

The Tonneau

Land O'Lakes Region, Sports Car Club of America



REport

Doug Dill

Regional Executive

To begin with I want to thank our Tonneau Editor, Lois Bjelke. She is stepping down after many years of service to the club as editor of our award-winning newsletter. She and Lynn Anderson (and their small team) got the Tonneau out like clockwork. Thank you, Lois for your time, talent and dedication.

With Lois' absence, the club is looking for two or three people to step forward to continue producing this Land O' Lakes Region tradition. Lois has promised to act as a consultant for a period of time to show the next Tonneau staff the newsletter "ropes". I have had a couple of good people express interest in working on the staff, but they will need your help. Many hands make small work...

The by-laws of the Land O' Lakes

Region do not require the Tonneau to be published on a monthly basis. The Board of Directors and I feel that this is our best communication avenue with the general membership, so we would prefer to keep the Tonneau a monthly publication. This can't happen without good people on the Tonneau staff to make it happen. We need your help. Please call or e-mail me if you have any questions or want to help out with this great tradition.

At this time of the year, the different areas of the club are busy planning for the next racing season. The Competition Board has had their first meeting since reorganizing and is off and running. Remember, anyone can attend and participate at a Comp Board meeting.

Rally Cross has planned events, one a month, starting in April and running through November. They have added more events for next season. It looks like an interesting year, because, they have a couple of new sites and event masters

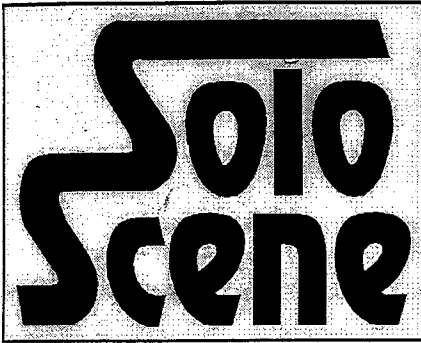
along with the previous sites and events masters from last season.

Solo has a schedule of events for next season, which should be just as strong as last. None of these events are in the Twin Cities, which seems to work for the Solo community. I would like to see an event in the Cities to tap into the large autocross crowds that attend events locally. This would be a good source of new members for the region. If you or someone you know would be willing to take a chance at helping organize a local Solo event, please call me or Rick Albrechtson. We have some good resources and support for you. On top of that, if the Region has a Solo event within the seven county metro area, I'll buy street tires for my RX-7 and run the event!

Road racing is still on track (sorry for the bad pun) to have a championship series for 2003 and the schedule will be published as soon as it is finalized.

REport continued on page 2

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.

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.

Deadline for the February Tonneau is January 14th. Please submit your material at the LOL Board Meeting that night.

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

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

Report continued from page 1

Our Club and Pro Rallies will have new event chairs, and knowing these people as I do, I feel confident that the Region will continue to put on top-notch events.

Don't forget the Annual Awards banquet on Saturday, January 18, 2003. You'll find more details in this issue of the Tonneau and on the web site, so I won't repeat them. But I will say, the event sounds like a great time, starting with kart racing and then good food and drink after.

Thank you and I hope to see you soon.

Doug Dill
SCCA_LOL_RE@Yahoo.com

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.

LOL Board of Directors

Regional Executive

Doug Dill

SCCA_LOL_RE@yahoo.com

Co-Assistant Regional Executives

Tom Fuehrer

tfuehrer@mn.rr.com

Mark Knepper

markknepper@earthlink.net

Secretary

Michael Allen

michael.allen@visi.com

Treasurer

Deb Dahl

dahld@earthlink.net

Members at large

Allan Kintigh

Dan Moore

scubby928@aol.com

Greg Youngdahl

gregy@deskmedia.com

Rob Woolston

Robert.Woolston@UNISYS.COM

Motorsports Memories

No. 12—The Board Speedways

by Harvey West

Promoters of big-time American circle track racing during its earliest days had a real problem. Most venues were one-mile fairgrounds horse tracks, and spectators choked on dust and had a hard time seeing the action, to the detriment of ticket sales, not to mention driver safety.

Dust-abating chemicals like calcium chloride were available, but the track operators feared that they would harden the track surface, harming the hooves of the hayburners. Paving science was then in its infancy, with most American roads being dirt or all too often, mud. Indianapolis got it right by using brick paving, but that was financially beyond the reach of most facilities. They tried concrete at the long-forgotten Twin City Speedway near Fort Snelling, but it was a short-lived venture.

Fortunately, there was another option. Bicycle racing, conducted on small high-banked board tracks, was popular early in the century. A visionary California engineer, Fred Muscovics, saw this as an alternative for auto racing. His dream became reality in 1910, with the opening of the one-mile Playa del Rey speedway near Los Angeles, designed by Jack Prince, former bicycle race promoter. Banked at a uniform 20 degrees, this track however lacked the parabolic curve design that was later to permit amazing speeds. At Playa del Rey, the cars almost steered themselves, with steering input really needed only to pass.

Conventional wooden bridge construction was used for the underpinnings, with planks laid on edge providing the track surface. Eventually, 24 of these high-banked tracks, ranging from one-half to two miles in length, were built around the country. The nearest one to our area was the one-mile circuit at Des Moines, which operated in 1915 and 1916.

The 1.25-mile Los Angeles Motor Speedway in Beverly Hills was one of the most successful board tracks, the first to feature really high speeds. It was frequented often by prominent spectators such as silent film stars Douglas Fairbanks, John Barrymore, Mary Pickford and others.

Lap speeds on the boards far exceeded those at Indianapolis during the period. As an example, St. Paul native and Indy "500" winner Tommy Milton lapped the

1.25-mile Fulford-Miami Speedway at 142.93 mph, to set the world's closed-course speed record. Mind you, this was accomplished on hard, narrow tires by a driver who was blind in one eye! This track had banks of up to 50 degrees, and drivers had to run at least 110 mph to stay on them. Unfortunately, a hurricane demolished this impressive facility in 1926, the worst such storm in Florida up to that time. Much of the 1 million board feet of lumber originally used to build the track was salvaged to help to rebuild devastated Miami, and the track never reopened.

The board track era was relatively short, with the final major board speedway closing in 1931. In those days, the wood preservatives we have today didn't exist, and these costly tracks began to deteriorate after just a few years of operation. It's amazing to read that some races were conducted even though holes appeared above the racing groove. In one instance, small boys climbed up the supporting timbers and observed the action up close and personal by poking their heads through the rotted openings. The sight of small heads protruding above the track surface was too much for even the most hardened competitor. Then too, deteriorating tracks saw cars throwing up small splinters, which those following often had to pick out of their foreheads after the race.

However, in the late thirties and early post-war years, board track racing was to make a modest comeback. Midget car racing was extremely popular then, and found wooden bicycle tracks of 1/10 to 1/4-mile lengths to be a perfect venue. The most famous of these was the Nutley, New Jersey Velodrome. Famous Indy drivers such as Duane Carter and Bill Schindler competed before the war in a series of spectacular, but bloody races on Nutley's 1/6-mile oval, featuring 45 degree banking. Following World War II, board track midget racing took place briefly at the Los Angeles Coliseum and the Rose Bowl.

Board track racing is gone today, but it left behind a significant legacy. Bill France Sr. was present at many board track races, and they inspired his vision that culminated in today's high-banked superspeedways such as Daytona and Talladega.



From Shannon Murphy:

Chances are, you don't know her but here's a driver who needs encouragement and cheer, (she's a darn good racer too):

From the "Racerchicks.com" website:

"Canadian race car driver Ashley Taws is in hospital recovering from surgery after she was badly hurt in a car accident. Taws, 19, broke her back, sustained internal injuries and damaged her leg in the crash, which occurred Saturday evening north of Toronto. The native of Newmarket, Ont., was a passenger in the car with four friends. They were returning from the movies. She's in a Toronto hospital .

Taws tied for rookie of the year and finished fourth in the Canadian Formula Ford Championship in 2002. In her pink car, Taws became the first woman to earn a podium finish in the series history and the first woman to earn a pole position, which she captured at the Toronto Molson Indy."

I ask that we all say a prayer for her - for a speedy recovery. Let's let her know that we are thinking about her - wishing her strength to get over this speedbump.....and not to forget her family and friends - we are thinking of you too - I wish that words meant more - but

all I can say is we are here for you

Mark, Ashley's manager says: Nothing new to report, update expected after surgery Wed. He asks that anyone wanting to send hard copy (cards, etc.) address them to:

Ashley Taws
c/o Norbram
60 Renfrew Drive #340
Markham, ON, L3R 0E1 Canada

This is her dad's office- he will pass them on when she is out of intensive care.

Further details-Racerchicks.com, ten-tenths forum, gravel trap, Ashley Taws.

Hi Everyone,

It's been almost a year since I've moved to Phoenix, Arizona, and I have to say I love the area, particularly the agreeable weather, the race season from September-May, 2 (and soon 3) race tracks within 50 miles, and of course, the opportunity to ride my Harley all year round. I do miss all my friends from LOL region!

Anyway, next month, the first national SCCA race for 2003 will be held at Phoenix International Raceway, located in Avondale, a western suburb of Phoenix. This is a double national (8 groups), plus a 30 lap national race for Mini-Coopers. Testing will be

Letters cont. on page 5

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.

Editorial Staff

Editor 'N Chief

Email: testarossa@visi.com

Assoc. Editor & Publisher

Contributing Editors:

Tony (FUBAR) Foster
John Daniels
Doug Dill
Harvey West

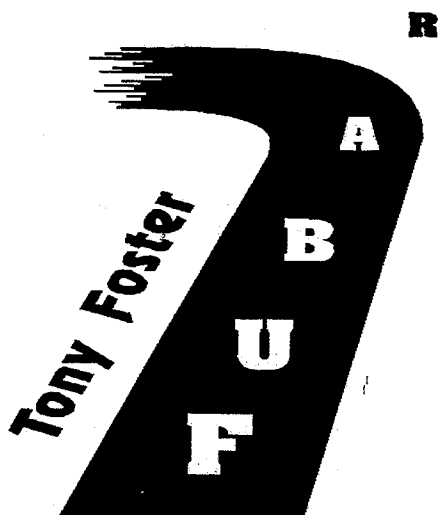
Advertising Manager:

Doug Dill

Email: doug_dill@yahoo.com.

For commercial advertising rates, please contact Doug Dill

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



Fubar will return next month.

Letters cont. from page 4

Friday morning, followed by the beginning of practice sessions for all race groups. I have attached the schedule for your review.

On-line registration is available on Arizona Region's website: az-region-scca.org.

If you would like more information on PIR, their (internet) link is: phoenixinternationalraceway.com.

I have a limited number of e-mail addresses for drivers. Therefore, I would appreciate it if you could forward this message to other LOL'ers who may be interested in attending this event.

So-o-o- if you need a race fix or just want to start your 2003 season early, come on over to PIR!

Thanks, everyone! Hope to see you at PIR!

Judi Sievers

THURSDAY; JANUARY 16, 2003

Noon - 9PM REGISTRATION AND TECH AT THE GATE 1 TRAILER
 HQ Hotel - Super 8 (I-10 and Dysart) 60.88 + tax a night, 623/932-9622,
 OR Ramada Inn (I-10 & Dysart) Single 65.00 + tax a night, 623/932-9191.
 ASK FOR THE SCCA RATE.

FRIDAY; JANUARY 17, 2003

6:30AM - 2PM and 6PM - 7PM
 Registration at Gate 1 Trailer
 6:30AM - 7PM Tech in the Garages
 8AM SCCA Testing; Groups TBA based on entries. Groups guaranteed two 20 min sessions. Schedule at Registration.
LUNCH
 25 Minute Practice for the Snowbird Nationals in Race Group order.
 Social in the Garages - Everyone is invited.

SATURDAY; JANUARY 18, 2003

6:30AM - Noon Registration at Gate 1 Trailer
 8AM 20 Minute Qualifying for National Race 1 in Race Group order.
LUNCH/OPENING CEREMONIES
 30 Minute Practice for "United Auto Group Mini Coopers"
 30 Lap National Race 1 for Groups 1 - 4
 Annual "Thanks for Coming Dinner" and social in the Garages - Everyone is invited.

SUNDAY, JANUARY 19, 2003

6:30AM - 11AM Registration at Gate 1 Trailer
 8AM 30 Lap National Race 1 for Groups 5 - 8
LUNCH
 30 Minute Practice for "United Auto Group Mini Coopers"
 20 Minute Qualifying for National Race 2 in Race Group order.
 Social in the Garages - Everyone is invited.

MONDAY, JANUARY 20, 2003

6:30AM - 10AM Registration at Gate 1 Trailer
 8AM 30 Lap National Race 2 for Groups 1 - 8
 Lunch will be announced. The scheduling and duration of the lunch break will depend on the progression of the races; our goal is to finish the day as early as possible.
 End of day social in garages - Everyone is invited!

ENTRY FEES

SCCA Testing \$70
 National \$175 for one/\$325 for both
 SRF \$185 for one/\$345 for both

NATIONAL RACE GROUPS

1. AS/EP/FP/T1/GT4
2. FM/FA
3. GT5/GP/HP/SSB/SSC
4. FV/F500



Board Minutes

NOTE: THE FOLLOWING ARE NOT THE OFFICIAL MINUTES, BUT MERELY AN EDITED VERSION OF THE HIGHLIGHTS. ANY CURRENT LOL MEMBER WISHING TO RECEIVE A COPY OF THE BOARD MINUTES, IN THEIR ENTIRETY, CAN GET ONE BY CALLING MICHAEL ALLEN AT 763-557-6934.

DECEMBER 10, 2002 BOD MEETING HIGHLIGHTS.

Meeting was called to order at 7:08 PM

Secretary's Report:

- There were no minutes available from November's meeting to approve.

Treasurer's Report:

Un-cashed check written to Cendiv will be held until end of December before stop payment is issued.

Deposit check written to Thunder Alley for banquet.

Tonneau Report:

Current issue was dropped off at Post Office today.

Thursday (Dec 12th) is deadline for next edition. *(Ed. note: this one)*

Much discussion about lack of volunteers from membership to take over Tonneau editor and staff positions. The next Tonneau will include a large statement explaining that this will be the last Tonneau until an editor and/or staff is found. The deadline for volunteers to

step forward will be January 18th (the banquet).

Membership Report:

No current membership info from National was available (due to HQ moving, we assume).

- Upcoming events include the Pinewood Derby event at the Mall of America (May 31 – June 1, 2003).

No firm date from Prior Lake HS on the event there.

Comp-Board Report:

Kerry Freund is compiling series points.

JB Lewis distributed 2003 series rules. Most changes reflect date changes. There is a proposed Rally Cross rule change about adding a "Ladies Class" to their events. The BOD would like the Comp-Board to recommend this, as a reflection of the need for this class.

A Comp-Board meeting is scheduled for Dec 17th. Doug will contact former CB members for participation.

Greg Youngdahl will contact the Vintage Club to find out their level of commitment towards LOL-SCCA.

JB has 7 award nominations so far.

Tom Fuehrer will remind Randy VDL about nominating an award as the outgoing RE.

- Discussion about possible problems with the Road Racing Committee not communicating with other regions about 2003 events (namely the driver school). Doug Dill will talk to the committee about this.

Also, LOL needs to learn more about Mid-Div's plans at Mid-America for 2003. Mark Knepper and Deb Dahl will communicate with the Mid-Div BOD about this.

Old Business:

Bylaws

Deb is collecting input on Bylaw changes. Changes need to be in place 1 week before the next meeting (Jan 6). After review at the next BOD meeting, a lawyer will review the bylaws also.

Deb will have our accountant file Charter Paperwork with the State for 2003.

Greg presented the "Chief's / Steward's" letter. The BOD needs to review this and give changes to Greg before 12-17-02.

New Business:

There was no new business.

Meeting was adjourned at 9:20

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

