

Volume 102, Number 2 February 2002

The **Tonneau**

Land O'Lakes Region, Sports Car Club of America



2001 YEAR END AWARD WINNERS

ROOKIE RALLY DRIVER OF THE YEAR:

Jim Cox

ROOKIE RALLY NAVIGA- TOR/CO-DRIVER OF THE YEAR:

Kaari Cox

SOLO II ROOKIE OF THE YEAR - RESTED

RACING ROOKIE OF THE YEAR - RESTED

RALLY DRIVER OF THE YEAR:

Todd Jarvey

RALLY NAVIGATOR/CO- DRIVER OF THE YEAR:

Rich Faber

SOLO II DRIVER OF THE YEAR:

Steve Jones

RACING DRIVER OF THE YEAR:

Scott Goolsbey

SKOGMO AWARD:

Tom Daly

CREW MEMBER OF THE YEAR:

Ben Faber and Lexy Glowaski

BROOKE KINNARD AWARD:

Harvey West

SPORTSMANSHIP AWARD:

Todd Jarvey

SHELBY HOCKERT PROCK AWARD:

RESTED

JUDY KRAUSE AWARD:

Lynn Anderson

RON MANN AWARD:

Shannon Murphy

**LOL Hotline:
952-885-6888
LOL Web Page:
www.scca-lol.org**

**THE 2002 LOL REGION
ROAD RACING
CHAMPIONSHIP RULES
WILL BE PUBLISHED
NEXT MONTH**

MINNEAPOLIS AUTO SHOW WORKERS AND CARS ARE NEEDED

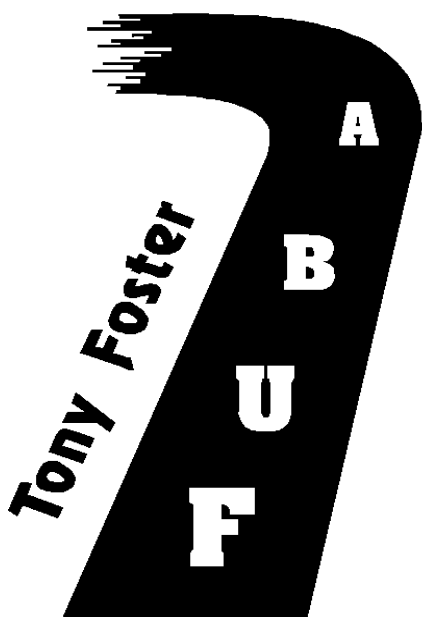
It's time again for the annual Greater St. Paul and Minneapolis Auto Show. Dates are March 9-17.

All we ask is for you to hang out and talk about cars and the SCCA for a few hours. Each worker gets free entry and should have plenty of time to explore the rest of the show.

This is an easy way for you to help the club and have some fun at the same time. Where else can you volunteer time for an SCCA event without the possibility of standing in the rain?

We already have a vintage F5000 car, two ProRally cars, GT and IT Road-Racing cars for the show. If you know of the availability of a current Formula car or a Solo car that would represent the club well, please let us know. Please contact Joe Rothman (day or evening) at 952-949-0873 (Email: Joe@gpqms.com)

***MEMBERSHIP MEETING NOTICE:
The February General Membership Meeting will be held
at 7:30pm February 15th at The Thunderbird Hotel, 2201
E 78th St., Bloomington, MN. It will be "Rally Night".***



Due to work commitments, I will miss this year's LOL Awards Banquet for the first time in several years. I also will not be on hand to pass on the Brooke Kinnard award which I was honored to receive last year. However, even though I'm writing this a week before the Banquet, I have some inside information on the winner so will get this into the next Tonneau with further banquet information included later.

We had a strong slate of nominees for this year's award including Tom Daly, Randy Van de Loo and David Watson. Unfortunately these three gentlemen were up against the proverbial 2,000 pound gorilla. Harvey West celebrates his 40 year anniversary with LOL this year. The past 24 years saw Harvey competing in road racing (over 250 SCCA starts) with 11 years qualifying for the Runoffs. Despite some serious health problems in the past two years Harvey has continued driving a full schedule of races including Runoffs visits both years plus 8 Regional wins during this period.

R During Harvey's years with LOL he has served as a corner worker, Board member, Secretary and Assistant R. E. He has instructed at Driver Schools and offers strong encouragement to new drivers while loaning tools and parts to long time competitors. We are all continuing to enjoy Harvey's ongoing series on racing history in our area. Harvey West certainly "exemplifies the characteristics of the amateur driver." I am proud to pass on the Kinnard trophy to Mr. West.

Over the past racing season the trials of LOL racing at CBIR have been mirrored by the trials of CART attempting to remain a viable force in open wheel racing. Despite fielding a race series featuring high-tech teams in a very close championship chase with a record number of individual race winners, CART seemed to take every opportunity to either shoot itself in the foot or suffer unbelievable bad luck. With publicly traded stock heading in the direction of Enron holdings and CEO Joseph Heitzler leaving under pressure, it appears that although fielding a technologically inferior product with second string driving talent Tony George's IRL operation may take control of U.S. based open wheel racing by default. Perhaps Chris Pook can restore some stability to the series, but with engine builders and Penske deserting CART there are some serious leaks to be filled.

There are three CART races within range of the LOL racing fan in Milwaukee, Chicago and Elkhart Lake. I have enjoyed the races at both the latter venues over the past two years as the cars truly define racing spectacle. But as John Zimmerman warns in this month's RACER magazine column, you had better catch them while you still can.

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Motorsports Memories

No. 1 - Club Racing's Roots By Harvey West

Generally, the 1948 SCCA road races through the streets of Watkins Glen are seen as the emergence of what is today club racing. However, the clock started ticking long before, during the early years of the Great Depression.

Professional road racing in this country had begun even earlier, with pre-World War I events at places like Santa Monica, Corona, Elgin and Savannah. But these meets featured the serious, money-hungry Indy drivers of the day, luminaries such as Bob Burman and Ralph DePalma. By comparison, the early 1930's races were amateur competitions in every sense, practiced by well-off young gentlemen who would be insulted at the very idea of prize money.

The initial venue for this sporting activity was on private land owned by Barron Collier, whose fortune was made in transit advertising and other ventures. His sons Sam and Miles and their friends constructed an extremely narrow 10-curve, 3/4 mile dirt road course called "Sleepy Hollow" which saw average speeds of 30 to 40 mph. From this very modest beginning, the New York Region of the grandiose-named Automobile Racing Club of America (ARCA) was formed. This is not to be confused with the ARCA organization that sanctions stock car racing today.

An ARCA Boston Region was also formed in 1934, with a similar track being built at Wayland, Massachusetts on the property of one Alan Bemis. A third circuit, Marston's Mills, was constructed on Cape Cod.

This trio of New England venues marked the revival of closed-course road racing in the U.S. The professional road racing activity had generally ceased many years earlier.

The combined membership of the two ARCA regions was initially fewer than 50 people. No driver's school or competition licensing was required, just a membership card. Until 1935, cloth helmets sufficed. Seat belts were unheard of. An esoteric mix of cars ran, including Miles Collier's Riley, early MG's, a modified Austin Bantam, various Alfas and Bugattis. All three ARCA venues were dirt, and were fairly well attended by spectators.

In 1935, ARCA sanctioned the first Climb to the Clouds on the Mt. Washington Toll Road. John Rueter took fast time in the Old Grey Mare, a Ford V-8 special comprised of parts from 10 makes of cars. This same hybrid would later compete in the early Watkins Glen events after the war. The same year, five races were held on a public road circuit in the town of Alexandria Bay, New York.

The following year, an 80-mile race was booked at Memphis, Tennessee as a feature of the annual Cotton Carnival. At about this time, Briggs Cunningham became active in ARCA, was later to make his name in SCCA, and is still revered for his diligent efforts at LeMans. There was even some factory interest in ARCA racing, as Willys constructed a team of very attractive cars based on the Willys "77", an early day compact.

In 1937, ARCA scheduled an event at Roosevelt Raceway, which was the venue for the 1936 and 1937 Vanderbilt Cup Races, at which Indy drivers and Grand Prix stars faced off. ARCA used only a portion of the 3.3 mile circuit for their event.

A noteworthy race occurred at Alexandria Bay in 1939, when George Weaver drove his ex-Malcolm Campbell Austin to victory. He also won the small car class at Montauk Point, took a fourth in the Climb to the Clouds and clinched the ARCA championship. He'd continue to make his mark after the war, especially at Watkins Glen.

The ARCA event having the greatest visibility and largest crowds took place at the New York World's Fair on October 6, 1940. This was to be the last race sanctioned by ARCA. Maserati, Alfa, Bugatti, Aston Martin, BMW, Delage, Ford and Austin vehicles competed. None other than 1915 Indy winner Ralph DePalma drove the pace car, a 1914 Stutz Bearcat. Frank Griswold was the winner in a single-seater Alfa which was later to be entered at Indy when the running of the "500" resumed in 1946.

At the eve of World War II, the ARCA membership stood at 136. The club served as the nucleus for the SCCA. Well before hostilities ceased, a group of enthusiasts in Boston formed SCCA in February of 1944. Today, our membership is 62,000 plus. We owe a debt to the visionary young sportsmen of the early 1930's who laid the groundwork for today's club racing program.

Deadline for the March

Tonneau is February 12th.

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

REport

Randy Van de Loo

Regional Executive

Well now - you see, another month has gone by in the blink of an eye. A few more blinks and we will be watering the lawn again! Wishful thinking - I know.

There's something you need to know about your Board of Directors and Specialty Chiefs. What you have here is a group of individuals that have shown selfless dedication to the task of managing your club for you. Some of these people have been doing the same jobs for a very long time. Then again, some of them are relative "Newbies" like myself and most of the Board of Directors. Your support of them is part of what keeps them going. Like the "Workers" that are trying to ensure your safety at an event, these men and women are doing their best to see to it that you have a good time and a safe time. That someday you will be able to look back and say - Yeah man, that was a blast!

One of the things I am trying to do as your Regional Executive, is to keep my promise and to listen to you. You've kept me on my toes with phone calls and emails. This is a good thing. I've gotten and processed a lot of feedback. Some of it good and some of it, well, not so good. In any case, this communication is a key element in making LOL what YOU want it to be. While I am on the subject of communication, I would like to tell you that something very interesting has happened with the cur-

rent Board of Directors. We have found that we are all connected via email. This has enabled us, as a group, to examine many things and to discuss them while they are still current topics or hot issues rather than to wait up to a month for another Board Meeting to discuss them. Many times these discussions take place during a normal business day or even late in the evening while most sane people are sound asleep. This has enabled your BOD to be far more dynamic in their ability to act and react when needed. In a sense, we are becoming a full-time BOD by virtue of our electronic connection. I have received one communication that, in a sense, warned me that I may be fostering something that could be construed as a "Secret" BOD meeting. I want to assure you that this is, most definitely, not the case. All issues that we discuss on the telephone and over email are brought up and made part of the record during our regular monthly Board meetings. In addition to that, I am keeping a log of all emails that the BOD send back and forth as an audit trail. Why am I telling you all of this? Because LOL is YOUR organization and you have a right to know. In any event, I feel that this linkage between us has allowed us to do many things in a very short period of time. We are enabled!

A lot has happened over the last month here in LOL. Rob Woolston, your Assistant Regional Executive, & myself have taken part in a couple of conference calls with all of the other Regional Executives in the Central Division to hammer out all of the details of the CenDiv Roadracing calendar for 2002. We were very much part of the solution to the woes of CenDiv's competition Calendar. It

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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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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

Who's new in Membership?

by Lois Bjelke

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

Vintage Perspective



by **Brian Kennedy**
President, VSCR

My first car was a 1966 Mustang 2+2 four years old with 60,000 miles. Gas was \$.29/gallon and hamburgers

at McDonalds were \$.15 each. I liked the car so much I still drive the same make and year car. Computers had not found their way into our cars and life was easier. Most of our VSCR members are working on or thinking about working on our vintage cars in preparation for the 2002 race season. Greg Wold has less time than most of us, as he plans to display his car at the Mpls. Auto Show with LOL. Our vintage cars fatigue with age, and more scrutiny of suspension parts is required. Our no-contact rules minimize the repair and replacement of bodywork, and a few hours of paint chip touch-up will keep the cars looking as they should. Most race fans like the appearance and diversity of the cars in our group. Rich and

Liz Stadther have volunteered to be Event Masters at our VSCR race May 18-19 at B. I.R. in conjunction with the BMW Club high speed school. We will need additional assistance from club members to make this a success; if asked, help where you can. We are looking into the possibility of another VSCR race with the Porsche Club Aug. 25-26 at B.I.R. Our race schedule will be set Feb. 16 at our annual banquet, Ramada Inn Bloomington. We invite LOL drivers to our test dates at MHSC in St. Cloud. Our first date is May 11. For updates on our race schedule and club meetings check out our web site at www.vscr.org maintained by Liz Stadther. Thanks Liz. That's all for now, see ya at the club meetings.



by Dick Dickinson

This month finds us reminiscing about last year and looking forward to the new season. Last year we had seven events with a 42 car average. It was a total of 295 entrants. I wish to thank Harry Aro for being Points Keeper and hope he will continue this year.

The 2002 Championship Series is shaping up. May 20 La Crosse, June 8 & 9 Fairmont, June 23 Eau Claire, July open (probably a 2 day in SD) August 4 La Crosse, and the ever popular season finale September 22 the Octoberfest in La Crosse. I have talked to South Dakota and they are working on firming a date and hopefully it will be in Watertown at the newly resurfaced airport.

Last but not least to Event Masters. To schedule and run an event you need to submit three things. One is the sanction and insurance form. When signed it is submitted to SCCA and the event is listed in *Sports Car*. Two is a budget for the event. Three, and very important, advertising for *The Tonneau*. The earlier we get the three items the sooner we get the event listed in *The Tonneau* and in *Sports Car*. So lets get with the program and get the paperwork done now

As an observation, there is a disconnect I see with the SOLO Chair job. The sanctions go to the RE or designee and the financial settlement goes to the Treasurer. Both of these leave the SOLO chair out of the loop so to speak. I do not know the resolution to this, I'm just bringing it up. We are currently looking for a SOLO Chair for this next season. Any volunteers out there?

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seems that there were too many National Events that were taking place on adjacent weekends. Because of this, there was a lock on the calendar that was not about to budge because no one wanted to give up their National event to let someone else "win the battle". We, LOL, decided to work with Milwaukee Region to allow them to remove their Memorial Day National weekend and to team up with us as well as Blackhawk Valley Region and Chicago Region to put on a Double National race weekend on Labor Day at Blackhawk Farms. This is still LOL's event, as it is our traditional event, but we will be putting it on in conjunction with 3 other regions. In addition to the Double National race, we will also be putting on a Restricted Regional race, which will most likely be the IT classes only.

WAIT A MINUTE - What about the OTHER classes?

Don't despair. As part of this agreement, we will be taking Milwaukee Region's Memorial Day event weekend at Blackhawk Farms. With this weekend, we are currently on the schedule to put on a Double Regional and a Vintage race. Milwaukee Region has also told us that they will help us with Chairing and Staffing the event. Finding Workers for an event such as this should not be a big problem.

What about Brainerd? Well, like I said. A lot has transpired in the last month. Your Track Relations Committee (TRC) has been in contact with CBIR management and have come to a verbal agreement on acquiring the second weekend in September (6,7,8) to host a Regional event(s). We still have to hammer out more of the details and get an approval from CenDiv, but we do not anticipate a great deal of trouble in making this happen. As some of you may know from looking at early releases of the CenDiv Competition Schedule, we were to host a Re-

gional event at CBIR in mid-May. This will be stricken from the schedule as CBIR went ahead and leased the track to another organization.

Okay - CBIR - Where are we with the repairs etc? Has it been re-inspected yet? Who, What, Why and When?

The TRC has been in regular contact with CBIR management over the issue of repairs. From what we are told, so far, many of the items have been addressed. There is still more work to do and they, CBIR, are looking forward to having a Track Clean-up day in April where we, (you, and you and you wayyy over there) can take a day trip to the North Country to push brooms and help with some of the other tasks at hand.

Most of the Board feels the same way I do when it comes to how much "air" time we are giving the Road-racing part of our program. We all feel badly that we have not had the opportunity to explore more of the needs of SOLO as well as Rally and their offspring. Rest assured, we have not forgotten you. Your programs are very important to you and they are very important to us as well. It is unfortunate that so much of our time has had to be dedicated to the resurrection of our injured Roadracing program. Soon we will be in a position to put all of this behind us and move forward with a strong program that can live without being spoon-fed and burped every three hours.

Well, that's about it for this installment of the Report. Please keep those cards and letters coming. We need your feedback to know if we are on the right track.

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



- Feb. 5 Comp Board Meeting.** Gingiss Formalwear Warehouse, 8609 Xylon Court, Brooklyn Park, MN. Brenda Lewis, 763-315-1820 (W), 763-502-8561 (H). Everyone is invited to attend.
- Feb. 12 LOL Board Meeting, 7:00 pm,** Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.
- Feb. 15 General Membership Meeting, 7:30 pm at The Thunderbird Hotel, 2201 E 78th St., Bloomington, MN. It will be "Rally Night".** Everyone is invited to attend.
- March 5 Comp Board Meeting.** Location to be determined. everyone is invited to attend.
- March 12 LOL Board Meeting, 7:00 pm,** Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.
- March 22 General Membership Meeting, 7:30 pm at The Thunderbird Hotel, 2201 E 78th St., Bloomington, MN. It will be the post Auto Show Meeting.** Everyone is invited to attend.



FOR SALE: 1980 Citation/Zink Z-16 FF. I purchased this car from a member in the Rocky Mountain Region. It has an excellent race history and I have freshened the engine, added a new header, new Griffin side rads, new clutch. The work was professionally done and I have receipts and dyno tests. Have many extras with the car. Car is stored indoors in a heated facility. New business venture limiting my time for racing. Asking \$7800.00 Contact John at 715-377-2263 or email at john@ppphut.com

FOR SALE: AFFF fire system, 2.5 lb. "Flame Crusher" purchased from Truechoice, manufactured by Safety Systems, Modoc, IN. Includes mounting bracket/clamps, 2 nozzles w/ tubing, mechanical release. Has no gauge, so not SCCA racing legal. Maybe SS, IT, Touring or rally OK. Ex-Runoffs, but no extra charge for that. \$80 Don Haaversen 612-861-1451

2002 IIRA Ice Racing Schedule

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

IIRA HOTLINE 612-330-0080

VINTAGE RACING RETURNS TO DONNYBROOKE RACEWAY IN BRAINERD, MINNESOTA

Vintage Sports Car Racing (VSCR) invites all vintage racers to Donnybrook (The Colonel's Brainerd International Raceway). Join us at this historic track on May 18 & 19. For more information visit the VSCR web site at www.vscr.org. Send e-mail to stadther@pclink.com, or call Rich or Liz Stadther at 651-698-1981.

2002 CenDiv Permanent National Numbers

If you currently have a Cendiv Permanent Number, wish to keep it, and have participated in two National Races in Cendiv, you automatically retain your number.

If you would like to obtain a Cendiv Permanent Number, call Lynn Anderson at 612-724-9302 evenings, and I will send you an application.

Note: These numbers are only good for CenDiv NATIONAL Races.

I



Rally!

- Learn about the LOL Performance Rally program... Friday, Feb. 15, 2001
- at the Thunderbird Hotel
- Happy Hour starts at 7:00

LOL membership Meeting!

We'd love to see you!



RACING THAT EVERYONE CAN AFFORD

Do you have what it takes to build a fast car?



- Low maintenance & repairs
- Low entry fees
- No license or tow vehicle required



Can you out run your fellow members?
Could you be the LOL Champion?

The Land O' Lakes Region Pinewood Derby

That's right: Remember those little blocks of wood that were transformed into awesome race cars by Cub Scouts around the country.

General Membership Meeting APRIL 19

- 1st, 2nd, & 3rd Place Trophies
- \$10.00 entry fee (per car)

*******Special Vintage Class Race*******

All entry fees will be used for the LOL Region to sponsor the:
Indianhead Council Grand Prix Pinewood Derby 2002

NOTE: Official Grand Prix Pinewood Derby Rules Must Be Followed

Official Pinewood Derby kits will be available at the February and March General Membership Meeting for a cost of \$5.00 each. Or by contacting John Parizek (952)496-1919 (612)366-1041 qlerkofcourse@mns.com.

This Event is Cub Scout Approved