



## NO LOL ROAD RACING IN 2003 - Unless....

You - or another road racer or road racing enthusiast can step up to chair the Road Race Committee. We have found ourselves in a quandary that only YOU, a road race oriented person, can resolve. LOL has not had an active Competition Board for the last 6 months, and one of the reasons is that we do not have a Road Race Committee chairperson. As a direct result of this, races for the 2002 season have had to be coordinated through the LOL Board of Directors. Given the workload of the BOD, we find this task extremely burdensome, and it has distracted us from doing the job that you elected us to do - manage the Land O'Lakes Region and **all** of its interests. This position must be filled no later than Monday September 2, 2002. If it is not filled, the BOD will have no other alterna-

### NEW DRIVER LICENSING

Anyone needing a NEW competition license or a novice permit, please contact Dave Bowman at 952-882-6220 (days), 612-350-6620 (pager) or 952-888-3329 (home). **The sooner you begin the process, the smoother it will be.**

tive but to remove the LOL Region from any Road Race competition for the year of 2003. Why so early since this affects 2003 and not 2002?

- 1) The Cendiv schedule is set in November 2002 for the competition year 2003.
- 2) Many tracks need to have dates booked as much as one year in advance.
- 3) The Chairperson can take advantage of recent knowledge and turnover from the current Board of Directors that assisted in the planning and execution of events in 2002.

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

It is imperative that this position be filled as soon as possible. Do **\*\*NOT\*\*** wait for the deadline date to step forward, as the sooner this position is filled, the better the chances of road racing in LOL in 2003.

Call or eMail any member of the Board of Directors at your earliest opportunity!

Thank you -

Land O'Lakes Region Board of Directors.

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***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

Are you frustrated that SCCA is **NOT** coming to a parking lot near you this summer? Are you good and mad and don't want to take it any more? Want to do something about it? Well, do ya, punk??

Here's what you can do:

Round up about 10 of your good friends or anyone else who wants to get some fresh air on a Sunday (Or Saturday for that matter). Let me know what your intentions are and where you'd like to hold a Solo II.

Usually a good first step is to find a large, flat area which seems to be able to support a Solo II. I noted several locations last month which seem to fill the bill, but there may be more, as yet unknown, which may also work. Next, one would assume that the owner(s) of the area would have been contacted and clearly understand what the lot is to be used for and the time frame that the lot will be unavailable for parking.

Next, the area has to be inspected by someone with Solo II experience (typically a Solo II safety steward) who can determine that a Solo II event can safely be run. There are a few details I'm leaving off here, like what justifies an area which can safely hold a Solo II, but in the interest of space, I'll come back to that at a later date.

Once those requirements have been met, the real organization can be started. The date of the event needs to be placed on the LOL calendar. This usually happens during those bleak, cold days when most of us are racing on frozen lakes. The earlier the date gets on the calendar, the better. There are a lot of events which have become "traditional" and are scheduled on the same date every summer. Because of this, it is sometimes difficult to hold a "new" event and get a good turn out. Insurance then needs to be applied for. At this time your Solo II chair is sent the applications and forwards them on to the LOL Board for approval. The applications are then sent to SCCA headquarters for the sanctions.

In the meantime the organization of the event can be taking place. That's where I'll start next month.

For your information, the first event in the Championship Series has already taken place. (And by the time you read this, the second one will have too.) Results from the Spring Sprint held in La Crosse are posted on the LOL's website and are also in this issue of *The Tonneau*. *The Auspuffer*, the official newsletter of SCCLAC should be out to all entrants and also has the results. The weather was great and the course was said to be challenging. Thirty-one competitors had five runs. I got beat by a Neon. Need I say more? More next month.

Rick Albrechtson,  
Solo II Chair

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# Motorsports Memories

## No. 6 - A Legend Retires

By Harvey West

This year, a role model for geezer drivers like myself finally retired. I'm speaking of Hershel McGriff. This legend's career spanned seven decades. He began stock car racing in 1945, right after the World War II ban on racing was lifted. How many Tonneau readers were even alive then? I was 10 years old, and my lifelong love affair with racing had already started. Just a few weeks ago, Hershel tearfully stepped from his stock car in the middle of a race, realizing that his days behind the wheel were behind him. He had vowed to hang up his helmet the day he was no longer competitive, and he lived up to that promise, even though many youngsters were still eating his dust.

I first read of this remarkable driver in Speed Age magazine in 1950. The stories about the inaugural Pan-American road race that year fascinated me. To commemorate the building of the Pan-American Highway, the Mexican government got solidly behind the race, which was run south from the border town of Juarez to the Guatemalan border, a distance of 2,178 miles.

Of the 132 entries, only six were of European manufacture. The American vehicles ranged from a '37 Cord to brand-new Cadillacs and Lincolns, and almost everything in between. The 22-year-old McGriff wheeled a '50 Oldsmobile, co-driven by Ray Elliot. Both of them hailed from Portland, Oregon, as did their car owner. NASCAR was also represented by Lincoln drivers Bob and Fonty Flock,

as well as Nascar founder Bill France and Curtis Turner in a Nash Ambassador. Indy car stars competing were Johnny Mantz and Troy Ruttman, who would later win the 1952 "500".

The Mexican Army and local police forces did their best to control the crowds, but with literally millions of Mexicans lining the roads, the potential for disaster of epic proportions loomed constantly. Driving into Mexico City at 100 mph, drivers reported seeing a solid group of spectators which parted as they approached, then closed behind them; kind of like the Red Sea in those Bible movies. The Pan-American was run for only a few years, and was suspended before the carnage got totally out of hand. Surprisingly, only one spectator died in the inaugural race, and a driver from Guatemala was killed when he rolled his '49 Lincoln only 19 miles from the starting point. Needless to say, roll bars and other essential safety equipment were absent or inadequate on many of the entries during those bygone days.

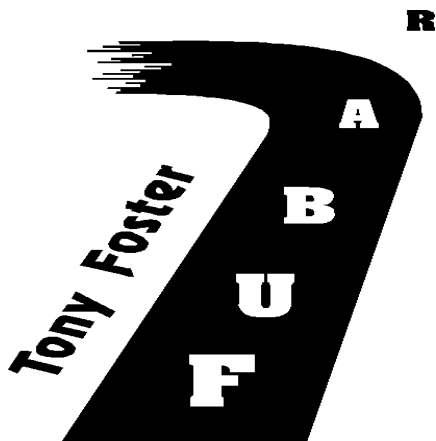
Justifiably wary of getting sick from the local cuisine and water, McGriff and Elliot carried seven gallons of American water and ate very little for four days of the six-day, nine-segment race. McGriff lost 15 lbs. during the grind and Elliot, 28 lbs. Neither driver had reconnoitered the road before the race. McGriff kept his eyes glued to the asphalt, never taking in the scenery. On the leisurely return run, he was awestruck at seeing some of the deadly precipices without guard rails that he hadn't even noticed during the heat of battle.

As McGriff neared the finish line at El Ocotal, the termination point of the final leg of the race, his race nearly ended. About a thousand yards from

the finish line, the car bottomed out after hitting large rocks on the bumpy road. This section of the Pan-American Highway was unpaved. At impact, it was discovered that the oil pan and gas tank were both punctured. The car couldn't have gone another mile. McGriff led second place finisher Tom Deal's Cadillac by one minute, 19 seconds. McGriff and Elliot averaged 89 miles per hour. For their first place finish, they collected \$17,391. This was serious money in 1950, and McGriff quickly invested his share in his towing business back in Portland.

Touring several eastern cities as a public relations project for Oldsmobile, McGriff missed most of the Nascar season, but did compete in the Southern "500" at Darlington, finishing ninth. His only full season on Nascar's forerunner to today's Winston Cup series was 1954, which saw him win four races and finish sixth in points. One can only speculate on what he might have accomplished had he stayed on the tour for many years.

McGriff eventually became a successful lumber businessman, and confined his racing primarily to the Pacific Northwest. He did run at Riverside occasionally, where his road racing experience in the Pan-American made him a strong competitor. McGriff was very involved in the creation of Nascar's Winston West series, in which he was a contender for many years. He won the series title in 1986, at the age of 58. He lived his dream, and lived it well.



Memorial Day weekend and it isn't Indiana-noplace any more. For several years after the CART/IRL split, the 500 had definitely lost much of its luster, with empty grandstand seats starting to show up and cheap tickets for sale all over town. But now the IRL seems to have gained the high ground, as team Penske has jumped ship while CART offers to do whatever is necessary to get back in the big show. And big show it is, with qualifying returning to a two weekend format and a crowd of the best drivers from all over the world competing for one of the 33 grid slots.

I hit the road with NWA pilot Tom Liebermann early Friday, taking the southern route through Rochester, Cedar Rapids and Peoria to avoid the horror of Chicago traffic. A fraternity pal of Tom's grew up in Indianapolis, and over the years has accumulated a total of 14 seats about twenty rows outside the apex of turn one. A happy result of the '90s decreasing attendance was lessened demand for rooms in the area. Although most hotels still require a 3 night minimum, in outlying areas the price is only jacked up about 50%, compared to the tripled rates common in the early '90s. We were set up at a fairly comfortable Motel 6 about 8 miles south of downtown and maybe 12 miles from the track.

After a Friday night downtown dinner where they were handing out free Team Green T shirts along with sample cocktails, we visited a few local dens of iniquity, but stayed out of serious trouble. This was good news as the frat guy from Indy is now a high official in the justice department. Most everyone was in reasonable condition in time for the traditional Saturday afternoon 500 parade through downtown. We packed up the coolers for the hour and a half show, with all 33 drivers in convertibles, along with wives or significant others bringing up the rear. Afterwards we drove out 16th street to the track for a visit to the fabulous museum. On-track tours had been temporarily suspended, as a couple of two seat racecars gave VIP circuits, and just after we got in the museum a strong line of thunderstorms delivered about a half inch of rain while we checked out the priceless racing machinery inside. I had talked to Steve Thomson a week earlier, and he said he wasn't running the Saturday night race at IRP, and the rain would obviously delay the race there, so we made a relatively early night of it in preparation for the big day.

Sunday dawned beautifully clear and a bit chilly, as we convened for a 7:00 breakfast, then packed into 3 cars and headed for previously reserved parking about a half mile from the track. Even the seasoned veterans among us were surprised at how well the back street route recommended by the parking people avoided the mob of cars, and we made the trip in just under an hour. By 9:30 they were checking our 14" maximum coolers for bottles and explosives, and we were just in time to catch the parade lap by the famous STP turbine car. The stands quickly filled as

**FUBAR** continued on page 10

*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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# Report

**Randy Van de Loo**

**Regional Executive**

The competition season is in full-swing now as we round the corner into mid-summer. Summer - I bet you didn't think we would ever see the end of the rain and cold.

I don't know about you, but when I am not at work or on the road, I have the Speed Channel on. I have been totally taken by the constant action and excitement of the World Rally Championship.

Rally has been a HUGE part of LOL and it continues to grow at an astounding rate! While most of this growth is due to the dedicated efforts of our top-notch world-class Rally folk here at LOL, I think a smidgen of that growth may be attributed to the excellent television coverage.

We are closing in on the biggest event in recent LOL history, the Ojibwe Forest SCCA ProRally in Bemidji, Minnesota August 16th and 17th. This is an amazing event where the course is 260 miles in length and the cars will be traveling at speeds in excess of 100mph! Of course, the Speed Channel will be there taping the events and interviewing drivers, co-drivers, teams and yes - even some of you!

The festivities actually start earlier in the week. Wednesday, August 14th there will be a RallyFest at Luther Acura Subaru of Bloomington. There will be Rally cars on display along

with Drivers, Co-Drivers and teams available to talk or sign autographs. You can get more details at [www.subaru.net](http://www.subaru.net).

The Pro course is approximately 260 miles long with 120 stage miles, beginning on Friday and ending at approximately 8 PM on Saturday. The 10,000 Lakes ClubRally will run on Friday as a coefficient 3 rally with 70 stage miles and approximately 145 total miles. Paul Bunyan's Ride ClubRally on Saturday will be a coefficient 2 rally with 50 stage miles in approximately 115 total miles. The ProRally counts toward the SCCA ProRally championship and the North American Rally Championship.

ClubRallies - The 2002 Paul Bunyan's Ride and 10,000 Lakes ClubRallies will run in conjunction with the 2002 Ojibwe Forests National ProRally, August 16-19, 2002. The courses will travel the scenic and challenging roads of the Paul Bunyan, Two Inlets, Smokey Hills, and White Earth State Forests. The roads vary from twisty, hard surfaces to flat and sandy surfaces. The course is designed to be compact, with a comfortable schedule. We always run on time.

10,000 Lakes will run on Friday as a coefficient 3 rally. It will have about 70 stage miles with approximately 135 total miles. Paul Bunyan's Ride will run on Saturday as a coefficient 2 rally. It will have about 55 stage miles with approximately 135 total miles. All ClubRally entrants are required to run with the SCCA Graphics package. A limited number of packages will be available at the event.

Being a Spectator costs nothing but your time and a little energy to walk to a good viewing point on one of the numerous stages. Like all events, they still need Workers that are will-

ing to help LOL make a huge success of this event.

From what I am told, motel rooms are almost all taken up, but there may be additional rooms available in the Bemidji State Dorms. Given that the event takes place in a State Park, camping is always an option. However, many of the roads will be closed in the area to accommodate the Rallies so be prepared to follow the local signage to find a good place to enter / exit the park.

This time of the year also brings us to LOL's need for new and fresh ideas through leadership. We are in need of candidates for the Board of Directors. If you took the time to become involved in the administration of LOL, you could very well be the piece of the puzzle to make a new program flourish, or to revive an old ailing one. Please give it some thought and consider volunteering yourself, or nominating someone that YOU feel would be an excellent candidate.

Call or E-mail a member of the Board of Directors today to nominate someone to the Board of Directors.

Keep those cards, letters and emails coming. Your Board of Directors wants to hear from YOU!

Regards -

Randy Van de Loo

SCCA - LOL Regional Executive

## RESULTS - Jerry Knapp Memorial Regional Races - May 25-27 at Blackhawk Farms

### Saturday, May 25, 2002

#### 20 lap races

##### Race Groups 1 and 3 - EP:

1-Lawrence Loshak, MIL, Glendale, WI, 1:26.305; 2-Gerald Lamb, MIL, Oswego, IL; 3-Bill Tapper, LOL, Wayzata, MN. **GP:** 1-Andrew Aldred, MIL, Mequon, WI. **ITS:** 1-Val Rajic, CHI, Barrington, IL, 1:28.305; 2-Jeff Giordano, GRR, Moline, IL; 3-Rick Griesser, MIL, Sherwood, WI; 4-Lance Loughman, WMR, Algonquin, IL; 5-Mark Roper, CHI, Lisle, IL. **ITA:** 1-Ed Mueller, LOL, Lakeville, MN, 1:32.102. **ITB:** 1-Steve Dahl, LOL, Lakeville, MN, 1:36.478; 2-Greg Youngdahl, LOL, Faribault, MN; 3-Aaron Sterly, LOL, Minneapolis, MN. **ITC:** 1-John Brandberg, LOL, Eagan, MN, 1:36.349. **SM:** 1-David Wheeler, MIL, Lake Zurich, IL, 1:38.568. **SRX7:** 1-David Dewhurst, MIL, Wauwatosa, WI, 1:46.424.

**Race Groups 2 and 6 - FC:** 1-Michael Wettstein, MIL, Eau Claire, WI, 1:13.787; 2-Anthony Specht, GRR, Moline, IL; 3-Scott Grenier, CHI, Justice, IL; 4-Dan Cobb, CHI, Libertyville, IL; 5-Brian Belardi, MIL, Cudahy, WI, 6-Pam Quicker, CHI, Lake Zurich, IL. **F500:** 1-Mike Sheehy, LOL, Faribault, MN, 1:23.228; 2-Greg Olson, MC, Muskego, WI; 3-Ken Holzer, MIL, Milwaukee, WI. **CFF:** 1-Rick Roellig, CHI, Lisle, IL, 1:21.363. **FF:** 1-Bill Bergeron, LOL, White Bear Lake, MN, 1:22.886. **FV:** 1-Jim Ryder, BVR, Machesney Park, IL, 1:26.618; 2-Bernie Schatz, CHI, Woodstock, IL, 1:29.946; 3-Michael Saltenberger, CHI, Chicago, IL; 4-James Weeg, CHI, Downers Grove, IL, 5-Sebastian Puleo, Plainfield, IL, 6-Jim Dziewior, CHI, Hinsdale, IL. **CSR:** 1-Jeff Tyler, CHI, Joliet, IL, 1:21.473.

**Race Group 4 - SRF** 1-Bill Douglas, MIL, Appleton, WI, 1:21.964; 2-David Watson, LOL, Burnsville, MN; 3-Michael McCann, CHI, Arlington Heights, IL; 4-Jim Ferro, CHI, Minooka, IL; 5-Doug Farrar, CHI, Carpentersville, IL; 6-Brian Kennedy, LOL, Cannon Falls, MN; 7-Bill Partenteau, LOL, Stillwater, MN; 8-Tim Gray, LOL, Eden Prairie, MN; 9-James Gray, LOL, Minneapolis, MN; 10-Keith Controy, CHI, Joliet, IL; 11-Ian James, CHI, Barrington Hills, IL; 12-Glenn Gorman, LOL, Maple Plain, MN; 13-Mike Stagl, MIL, Waukesha, WI; 14-Melvin Boldt, CHI, Inverness, IL; 15-Ruben Garcia, MIL, Elburn, IL; 16-Larry Farrar, MIL, Neenah, WI; 17-Daniel A. Deikel, LOL, Minneapolis, MN.

**Race Group 5 - ITE:** Murray Bruskin, CHI, Gurnee, IL, 1:22.052; 2-Lad Sanda, CHI, Western Sprs, IL; 3-Frank Malaczynski, MIL, Hartland, WI. **GT1:** 1-Scott Sande, CHI, Western Sprs, IL, 1:21.036; 2-Gerald Ruehlow, MIL, Oconomowoc, WI. **GT2:** David Gray, LOL, Minneapolis, MN 1:30.284. **AS:** 1-Tom Fuehrer, LOL, Eden Prairie, MN 1:28.111; 2-Kenneth Olson, LOL, Edina, MN.

**Vintage: OW and CW - OW:** 1-Lynn Anderson, LOL, Minneapolis, MN, 1:39.663. **CW:** 1-Brian Kenndy, LOL, Cannon Falls, MN; 1:22.939; Kris Larsen, LOL, Elk River, MN.

### Sunday, May 26, 2002 6 lap sprint races followed by 18 lap races:

**Sprint Race - Groups 1 and 3 - EP:** 1-Lawrence Loshack, MIL, Glendale, WI, 1:20.692; 2-Don Bunt, CHI, Poplar Grove, IL; 3-Don Lavernz, MIL, Pewaukee, WI; 4-Dick Luening, MIL, Greenfield, WI; 5-Loren Tieman, CHI, Mikwonago, WI.

**BG:** 1-Lyle Rigger, CHI, Channahon, IL, 1:24.520. **SM:** 1-David Wheeler, MC, Lake Zurich, IL, 1:27.418\*. **ITS:** 1-Mark Roper, CHI, Lisle, IL; 1:27.891; 2-Rick Griesser, MIL, Sherwood, WI. **ITA:** 1-Ed Mueller, LOL, Lakeville, MN 1:28.982; 2-Donny Hall, DET, McHenry, IL. **ITB:** 1-Steve Dahl, LOL, Lakeville, MN, 1:29.033; 2-Greg Youngdahl, LOL, Garibault, MN; 3-Aaron Stehly, LOL, Minneapolis, MN. **ITC:** 1-John Brandberg, LOL, Eagan, MN, 1:32.235. **SRX7:** 1-David Dewhurst, MIL, Wauwatosa, WI, 1:34.322. \*Under existing track record.

#### Sprint Race - Groups 2 and 6 -

**FC:** 1-Dan Cobb, CHI, Libertyville, IL, 1:14.594; 2-Romeo Kapudija, CHI, Lincolnwood, IL; 3-Scott Grenier, CHI, Justice, IL; 4-Pam Quicker, CHI, Lake Zurich, IL. **FF:** 1-Craig Cunningham, CHI, Naperville, IL, 1:18.101; 2-Bill Bergeron, LOL, White Bear Lake, MN. **F500:** 1-Ken Holzer, MIL, Milwaukee, WI, 1:22.455. **FV:** 1-Sebastian Puleo, CHI, Plainfield, IL, 1:26.977; 2-Jim Dziewior, CHI, Hinsdale, IL; 3-Michael Saltenberger, CHI, Chicago, IL. **CSR:** 1-Frank Vogel, BVR, Harvard, IL, 1:19.065.

#### Sprint Race - Group 4 - SRF -

1-Michael McCann, CHI, Arlington Heights, IL, 1:22.695; 2-Jim Ferro, CHI, Minooka, IL; 3-David Watson, LOL, Burnsville, MN; 4-Bill Douglas, MIL, Appleton, WI; 5-James Gray, LOL, Minneapolis, MN; 6-Bill Partenteau, LOL, Stillwater, MN; 7-Melvin Boldt, CHI, Inverness, IL; 8-Mike Stagl, MIL, Waukesha, WI; 9-Keith Conroy, CHI, Joliet, IL; 10-Ian James, CHI, Barrington Hills, IL; 11-Brian Kennedy, LOL, Cannon Falls, MN; 12-Steve Horne, CHI, Glen Ellyn, IL; 13-Don Bodin, LOL, Ex-

**RESULTS cont. on page 7**

## RESULTS cont.frompage 6

### Sprint Race - Group 4 - SRF cont.

celsior, MN; 14-Glenn Gorman, LOL, Maple Plain, MN; 15-Ruben Garcia, MIL, Elburn, IL; 16-Daniel Deikel, LOL, Minneapolis, MN.

### Sprint Race - Group 5 - ITE: 1-

Murray Bruskin, CHI, Gurnee, IL, 1:20.343; 2-Lad Sanda, CHI, Western Sprs, IL. **GT1:** 1-Scott Sanda, CHI, Western Sprs, IL, 1:20.127; 2-Gerald Ruehlow, MIL, Oconomowoc, WI. **GT2:** 1-David Gray, LOL, Minneapolis, MN, 1:28.447.

### Sprint Race - Vintage OW and

**CW - CW:** 1-Brian Kennedy, LOL, Cannon Falls, MN, 1:24.081; 2-Kris Larsen, LOL, Elk River, MN. **OW:** 1-Lynn Anderson, LOL, Minneapolis, MN, 1:39.914.

## 18 lap races:

### Race Groups 1 and 3 - EP: 1-

Lawrence Loshack, MIL, Glendale, WI, 1:21.878; 2-Dick Luening, MIL, Greenfield, WI; 3-Don Lavernz, MIL, Pewaukee, WI; Don Bunt, CHI, Poplar Grove, IL. **BG:** 1-Lyle Riggen, CHI, Channahon, IL, 1:24.331. **ITS:** 1-Lance Loughman, WMR, Algonquin, IL, 1:253.491; 2-Mark Roper, CHI, Lisle, IL; 3-Rick Griesser, MIL, Sherwood, WI; 4-Jeff Giordano, BRR, Moline, IL. **SM:** 1-David Wheeler, MC, Lake Zurich, IL, 1:28.243\*. **ITA:** 1-Ed Mueller, LOL, Lakeville, MN, 1:27.579; 2-Donny Hall, DET, McHenry, IL. **ITB:** 1-Steve Dahl, LOL, Lakeville, MN, 1:29.561; 2-Greg Youngdahl, LOL, Faribault, MN; 3-Aaron Stehly, LOL, Minneapolis, MN. **ITC:** 1-John Brandbert, LOL, Eagan, MN, 1:33.206. **SRX7:** 1-David Dewhurst, MIL, Wauwatosa, WI, 1:34.081. **GP:** Andrew Aldred, MIL, Mequon, WI, 1:41.739.

### Race Groups 2 and 6 - FC: 1-

Brian Belardi, MIL, Cudahy, WI, 1:13.730; 2-Dan Cobb, CHI, Libertyville, IL; 3-Scott Grenier, CHI, Justice, IL; 4-Pam Quicker, CHI, Lake Zurich, IL; 5-Romeo Kapudija. **FF:** 1-Craig Cunningham, CHI, Naperville, IL, 1:17.865; 2-Bill Bergeron, LOL, White Bear Lake, MN. **F500:** 1-Ken Holzer, MIL, Milwaukee, WI, 1:20.215; 2-Mike Sheehy, LOL, Faribault, MN. **CSR:** 1-Jeff Tyler, CHI, Joliet, IL, 1:20.901; 2-Frank Vogel, BVR, Harvard, IL. **FV:** 1-Jim Ryder, BVR, Machesney Park, IL, 1:24.054; 2-Sebastian Puleo, CHI, Plainfield, IL; 3-Jim Dziewior, CHI, Hinsdale, IL; 4-Michael Saltenberger, CHI, Chicago, IL.

### Race Group 4 - SRF 1- David

Watson, LOL, Burnsville, MN, 1:21.776; 2- Michael McCann, CHI, Arlington Heights, IL, 1:22.695; 3- Jim Ferro, CHI, Minooka, IL; 4-Bill Parteneau, LOL, Stillwater, MN; 5- Bill Douglas, MIL, Appleton, WI; 6- Brian Kennedy, LOL, Cannon Falls, MN; 7- Glenn Gorman, LOL, Maple Plain, MN; 8- Ian James, CHI, Barrington Hills, IL; 9-Tim Gray, LOL, Eden Prairie, MN; 10- Don Bodin, LOL, Excelsior, MN; 11-Keith Conroy, CHI, Joliet, IL; 12-Steve Horne, CHI, Glen Ellyn, IL; 13- Mike Stagl, MIL, Waukesha, WI; 14-Ruben Garcia, MIL, Elburn, IL; 15- Melvin Boldt, CHI, Inverness, IL; 16-James Gray, LOL, Minneapolis, MN; 17-Daniel Deikel, LOL, Minneapolis, MN.

### Race Group 5 - ITE: 1-Murray

Bruskin, CHI, Gurnee, IL, 1:18.644\*; 2-Lad Sanda, CHI, Western Sprs, IL. **GT1:** 1-Scott Sanda, CHI, Western Sprs, IL, 1:18.848; 2-Gerald Ruehlow, MIL, Oconomowoc, WI. **GT2:** 1-David Gray, LOL, Minneapolis, MN, 1:28.447.

### Vintage (OW and CW) - *Austra-*

*lian Pursuit Race - OW:* 1(1st OA)-Lynn Anderson, LOL, Minneapolis, MN, 1:37.450; **CW:** 1(2nd OA)-Kris Larsen, LOL, Elk River, MN, 1:31.992; 2(3rd OA)-Brian Kennedy, LOL, Cannon Falls, MN, 1:23.340.

## Monday, May 27, 2002

### Sprint races (10 laps)

**Race Groups 1, 3, 5 - EP:** 1-Don Bunt, CHI, Poplar Grove, IL, 1:24.188. **BG:** 1-Lyle Riggen, CHI, Channahon, IL, 1:23.547. **GT2:** David Gray, LOL, Minneapolis, MN 1:27.719. **SM:** 1-David Wheeler, MC, Lake Zurich, IL, 1:27.447. **ITA:** 1-Ed Mueller, LOL, Lakeville, MN, 1:30.219; 2-Donny Hall, DET, McHenry, IL.

### Race Groups 2 and 6 - FC: 1-Scott

Grenier, CHI, Justice, IL, 1:13.590; 2-Pam Quicker, CHI, Lake Zurich, IL. **FV:** 1-Sebastian Puleo, CHI, Plainfield, IL, 1:25.599. **F500:** 1-Ken Holzer, MIL, Milwaukee, WI, 1:19.899; 2-Greg Olson, MC, Muskego, WI.

### Race Group 4 - SRF 1-Michael

McCann, CHI, Arlington Heights, IL, 1:22.237; 2- Glenn Gorman, LOL, Maple Plain, MN; 3- Tim Gray, LOL, Eden Prairie, MN; 4- James Gray, LOL, Minneapolis, MN; 5- Keith Conroy, CHI, Joliet, IL; 6- Ian James, CHI, Barrington Hills, IL; 7- Steve Horne, CHI, Glen Ellyn, IL; 8- Daniel Deikel, LOL, Minneapolis, MN; 9- Ruben Garcia, MIL, Elburn, IL.

**ED NOTE:** I am giving a big **THANK YOU** to all of the workers who gave up their Memorial Day weekend and drove to Blackhawk Farms so that I could have fun! I know how boring the vintage races were for you, but I hope that you enjoyed the 18 lap Australian Pursuit Race.

L y n n

Anderson  
#70 Blue Vintage FV

## Vintage Perspective



by **Brian Kennedy**  
President, VSCR

The Donnybrooke Vintage Revival at BIR was indeed a success for the VSCR on May 18th-19th. VSCR had 20 cars, running both the open and the closed wheel cars together, as the field was too small to run two separate races. Everyone got too much track time with a practice, qualify & two races on each day.

The extra track time did indeed lead to a very high attrition rate on our cars, as only four cars took the green flag on Sunday afternoon. The BMW club was great to work with, both in preparation of the weekend & rescheduling to allow us cooling down time between races. A similar event next year is a strong possibility. The event failed to break even, as insurance costs doubled & the entry list was less than anticipated.

The opportunity to race August 10th-11th with the Porsche club was not taken, as most of the active racers at BIR chose to go to Road America for a Midwest Council Vintage race.

The next weekend at Black Hawk Farms, with LOL, offered two Vintage race groups for three days of racing. The attendance was quite

disappointing, as only three Vintage cars, for both groups, attended. The L.O.L. race, one week after our race at BIR, was too soon to get many of our VSCR cars prepared. The four track sessions, Saturday & Sunday, led to a high attrition rate, as only four cars fielded Sunday afternoon. I had hoped to see at least 8-10 VSCR members attend the LOL Blackhawk race, as well as Vintage cars from the Chicago area & Midwest Council. But, only 3 cars attended and each one was a VSCR member.

I drove my street car at a Mustang club event at the new Mid-America Motorplex track in Iowa. The VSCDA will hold the Hawkeye Classic, October 12th-13th, at this new track - plan to attend. The track is 2.2 miles, with a variety of 15 corners and a 2,200 foot front straight. Runoff is excellent, if it becomes necessary. The previous Friday is a practice day & I recommend taking advantage of it to learn the line.

Our test days at St. Cloud have not been well attended, in either May or June. The next two test days, July 13th & August 10th, may be cancelled if drivers do not pre-register with Bill Groschen, at 952-748-8880.

A board meeting will be set up for the week of June 24th. If you have any thoughts/concerns on our past events - call one of the officers. I can be reached at 507-263-4455, or 507-263-5212. The password of "Racecar" will get you past my office Manager.

I leave for the Black Hawk Farms Vintage Classic tomorrow (6/13), as does Lynn Anderson who has sent 2 e-mails requesting my article. See you at the Black Hawk Farms Vintage Classic.



## Ad Libs

**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.

**FOUND:** 35mm camera left behind at the April 19th membership meeting. Wife wants it off the dining room table. Contact John Parizek to describe and claim. 952-496-1919 H. 612-366-1041 B. or at qlerkofcourse@msn.com

**SM/ITA RENTAL:** 1991 Spec Miata racing car available for Road America & Blackhawk racing, lapping, testing, or drivers ed events; rates \$250 to \$750. Other track venues may be available. Pro-built, new crate motor, custom weld-in cage, fire system, hotlap timer, transponder, Toyo R1 tires, and Hawk Blue brakes; current SCCA log book (2002 annual tech). Track ready. Just add driver. For details, see <http://www.Motorsports-Exchange.com> or email [george@motorsports-exchange.com](mailto:george@motorsports-exchange.com) or call 262-375-5125.

**Deadline for the August**

**Tonneau is July 9th.**

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



## 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.**

### June 11, 2002 BOD MEETING HIGHLIGHTS

Randy Van de Loo called the meeting to order at 7:17 pm. BoD members present included Van de Loo, Woolston, Allen, Fuehrer, Youngdahl, Dill, Dahl, and Knepper. Visitors included Jim Anderson, Bill Tapper, John Parizek, Lynn Anderson, and the Freunds.

#### **Secretary's Report:**

1 The Secretary's report was accepted unanimously.

#### **Treasurer's Report:**

1 The Treasurer's Report had a great deal more activity during the past month.

1 Several large checks were deposited and several large expenses were paid for the Memorial Day race.

1 Cash was also moved to the LOL savings account.

1 The extension for the taxes was filed and confirmed.

1 There was a net loss on the Memorial Day race, but the amount was uncertain at this time since all expenses had not been paid.

1 The financial aspects of the race were much more positive due to the help of so many people. In addition, the charges for the event were very reasonable.

1 The Headwaters Club Rally showed a profit.

1 The Board engaged in a discus-

sion of the efficiency of using Paypals, an online payment and credit utility, to collect charges for the event.

1 The Freunds noted that many of the competitors found using a credit card for the charges was a great convenience. They urged the BoD to use the same service for future road racing events.

1 The Treasurer's Report was accepted.

#### **Tonneau Report:**

1 The Tonneau Report noted that 850 copies of 16 pages were printed.

1 Lynn Anderson also reminded the BoD that the postal rates were due to increase July 1st.

1 Van de Loo then asked about the cost of printing color pictures or of using color in the Tonneau. He felt that such color would be attractive to sponsors.

1 Dahl requested that additional information be included in *The Tonneau*, particularly in regard to current points standings and other material.

1 Lynn Anderson noted his willingness to print material just as soon and as often as the material is provided.

1 He noted that in the past, material has not often been sent to him.

#### **Membership Report:**

1 There was no Membership Report this month.

#### **LOL Website:**

1 A side discussion, one of many that night, began regarding the LOL Web site.

1 A number of BoD members noted the inconsistent operation of the Javascript functions on the site, particularly the menu bar.

1 There was a brief discussion regarding which version of Javascript was implemented on the site, and Mark Knepper told the Board that his brother would be happy to volun-

teer if that was needed.

1 Finally, the uncertain operation of the Yahoo mailing list was noted and Allen volunteered to check on its operation as well as its functioning on the Web site.

#### **Competition Board report:**

1 There was no Competition Board report since there still is no formal Competition Board.

#### **Track Relations Committee:**

1 Dahl will be at the MidAmerica Motorsports venue this upcoming weekend and will share her perceptions of the facility.

#### **Old Business:**

1 As a follow up to last month's action item, it was noted by Van de Loo that Wally Sunderland was not available.

1 He also noted that the other REs were asking for input regarding adding fees for competition license waivers. Apparently there are some license holders that request such waivers year after year after not meeting the requirements for competition event participation.

1 The status of awards presentations is moving towards resolution. Van de Loo reported that the first order for the Brook Kinnard trophy was dropped by the vendor. He has reordered the trophy from a reliable vendor and it was due to ship June 11.

1 Dahl volunteered to check on the progress of other awards to make sure all award presentations are resolved.

1 The Pinewood Derby event at Mall of America was a great success. Thanks go to John Parizek for his able leadership. Some 106 Cub

## **BOD MINUTES**

**continued on page 11**

## FUBAR continued from page 4

a constant stream of bands, police motorcycles and celebrities circled the track, and there wasn't an empty seat in sight as a B-2 flew through cloudless skies and Jim Nabors took the microphone.

For sheer sporting event spectacle, I have never seen anything to match the sight of almost half a million colorful racing fans on their feet cheering the 33 car field pace lap on a perfect race day in Indiana. The green flag flew, and the drivers were understandably nervous with the very green track, and pretty much single file and in order for the opening laps through the first turn. Bruno Junqueira led from the pole in the early going as things started shaking out back in the pack. It was most evident that Sarah Fisher was rapidly dicing backwards from her third row starting position, while both Mo Nunn Hollywood cars (Giaffone and Kanaan) looked strong. Tomas Scheckter quickly moved up to join boss Eddie Cheever in the lead group, while all three Team Green cars (Andretti, Tracy and Franchitti) made rapid progress up the steep IRL learning curve. The array of speakers along the fence just 35 feet in front of our seats was useless over the whine of 33 Chevy and Infiniti race engines, but we could keep in touch with the whole circuit on the big screen TV on the inside of turn one. We didn't need either when Greg Ray tagged the "soft" wall right in front of us to bring out the first yellow flag.

Franchitti was caught out of sequence in the pits, and was pretty much out of contention early. As the race restarted, Sam Hornish looked good along with the Hollywood cars, but the most impressive driver had to be

the rookie Scheckter. Nicknamed "Boom-Boom" by boss Cheever after he took both their cars out in Florida, the son of '79 World Champion Jody has earned a reputation as IRL's bad boy, with some penalties handed out for rough driving in early events. Scheckter was anything but rough on this day and visibly faster and smoother through turn one and using all the track at the exit. After Hornish's mechanical problems and Junqueira's engine explosion put Kanaan into the wall, Scheckter was in control and slicing through backmarkers all around the track. But somehow he got it all wrong on the far side of the track and his hopes for a win disappeared with the right side of his car. At that point my pre-race pick De Ferran and teammate Castroneves seemed perfectly positioned, with Tracy and Andretti still lurking close at hand. As the cars exited the pits, my attention was drawn to a quickly revving engine, and it was a shock to watch De Ferran slew into the grass as his left rear tire bounded down the pit road and onto the track in the short chute between one and two. Exit Captain Penske's strongest car, after everyone except Castroneves had pitted. Helio was obviously leaning out the car and visibly slower, as Giaffone and Tracy ran him down through lapped traffic, with feel-good story guy Alex Barron in the chase and Andretti dropping back with poor handling. I was focused on the big screen as Tracy moved out for the pass for the lead on the next to last lap, when the track camera and ABC cut to Buddy Lazier going into the wall. As the cars came through turn one, Castroneves was in front to a mixture of cheers and boos from the crowd.

Maybe by the time this is published

the results will be official, but I figure Team Green's chance for appeal over Penske (now the pride of the IRL) are similar to RenderFoster Racing's protest of Mike Andretti/Carl Haas back in 1981 at Elkhart Lake. Either way it was a fantastic show and a privilege to be there in person. Having seen two Brickyard 400 races at the track (the last one from the Tony George box), I definitely feel traditional race cars put on a better show than the door slammers. NASCAR needs higher banked turns to run two lines through the corners, while IRL can pull out at the exits and make quick passes in the short chutes. Now if I can just wrangle a ticket to the F1 race it will complete my comparison!

Obviously I missed out on the results of the May Regionals at Blackhawk, and will leave the reporting of that event to someone else. We passed *Tonneau* editor Lynn Anderson just north of Beloit as he towed home Monday morning. I waved, but I'm sure he didn't recognize me in an un-Fubar type of clean vehicle free of rust. There was no Memorial Day traffic in Chicago, and although we stopped in Madison to pick up my son to mess up the milage comparison, it appeared going through Iowa only added about 30 miles to the I-90/94 drive.

I concur with RE Randy's plea for help in our competition department. But I can't help remembering some of my happiest times in racing, when I could run down from the CBIR tower after listening to "Back Home Again" and watching the first laps at Indy to jump in my car to qualify for our own "Memorial Day Classic". Folks, if we're going to be a racing Region, we need a regional race track!

**BOD MINUTES** continued from page 9

Scouts participated in the event on that Saturday with more on Sunday. The high school event was also a success with over \$1600 contributed to the Cancer Kids Fund and with lots of kids interested in the cars.

1 Additional discussion followed on the Volkspport Auto Show, and the BoD was reminded that the show was for all makes of cars. Additional participation was solicited.

1 A long discussion followed regarding the Labor Day racing event.

1 The issue for LOL seems to be that our region wants to hold a Restricted Regional race for the benefit of our IT-racing members. The other participating regions do not show much enthusiasm for the Restricted Regional.

1 The Board discussed which strategies might be effective in gaining other region's agreement.

1 Mark Knepper has graciously agreed to coordinate a discussion with other RE s regarding LOL participation and will report back to the BoD.

1 A long and contentious debate then continued regarding the Competition Board Charter.

1 Although the positions of various Board members were not always clear, some wanted to approve a next step that included asking a potential chair person for input regarding the structure of the Comp. Board.

1 Greg Youngdahl, among others, apparently wanted to structure the Comp Board without a single chair person, suggesting a design of a board in which individual racing events coordinators would report to the BoD.

1 Other BoD members suggested a single chair of the Comp Board who would coordinate the activities of all the individual racing series.

1 The discussion continued for some time, with input being offered by Bill Tapper who was present to advise the BoD.

Due to the late hour of the meeting, the heat of the discussion and the heat of the meeting area, the BoD meeting was adjourned at about 11:00 pm.

Respectfully submitted,  
Michael Allen, Secretary

# Who's new in Membership?

by Lois Bjelke

We have 1065 members, including six dual members. We gained 16 new members in April. The May membership update has not yet arrived. Denver has dropped 34 people who were due to renew in March and have not yet done so.

**New members who joined in April are:**

- Gray, James C, 2845 Irving Ave S #2, Minneapolis, MN 55408, 612-872-0254
- Greco, John V, 8624 Woodcliff Rd, Bloomington, MN 55438, 952-914-0049
- Harding, Ben, 210 N 2nd St #405, Minneapolis, MN 55401, 612-339-8702
- Hartwig, Eric A, 6844 Wentworth Ave S, Richfield, MN 55423, 612-869-7258
- Hollanitsch, Kurt, 6435 377th St, N Branch, MN 55056, 651-307-3683
- Johnston, Crystal, 6015 320th St, Stacy, MN 55079, 651-408-8959
- Knepper, Keith, 2547 Arthur NE, Mineapolis, MN 55418-3901, 612-782-9761
- Lee, Ge, 71 Lawson Ave E, St. Paul, MN 55106, 651-774-6309
- Lehman, Tim, 11290 Lenwood Cir, Eden Prairie, MN 55344, 952-941-2775
- Petz, Christopher, PO Box 274, 204 1st St, Somerset, WI, 54025, 715-247-2275
- Rehbein, Brian, 6015 320th St, Stacy, MN 55079, 651-408-8959
- Reichelt, William, 5210 Juniata St, Duluth, MN 55804, 218-525-0056
- Rydryon, Chris, 5510 Spruce Rd, Mound, MN 55364, 952-220-1086 T
- hao, Kong, 804 Jenks Ave, St Paul, MN 55106, 651-793-9764
- Tyler, Leon, 4501 Park Glen Rd #331, St. Louis Park, MN 55416, 952-836-0071
- Wilke, Kris, 306 Maple, Porter, MN 56280, 507-296-4470

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.



July 6-7 Double Regional Races, CINCY at Mid-Ohio, Mansfield, OH.

July 6-7 National Races , INDY at Indianapolis Raceway Park, Indianapolis IN.

July 6-7 LeMans at Road America, Elkhart Lake. WI.

**July 9 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.**

**July 13 ClubRally, LOL, Arkansaw, WI, Eric Nelson, 651-260-9456.**

July 13-14 Double Regional Races, SBR at Geringman, South Haven, MI

July 13-14 CART at Cleveland, OH.

**July 14 RallyCross, LOL, Arkansaw, WI, Mark Utecht, 651-408-1203.**

July 14 MOWOG IV Autocross, MAC, Eau Claire WI, or La Crosse WI. Dwight McCullough, 763-754-7111.

July 20-21 National Races, NEO at Nelson Ledges, Warren, OH.

July 20-21 BRIC, VSCDA at Road America, Elkhart Lake, WI.

July 21 Autocross, PCA, St. Cloud, Bob Kosky, 952-938-6887.

July 27-28 National Races and Restricted Regional, MIL at Road America, Elkhart Lake, WI.

July 27&28 Met Council Autocrosses, COM/SCCM, St. Cloud, Wally Mahlum, 952-431-0630.

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 week end, 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 National Races, LOL etc. at Blackhawk Farms, South Beloit, IL.**

**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)**

**Jim Harayda** passed away May 16, 2002 Jim raced SCCA Club and National races in the '70s and '80s. Jim raced a Lotus 20 Formula Junior, March Formula B, Saab powered Sports Racer, Lotus Super 7, Eldon Formula Ford and a Lola Formula Ford. Jim was most successful in the Formula Fords. In one season he won every race he finished. In the last few years Jim was active in the Norton Motorcycle Club and the Goodwood Racing Club. Jim will be missed by his wife April, son Christopher, family and friends.