictures could be figured out without even going there! OK we learned something and you can bet that if we ever return to the maze, it'll be different.

Some folks got a bit of a thrill this year thanks to the neighbor across the street from one of the oldest cemeteries in Goodhue County. He hung a human scarecrow behind a tree in

the cemetery where it couldn't be seen until the person passed by the tree. I received quite a few reports about that one, and next time we use that cemetery, I'll stop and thank him for a job well done.

Leslie Schoenfelder and LaRae Ekblad took top honors this year, winning Class C and only missing three pictures. Second place went to Dane Christensen and Dan Meyer, who also finished first in Class B. Third overall and first in Class A went to last year's over-all winners, Al and Margaret Kintigh. Stu Tanquist and Jon Helberg followed with second in Class A and fourth overall. Keith Ohlendorf and Emily Burton-Weinman finished fifth overall and third in Class A.

Doug Atwill and John Wiersma, running their first-ever Tombstone Trail, finished first in Class D and eighth overall. The best story award went to Max Hinkley for his tale of a romantic encounter by some Tombstone Trail contestants running the event on their anniversary. The team of Linda and Bobbe Norenberg took home the most hardware with the coveted "dead last" award along with the trophy for the best costumes.

Thanks to Brad Odegard for doing the official pre-check, registration and scoring. Thanks to Rachel Larson for all your help in setting up the event and to Kristen (sorry, I forgot your last name) for helping with the trophies and being such a good kid.

You can find out more about the Tombstone Trail by looking at our website [www.marblesoft.com/tombstone](http://www.marblesoft.com/tombstone) or joining our online discussion group at [groups.yahoo.com/group/tombstonetrail](http://groups.yahoo.com/group/tombstonetrail). We'll post information there about the 2002 Tombstone

Trail to be run out of Rochester, MN.

Hope to see all of you next year for the 25th running of the Tombstone Trail!

### Mark Larson

Rallymaster



Not by our choice, but we received an urgent note from Cogeco regarding the relocation of our internet E-mail and Webspace accounts from Excite@Home to Cogeco Cable. Due to the financial challenges facing Excite@Home (filing for Chapter 11 Bankruptcy Protection), Cogeco, our cable internet service provider (ISP), is providing its own platform for customer E-mail and Webspace accounts to ensure a stable and long-term environment. Please note effective immediately @home.com will NOT automatically forward our email.

Our new email address is **thecoburns@cogeco.ca**. It is imperative to note that it ends in .ca NOT .com

If email is bounced back to you in the switch over, please redirect it to [thecoburns@cogeco.ca](mailto:thecoburns@cogeco.ca)

The Coburns Webspace will now be found at **<http://home.cogeco.ca/~thecoburns>**

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## A Mini History of Ice Racing Part 1: The Early Days

By Harvey West

One week, way back in 1952, I was having an even harder time than usual concentrating on my studies at Murray High School. The coming weekend, the St. Paul Winter Carnival was having sports car racing on the ice of Lake Phalen, featuring the same type of neat cars I had been admiring in Road & Track, and which were rarely seen on the streets of St. Paul in those bygone days. I was anticipating the event almost as eagerly as my first date the year before.

In those days, the Winter Carnival was a much bigger deal than it is today, and the local media gave the upcoming race heavy publicity. An enormous crowd was on hand for race day. The St. Paul police estimated the turnout to be at least 45,000 strong, and some estimates were as high as 70,000. There was a heavy duty traffic jam around the lake.

This was the first major event held by LOL, which then had about 45 members. The ice race was the brainchild of Activities Chairman Bud Stahel and Bill Peters. Unlike later ice races, this inaugural event featured a series of sprint races on a mile and three-quarter track with an irregular oval configuration. Endurance ice racing was still far in the future. Also, studded tires weren't used, but over 40 tons of sand and gravel were spread on the circuit to provide traction. Today, the DNR would probably have a fit over that. The front ends of some entries were covered with masking tape to protect paint jobs from being peppered by

sand.

The entry list was not large, maybe two dozen cars. The program started with time trials, and Eddie Jones in his Jaguar XK120 turned fast time, edging Don Skogmo. Jones was a seasoned racer of sprint cars, motorcycles and hydroplanes, who eventually gravitated to sports cars. He made a good living building parade floats. The opening race featured MGTDs and was won by Ben Kustelski. The 15-lap feature race included both large and small displacement vehicles. Jones again prevailed, followed by the Jaguars of Skogmo and Knox Stahel.

The success of this event encouraged Carnival officials to stage a repeat in 1953, with the track enlarged to two miles in length. The results of the feature race, "The King Boreas Grand Prix", were to make banner headlines in the St. Paul Pioneer Press on Monday. Two University of Minnesota engineering students, John Barlass and Chuck Moreaux, had spent \$750 building a chopped and channeled '32 Ford "sports roadster" which drew amused glances from the owners of the high-dollar sports cars against which it would be competing. Their smiles vanished when with Barlass at the wheel, the home-built special humbled them all, taking the win. Granted, the roadster was falling apart at the end of the race, but the results still had to be painful to the Allard and Jag drivers.

The races continued in '54 and '55, with five races held the latter year. In the race for 2000 cc and under modified cars, the hero was Russ Lee who won in a blown VW bug. I had seen Lee critically injured in a late model stock car crash at the State Fair, and it was good to see him back in action. Russ was one of

Minnesota's all-time great sprint car drivers.

In the 1955 event, a 5-lap "Queen of the Snows" race was held for lady drivers. Ruth Levy, a very accomplished driver from Minneapolis, won in an MGTD. The track was smaller that year, a kidney-shaped circuit measuring 1.3 miles. An estimated 15,000 hardy spectators braved 10 degree temperatures and intermittent heavy snowfall to watch Don Skogmo take the 25-lap feature in a Chrysler-Allard, followed by Chris Tanida's Jaguar M and the C-type Jag of Loyal Katskee from Omaha. A Corvette also competed. This may have been one of the first competition appearances of Chevy's new sports car in the nation.

For long-forgotten reasons, the Lake Phalen ice races disappeared during the late 1950's, resumed in 1960, were held for a couple of years, then temporarily ceased yet again. The 1962 event was particularly noteworthy, since it had national television exposure on CBS. However, the 40 degree weather made a mess of the racing surface, with competitors raising rooster tails of water and sand. Driving an open car must have been a real treat.

Ice races were held sporadically at other locations, with these low-key meets being comprised of short sprint races. During this era, icekhanas were extremely popular. LOL generally held three every winter at the Surfside Club in Mound, which was also the scene of some ice racing. Other clubs in and outside of the Twin Cities also sanctioned icekhanas at several locations. There was much

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**Ice Racing** cont. from page 6  
 more activity of this type than is the case today. One of LOL's icekhanas drew 75 competitors.

In 1964, a real landmark event was the first 100-mile ice race organized by Duluth's Arrowhead Sports Car Club. The inaugural race was held on Big Lake near Cloquet, with Fred Peterson in a Porsche being the first winner of the Minnesota Cup. With this advent of endurance ice racing, a blueprint for the sport's future in the Upper Midwest was created.

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me come to the track with him and taught me just enough to get me hooked. I would help out on the car at his home in south Minneapolis, and he would tell me stories (Steve was great with stories) about many of the races he had driven in. The ground-pounding thunder from his Corvette shook my bones and stole my heart. Bobby and I, as well as some of you, went to Steve's funeral in Park Rapids, Minn., last February. Steve passed away from a chronic lung disorder. His memory lives on in many of our hearts as he touched so many of us.

For the last two years my wife, Darlene, and son Jake, along with our Crewchief Jason Clapp and his wife Misty, have been campaigning a Honda in ITC. You may have seen our car named "Gotcha", generally sporting our favored number, "7". Prior to this car we built and raced a white American Sedan Camaro named "Trix", also with the favored number "7". We are currently building a Corvette named "Thumper" for roadrace competition. A little bird tells me that it, too, will be sporting the number "7".

Okay, now you know a little more about me from a personal standpoint.

Let me cut to the chase and introduce myself as your Regional Executive.

Last year I ran for a seat on the Land O'Lakes Board of Directors. I ran on the platforms of common sense and my being willing to listen. Over the last year I have done a lot of listening. Many of you have called or emailed me or just cornered me at the track. I've done my best to hear your concerns and to represent them at our board meetings. I will continue to do so.

LOL isn't just about Road racing, Rally, RallyCross or Autocross, it's also about people. Our workers. Our event Chairpersons and helpers. We need to pay particular attention to these people and to re-double our efforts to make sure they know just how much we really do appreciate them, because without them, we would not be having the events we do! The camaraderie they share with each other as well as the close competition we racers give them is most of what they need. But they also need to feel like they have made the difference for YOU, and the only way they will get this feeling is if you tell them! Please consider volunteering some of your time to help them take a much-needed breather. You might be surprised at just how much fun it really is!

**What has happened?**

Getting to the meat and potatoes of the hottest topic LOL has been dealing with over the last 5 months, I am sure that many of you are wondering what's happening with our racing program in regard to the racetrack at Brainerd. **To some of you this is old news, but please read it anyway, as there are some things in the works that you need to know**

**and understand.**

Two years ago, Colonel's Brainerd International Raceway (CBIR) failed an SCCA Safety Inspection. They, CBIR, were given a list of those items that needed to be addressed before the next competition season. I haven't a clue what happened to this list after it was given to the management at CBIR, but I think it's safe to say that it was "lost". As a Region, we were somewhat oblivious to the issues surrounding the concerns of the SCCA's Safety Inspectors. As a matter of fact, it would appear that this was possibly even forgotten for over a year as we continued to receive sanctions for our events through the 2000 racing season and the first half of the 2001 season. The first indication of trouble: The bad news was dropped on us, in July of this year, that we would not receive a sanction for any of our remaining events unless the track passed a safety inspection. Numerous calls were made to the management of the track at CBIR. The track was re-inspected on August 24th and found to be still out of compliance. Our request for a sanction for the traditional Labor Day event was summarily denied by SCCA Headquarters.

Your Board of Directors has worked diligently to try to retain this venue and have lost it. **But in the opinion of many, we've only lost it temporarily.**

**Where are we today:**

1) I have spoken, in person, with Alan Wilson of SCCA Headquarters about the way that CBIR was inspected and what was

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found. Alan has agreed to fly out to reinspect CBIR when we and CBIR management are ready.

2) There is a grass-roots effort led by Mike Allen and Tom Fuehrer, to bring work parties up to the track to perform some of the tasks that need to be done. We are currently waiting on communication from CBIR Management, and will follow-up shortly. To date, no work has been performed by our team of volunteers. By the way, we could use more volunteers, particularly volunteers who may have access to equipment such as Bobcats or Skid Loaders, as there will likely be a substantial amount of weight (barriers) and dirt to be moved.

3) We are in the process of removing all LOL Property from CBIR as we have never had an agreement with the current track management to store this equipment there.

4) The Board of Directors has appointed and implemented a new Track Relations Committee to handle all of the communication between not only CBIR, but any other racing facility we do business with. This committee reports directly to the LOL BoD, and through us, we will keep you informed. CBIR management has been asked **not to accept** calls from **anyone not on this committee** in regard to relations with the SCCA and Land O'Lakes. Currently serving on this committee are Rob Woolston and Deb Dahl, both of whom bring a complementing suite of skills to the table that will ensure we are in full communication with the racing venues we utilize. Please

do the entire LOL region a favor, do **NOT** attempt to contact CBIR by going around this committee. We share your concerns and are addressing them as quickly and completely as we can.

5) Yes, there are two new "proposed" racing facilities being built in Minnesota (Hibbing) and Iowa (Newton, close to Des Moines). We have sent them communication acknowledging their efforts and pledging our support in terms of possible contract dates. We also understand that the racetrack in Sauk Center (paved oval) is now under new ownership, and we will be contacting them to determine their vision for the facility. Yet another facility is being built close to the Council Bluffs, Iowa area, and we will, like the others, be in touch with them. We will let you know more when we know more.

6) We are working at securing Blackhawk Farms Raceway for our traditional Labor Day event in 2002.

### **FUD: Fear - Uncertainty - Doubt.**

Rumors have run rampant over the last year in regard to CBIR and LOL. Please do not help propagate these rumors, as many of them have done far more harm than you can imagine. Some have called the SCCA the Secret Car Club of America. This is not the case with LOL. Our board meetings are open to the General Membership, as they always have been, and we will keep you abreast of the details as soon as they are known and substantiated. Please understand that unsubstantiated information is just a fancy term for rumor.

### **LOL "Where's the beef?"**

Over the years, it would seem that LOL has fallen short of the mark in terms of participation and impact on the motorsports community. This is not necessarily true. Economics and lack of community support of our previously chosen venues have made a significant impact on not only the SCCA, but all of motorsports nation wide. There is light on the horizon, folks. New facilities are being built. Many more are in the proposition stage, but stand a very good chance of success. The business community has finally realized that because of "Fan Loyalty", their advertising dollars are well spent in the world of motorsports. This means that the opportunity for sponsor involvement is far greater than it has ever been.

I believe that LOL will have a GREAT 2002 Season of competition in all venues, and 2003 looks even brighter still.

### **Wrapping it up!**

Finally, I would like to encourage you to come to the meetings. If not the General Membership meetings, come to the Board of Director's meetings. Many of your friends, that you enjoy socializing with at your events, are there at the meetings as well. We have a good thing going here, but in order to keep any type of organization or friendship healthy, it requires maintenance and participation!

With best regards, I am ...

Randy Van de Loo,  
Land O Lakes Region SCCA  
Regional Executive  
[SCCA\\_LOL\\_RE@yahoo.com](mailto:SCCA_LOL_RE@yahoo.com)

# Who's new in Membership?

by Lois Bjelke

The monthly report from Denver has not yet arrived.

**We will be getting ready to order membership pins for those members with 10, 15, 20, 25, 30, 35, 40 or more years continuous membership in SCCA in the next month. These pins will be given out at the banquet in January. Make sure to renew within 30 days of your membership expiration to keep your membership continuous and your years of membership counting towards your pin.**

Please be sure to keep us informed of changes in name and/or address. Send changes to Lois Bjelke, 251 16th Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096.

All other membership questions/concerns should be directed to John Parizek, 5646 Cedarwood Trail NE, Prior Lake, MN 55372-1330, 952-496-1919, spinout@uswest.net.

## The IIRA 2002 Ice Racing Series Bigger and better than ever

by Steve Dunsworth

That's right, folks, 7 firm events and 1 probable new event. LaCrosse and Eau Claire are back on the schedule, which means Fish's and Dragonetti's. Lake Phalen will be celebrating the 50th anniversary of ice racing (and LOL events) this year, the Ashland event may move to Siren to replace the old snowmobile event, Lindstrom and Centerville are on again and better than ever, and Thunder Bay has a new format, running back in the harbour with sponsorship from the City (advance entry fees are only US\$65). At this time we are also talking with the folks up in Garrison about having an event on the lake in front of the Blue Goose. Whew! Who needs the Colonel. IIRA can provide as much fun as a body can stand. Class structures are simple, the organization is based on the idea that it should be fun for everyone, and remember, if it looks stock, it is stock. Rules and schedule updates are available on the IIRA Web Site [www.angelfire.com/mn/icerace](http://www.angelfire.com/mn/icerace)

and for up-to-the-minute developments, always call the IIRA voice mail and hotline at (612) 330-0080 for the latest news before heading out to any event. Yes, 2002 will be a great year to be ice racing. See you there.



Hi everyone,

After a 5-1/2 year stay at one location (a personal record), I have moved again. The new address is:

Shannon Murphy, 9581 Morris Circle,  
Bloomington, MN 55437  
Phone: 952-842-8042

I hope this address will be temporary as I have begun to search to buy my own home. The e-mail address will remain the same.

**Shannon Murphy**



**FOR SALE:** '99 Porsche 996 coupe, 28 k. mi., 1 season of racing. Many SCCA T1 and PCA B class and group wins. Euro M030 suspension with H&R springs. Factory M50 limited slip differential (Powerhaus II installed). BBS 3-piece racing wheels, 18x11rr., 18x8.5 frnt. Stock 17" wheels with full tread BFG R1 rains used 5 laps. MA Shaw frnt. splitter and big rr. wing with decklid. Factory aerokit side skirts and rear fender pieces. Full bolt-in cage with removable sidebars. Recaro race seat, seat back brace, Momo race wheel. New rotors all around. Beautiful, fast, incredibly reliable, unbelievably fun to drive, and 100% ready to race! All stock pieces for return to original condition. Great race/DE car, streetable. Over \$80,000 invested, sacrifice for \$60,000. Pete Looby (605) 339-6170.

**FOR SALE:** 1968 Corvette, T-top, 427 Cu. In., 390 hp, 4 speed, Posi-traction rear end, all of the vacuum systems work, fiberoptics all work. Nice car. Good tires. Many extra parts. Asking \$15,700. Call Mike Soltis 612-926-9243 for more information.



**Dec. 4 LOL Board Meeting, 7:00 pm, Parrish's,**  
**2176 W. 7th St., St. Paul, MN. Every-**  
**one is invited to attend.**

**No December General Member-**  
**ship Meeting will be held.**

**Jan. 8 LOL Board Meeting, 7:00**  
**pm, Parrish's, 2176 W. 7th St., St. Paul,**  
**MN. Everyone is invited to attend.**

**Jan. 19 (Saturday) LOL**  
**AWARDS BANQUET. Time and**  
**location to be determined.**

## 2002 IIRA Ice Racing Schedule

For your wintertime amusement, here is the latest information regarding the IIRA 2002 season racing schedule:  
 Racer/worker contacts,

- Jan. 12-13 Clam Lake, Siren WI. Dave Kapaun, (alternative site, Ashland WI) 612-281-4082
- Jan. 20 Lake Neshonoc, LaCrosse, WI. Rick Albrechtson 608-785-1773
- Jan. 26-27 Lake Lindstrom, Lindstrom, MN. Mark Knepper, 612-309-6866
- Feb. 2-3 Lake Phalen, St. Paul, MN. Pat Whitney 652-631-9611
- Feb. 9-10 Lake Altoona, Eau Claire, WI. Doug Christeansen, 715-832-0136 days
- Feb. 16-17 Centerville Lake, Centerville, MN. Dave Billingsley 651-407-9682 Feb .
- 23-24 Chippewa Park, Thunder Bay, ONT, CAN.  
 Thunder Bay Autosport Club, (alternative site, Mud Lake) FAX 807-625-5539
- Mar. 2-3 Lake Mille Lacs, Garrison, MN. (Tentative)