

# The Tonneau

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



## REport

*Doug Dill*

**Regional Executive**

When I was driving home from the Annual meeting in October, I thought to myself, "Land O'Lakes RE. What have I gotten myself into?"

But the more I thought about it, the more I like the idea. Matter of fact, I'm glad to have the opportunity to serve the Region. Not because of the promised doubling of my Board of Directors salary or perks like free parking at all LOL events and the use of the SCCA\_LOL\_RE@Yahoo.com email address for the next year.

The real reason I'm glad to serve as RE of Land O'Lakes region of SCCA, is because of the rich history we have, the exciting things happening today and the bright future in store for the region. The rich history covers award-winning road racing and rally

events, many Central Division and national champions and the astonishing people who have worked hard to ensure the events come together.

The exciting things happening: with our strong rally program, competitors and workers come from all over the country to our rallies. Matter of fact, we have people from around the world who show up at our events! The Solo events are drawing more entries and fun courses in different parts of the region. Rally Cross is drawing increasing numbers and becoming more competitive. Imagine that some of our Rally Crosses have brought competitors from other regions, just to see how it's done. Road racing is alive and well in our region, just look at the last Tonneau. It's full of pictures of people from LOL at the Road Racing Run Offs.

What about the Bright future?

- Well at this time, LOL is planning three road races and one driver school. SCCA National is

improving services to help us improve our events.

- Solo and Rally Cross are hot products. LOL should see more of both in the near future.
- Pro and club rallies in our region are getting stronger and improving events.

Not that it's all going to be a "piece of cake" to make this happen, the region will need to pitch in. We need your help to make these events happen.

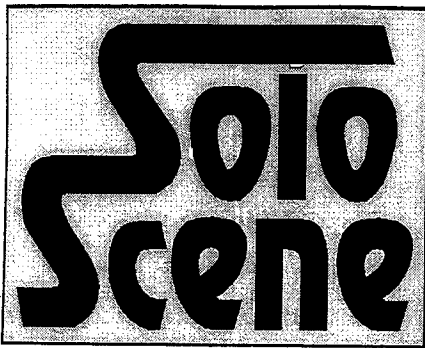
Another thing I think we have going for us are the people who make up the community of the Land O'Lakes region. As a group we have been working hard to keep improving our events and in turn are having more fun.

Yes, I am proud of our region and I'm more than a little happy to be it's RE.

In the future RE Reports, I'll be outlining opportunities for you get more involved. We need your help. If you just can't wait, call or

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**MEMBERSHIP MEETING NOTICE:**  
*The next General Membership meeting will be the Awards Banquet at 7:00pm on Saturday, January 18, 2002 at Thunder Valley, check the calendar on back page for details. See you there!*



by Rick Albrechtson

The Solo Scene will resume next month. We congratulate everyone who participated in our Solo season this summer.

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e-mail one of the members of the Board of Directors and let us know your wishes. You can improve our region, just by showing up at events, offering your ideas and supporting Land O'Lakes Region.

Thanks and I hope to see you soon.  
Doug Dill

**Deadline for the January Tonneau is December 12th. Please submit your material at the LOL Board Meeting that night or send it to Lois.**

**LOL Web Page:  
www.scca-lol.org**

**LOL Hotline:  
952-885-6888**

**LOL and The Tonneau need a new Ad Manager to start as soon as possible.**

**The Ad Manager is responsible for all paid advertising in The Tonneau and reports to the Board.**

**Contact Doug Dill for details.**

**ATTENTION ALL EVENT CHAIRS**  
(Solo, Rally, Rallycross, Road Racing, HPCC, etc.)

You are encouraged to place an ad for your event in *The Tonneau*. You are also encouraged to have your event listed on the LOL Hotline. Please submit your ad copy as soon as possible before your events. Deadline for *The Tonneau* is the BOD meeting. Call any Board Member about the Hotline.

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# Motorsports Memories

No. 11— Past Classes

by Harvey West

Back in the mid-fifties through early sixties, which some geezers like myself consider the golden age of sports car racing in the U.S., the class structure was quite unlike what we have today.

We were looking at basically two overall categories of closed wheel cars: production and modified. Formula racing was represented primarily by Formula Junior, which came into being here about 1960, and Formula 3, which had become a national class in '54, and stayed around until 1963. Formula Junior disappeared as a national class a year later, when Formula Vee came upon the scene. Formula 3 racing migrated here from England, and utilized rear-mounted 500cc motorcycle engines. Formula Junior originated in Europe as a training ground for aspiring Formula 2 and Formula 1 drivers. It started with small displacement passenger car engines in lightweight, front-engine chassis but quickly lost its affordability and morphed into a "car of the month" club as engines moved to the rear. Coopers were the dominant marque in Formula 3 racing, while Formula Junior saw a wide variety of makes including Elva, Stanguellini, Lotus and Cooper, and power plants ranging from the 3-cylinder DKW to BMC four bangers.

Production cars were truly that, and were probably more "stock" than showroom stock is today. No fender flares, "prodified" engines or other innovations

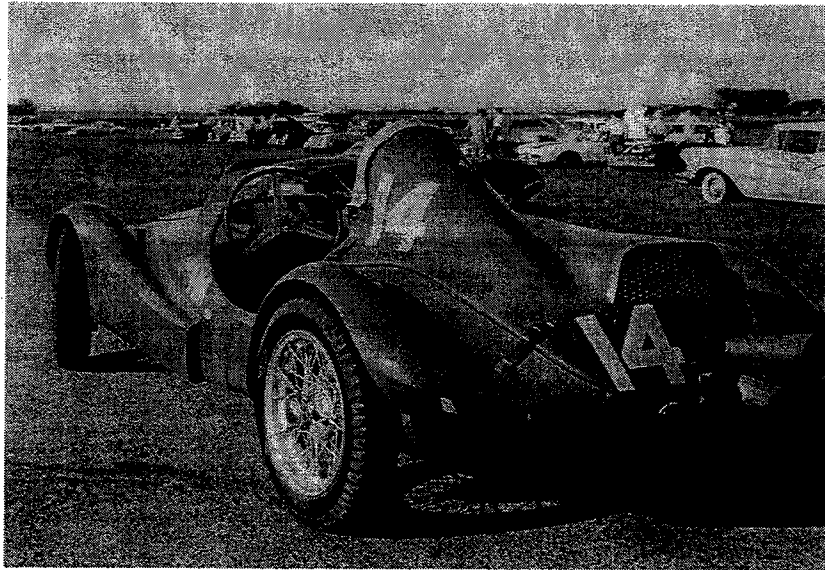
which later escalated the performance of production race cars, at the expense of reliability and affordability. Classes ranged from A Production down to J Production, and were originally based primarily on displacement. A Production covered the big honkers like Corvette, Ferrari Berlinetta and later, Cobra. At the other end of the spectrum, the seldom-entered J Production class was for the tiny English Berkely.

Today, we still have E, F and G Production classes, but the rest have vanished, being merged into the GT

classes. The B Production class was dominated by small block Corvettes, while C Production was contested by various models of Ferrari, Jaguar X K 1 2 0 M, Porsche Carrera, AC Bristol and the ugly but fast Daimler SP250. The old D Production class was initially the playground for the Austin-Healey 3000,

Mercedes 300SL, Alfas and later, the Triumph TR4.

The variety of the modified classes was most interesting. At the top of the food chain were B and C Modified with large displacement American V-8 power dominating. Allards and Cunninghams were the cars to beat in the early 1950's in B Modified, and homebuilts such as the Echidnas and other specials followed, with the Scarabs bankrolled by



If my fading memory is correct, this is the H-Modified Giaur driven by John Wessale at the LOL races at the Mankato Airport in 1960. I recall that this very rare car was powered by a modified Mercury marine engine. I wonder if this neat car still exists today?

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## Motorsports Memories

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Lance Reventlow taking over by the early sixties. D-type Jaguars, Listers with various engines and Jim Hall's Chaparrals ruled C Modified in the early sixties.

An interesting mix of makes appeared in D modified, including Ferraris and the "Birdcage" Maserati. Other Ferrari models and the Porsche RS60 and RS61 were strong E Modified contenders, while F Modified was dominated by the Porsche RSK and later, the Lotus 23. Osca, Lotus, Elva and Bobsy could be seen on G Modified grids. The forerunner of today's D Sports Racing class was H Modified. Osca, Bandini and many homebuilt specials competed in this small displacement class, and Crosley and 3-banger Saab engines were common power plant choices. There was also a rarely-entered, short-lived I Modified class, home for the oddball Berkley.

Interest in sedan racing prompted SCCA to create the A, B, C and D Sedan classes around 1966. American pony cars held forth in A Sedan, while a wide variety of foreign vehicles contested the other three classes. The small sedans were eventually absorbed into various GT classes, and A Sedan was reinstated in 1992, albeit with fewer modifications permitted than formerly.

Most Tonneau readers are probably too young to have seen the cars of the past in action, but

they can get a taste of those great days by attending the annual Brian Redman International Challenge at Road America. When Sharon and I go to this event each year, it's a neat trip back to those happy bygone days. Who says you can't relive the past?

**This is the time of year when LOL starts appointing chiefs of specialty and looking for help running our various programs. If you are able to help in ANY capacity, please contact a board member (see listing on page 2. LOL can't do it without YOUR help.**



**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](mailto:gregy@deskmedia.com)**

*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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