

Volume 102, Number 3 March 2002

The Tonneau

Land O'Lakes Region, Sports Car Club of America



REport

Randy Van de Loo

Regional Executive

Winter - Where's the BEEF? You won't find any here - but then again, I don't play in the snow. Perhaps I should take up some winter outdoor activity - but then again it's not like I don't have enough to do indoors. March is upon us. Although I write this almost a month before you see it, there will be glimpses of spring-time right outside your door. No - I am not talking about birds building nests or the crocus plants peeking through the snow. I'm talking about garage doors becoming un-sealed for the first time in many months as the cars inside of them get loaded up onto the trailers for the trip to the body shop for that new multi-colored paint scheme, or to be brought to the alignment shop so the new front end components can all be brought into race-ready spec. Ah yes - signs of spring. Saturday afternoons can bring a ca-

cophony of finely tuned engines being brought to life for the first time. The smell of fresh header-paint being seared into the tubing. Timing lights coming out of their cubby holes while curious neighbors and kids stand in their driveways watching you with their hands covering their ears. Rock-hard new race rubber being stretched over the wheels only to find out that there is no way you will get that bead to seat without warming the rubber enough for your bead expander to work. Sure signs of spring-every one of them.

This is the beginning of our 2002 Competition Season. By this time we have spent many hours pouring over the new GCR and Class specifications - looking for whatever competitive advantage we can find while still maintaining some semblance of reality in regard to household budgets. By now we have courted potential sponsors and we are getting ready to make good on our promise of positive exposure.

This is what we do. This is the world of racing. We are the people that so many have a hard time understanding, yet we retain their awe. They

REport continued on page 2

MINNEAPOLIS AUTO SHOW WORKERS 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?

Please contact Joe Rothman (Day or evening) at 952-949-0873 (Email: Joe@gpqme.com)

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

MEMBERSHIP MEETING NOTICE:
The March General Membership Meeting will be held at 7:00pm
March 22nd at The Thunderbird Hotel, 2201 E 78th St.,
Bloomington, MN. It will be the "Post-Auto Show Open House."

NEOHIO's 2002 COMPETITION CLINIC

Neohio Region's Competition Clinic sponsored by Kumho Tires, will be held March 23rd from 8:30 AM - 4:30 PM. This is our fourth consecutive year of hosting this daylong event. It promises to give you even more information than past clinics.

We're lining up some fabulous workshop leaders for suspension work, engine rebuilding, starting out in motorsports, Solo, tires, and lots more. There will be something for everyone, from novice to veteran racer, from road course driver to Solo and rally competitor.

The 2002 Competition Clinic will be held at the I-X Center in Cleveland, Ohio, on March 23, 2002, from 8:30 AM to 4:30 PM.

For more information and registration directions, go to the Neohio web site (www.neohio-scca.org), send an e-mail message to neocompclinic@hotmail.com, or call Sherrie Weitzenhof at (330) 666-2627 between 6 PM and 9 PM.

REport cont. from page 1

look at our lawns and shake their heads. While they are our neighbors, co-workers and friends, they have no idea what drives us to this "insanity" we cherish - called Motorsports. In the many years I have been involved in racing, I have quit and gotten rid of everything 3 times. Only to have to buy it all back or start over again. I was miserable without my "cars". All I can say is - I can't explain it but it must be something "right" in my genetic make-up. Quite honestly - I can't see what all the fuss is over a well-manicured lawn either!

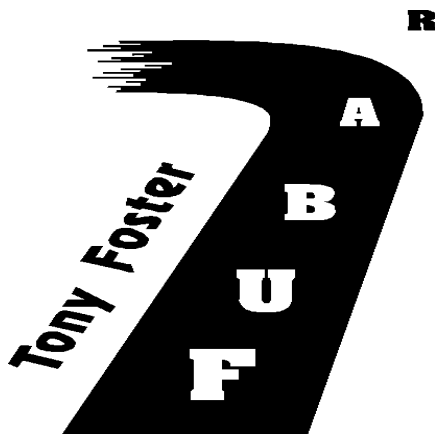
Relax fellow LOL'ers - You have just been pronounced "NORMAL"

Let the season BEGIN!

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

ing for the latest developments in LOL.

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



Ed note: Tony was at a loss for words this month. However, he has promised to provide an article for next month.

LOL Board of Directors

Regional Executive

Randy Van de Loo

Home: 612-729-1949

SCCA_LOL_RE@yahoo.com

Assistant Regional Executive

Rob Woolston

Home: 651-739-7837

Robert.Woolston@UNISYS.com

Secretary

Michael Allen

Home: 763-557-6934

michael.allen@visi.com

Treasurer

Deb Dahl

Home: 952-435-1617

dahld@earthlink.net

Members at large

Doug Dill

Home: 612-925-1731

doug_dill@yahoo.com

Tom Fuehrer

Home: 952-937-8601

tfuehrer@mn.rr.com

Mark Knepper

Home: 651-464-7613

markknepper@earthlink.net

Dan Moore

Home: 763-421-0742

sc00by928@aol.com

Greg Youngdahl

Home: 507-332-0297

gregy@deskmedia.com

Motorsports Memories

No. 2-Indy's "Junk" Formula

By Harvey West

In the twenties, few Americans believed that the good times couldn't last forever. It seemed like almost everyone dabbled in the stock market, buying on margin and making easy money. The Indy 500 was riding high in the late twenties, too, its entrants living with ever-increasing costs of being competitive. In 1926, the formula at Indy had changed, the new rules stipulating a maximum engine displacement of only 91.5 cubic inches, down from the earlier 122 cu.in. limit.

This advent of the 91.5 formula resulted in the escalating development of costly supercharged and intercooled Miller straight eight engines. These became dominant, challenged only by Duesenberg. The jewel-like Miller cars were going for up to \$15,000, a substantial fortune at the time. And, sponsorship as we know it today didn't exist to any great degree. Then too, the highly tweaked and stressed equipment wasn't always reliable. In the 1927 race, 21 of the 33 starters broke.

Another problem: The tiny but powerful engines were quite unlike anything Detroit produced, so the auto manufacturers had little interest in an Indy involvement. Fortunately, these problems began to be recognized, by the powers that be, at least two years before the 1929 stock market crash. This foresight probably saved Indy racing. New rules were in place for the 1930 race.

Some purists ridiculed the new rules structure as the "Junkyard Formula."

The displacement limit was raised to 366 cubic inches, a limit of two valves per cylinder was imposed, no supercharging was permitted on four cycle engines and minimum vehicle weight was raised to 1,750 lbs.

These specifications had the desired result of putting Indy racing within the reach of low-dollar teams who built semi-stock equipment. Some entries were basically taken off the road, the fenders and other non-essentials removed, racing bodywork fitted behind the firewall and the engine modified. You were looking at a \$1,500 race car, built in the backyard. Nearly half of the cars appearing on the early 1930's entry lists were semi-stock creations. In 1931, the rules were liberalized somewhat to permit four valves per cylinder, with the hope of attracting some European entries to Indy.

One aspect of the new rules wasn't so hot. Bodies now had to be wide enough to accommodate a riding mechanic. Theoretically, this passenger was intended to advise the driver of overtaking traffic. In reality, the concept simply put more individuals in harm's way. The 1930's were the bloodiest era in Indy history, and many of the casualties were riding mechanics. By 1938, reason prevailed and the mechanics could remain in the pits where they belonged.

The increased displacement rule produced a flood of stock block entries including Buick, Duesenberg Model A, Chrysler, Stutz, Hudson, Graham, Hupmobile, Reo, DuPont and Ford. The most successful stock block effort came from the Studebaker factory, however. In 1932, Studebaker President straight eights placed third and sixth. The following year, they finished sixth through twelfth.

Russ Snowberger, one of the more successful Studebaker drivers, built

his car for \$1,500, finished eighth at Indy and third in AAA championship points, spending less than \$5 on replacement parts for the season. His prize money paid for the car several times over. Not bad for a low-buck racer during the Depression!

None of the semi-stockers reached victory lane at Indy, however. Miller eights won every race from 1930 to 1933. The Miller engines used during the earlier 122 cubic inch formula era had been dusted off, bored and stroked to nearly double their original displacement. A variety of exotic engines emerged during the 1930's, including V-16's and the Cummins Diesel that finished the race non-stop in 1931, an extremely rare feat in Indy history.

The 1935 race saw the first victory of the 4-cylinder, 16-valve Offenhauser engine, which was to dominate Indy racing for many years to come. The Miller operation had gone into bankruptcy in 1933, and Fred Offenhauser bought the plant, tooling and manufacturing rights to the Miller 221-inch, 4-cylinder marine-based engine which won the "500" in 1934. The famous 255 cu.in. Offy was developed from this power plant.

The Depression years also saw some changes made to the track, which had remained essentially the same since the bricks were laid. The inside retaining wall was removed, being replaced by an apron. Too often, the inside wall had deflected out-of-control vehicles into the racing groove, with grim results. The outside wall was also rebuilt so that it was perpendicular to the track surface. The earlier wall configuration had often ramped spinning cars right

MOTORSPORTS MEMORIES
continued on page 4

Vintage Perspective



by Brian Kennedy
President, VSCR

The deadline for this article, for *The Tonneau*, is in 2 hours. Our banquet is tomorrow and member videotapes will be part of our evening's entertainment. So as I'm writing this, I am watching a tape of Group 6 at the Road America Fall Festival 2001. The camera vibrates too much, the sound is great, but I notice that I am wide of the apex too often.

The VSCR newsletter, *The Inside Track*, was edited by Liz Stadther for the last few years. The newsletter has become the VSCR web site at www.vscr.org, and is now hosted by Liz. The web site is currently our best method of communication for club meetings and updates. Brian Crombie has submitted an article on his "new" old Le Grand sports racer. Any additional articles, from all club members, would be welcome (Send them to Liz Stadther at Stadther@pclink.com). Updates on race dates, test days, bylaws, car numbers, links to other Vintage groups and racetrack information is also listed on the web site - so check it out.

No meeting is set for March at this time, but a brief meeting will be held at the banquet on Feb. 16th. Another Spring Swap Meet, hosted by Mark Brandow, will be held April 6th at

Quality Coach from 9am till noon, followed by a club meeting. Rich and Liz Stadther will be Event Masters for our race at BIR on May 18th & 19th. As soon as we can, we will post an entry form on the web site for this event.

MOTORSPORTS MEMORIES continued from page 3

out of the ballpark when struck. During this era, the process of covering the bricks with asphalt also began, until today, only a narrow strip of brick remains at the start-finish line. But the place will always be called the "brickyard", and many chapters of its fascinating history will continue to be written.



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

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

Lois Bjelke
Home: 651-633-7096
Email: testarossa@visi.com
Fax: 651-635-9473 8am-5pm

Assoc. Editor & Publisher

Lynn Anderson
Home: 612-724-9302
Email: Lotos61FF@juno.com

Contributing Editors:

ick Dickinson
Tony (FUBAR) Foster
Brian Kennedy
Randy Van de Loo
Harvey West

Advertising Manager:

Doug Dill
Home: 612-925-1731
Email: dougd@edisonline.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

CLUB RACER CHRONICLES Road America '99

by Randy Van de Loo

SCCA Race weekend - August 28 and 29th, 1999. Race Track - Road America near Elkhart Lake, Wisconsin (by Lake Michigan). Track length is 4 miles. Top speed for my class at this track is between 140-150 mph. Double Regional race - two completely separate races and qualifying sessions.

Trip to the track. This was a trip to remember. Since my wife and son could not go with me, I opted to take my pickup truck to tow the racecar trailer and sleep in a tent and sleeping bag. The truck (a little over 40,000 miles on it) had its own ideas as to how the weekend would go. About 75 miles from home the transmission decided that it could no longer present itself to the world as an overdrive transmission - Overdrive said - OK, then I am leaving. Truck was slowing down as engine revved up. Not good. Got down to 20mph and I decided to try "Drive" - the truck started to accelerate again. No problems from the transmission as long as I kept it out of Overdrive. About 100 miles later, the fuel pump (I have already replaced it 5 times) decided to take a siesta. Truck got down to about 40 mph after the engine had stalled and I got it restarted (thanks God). Fine for another 100 miles and it burped again - same scenario. Finally made it to the track.

At the track -

Friday night. Rain. I slept (tried to but was not successful) in my teammate's spare bunk in his motorhome. Finally gave up on try-

ing to sleep while worrying about how (or if) I was going to make it home with a truck that obviously thinks 40,000 miles on its odometer marks retirement age. I got up and went outside. No longer raining but very dark and foggy. Got into my truck and sat there - took some Tylenol to try and kill a throbbing headache. Dozed off about 5:30am only to wake up at 6 to the sounds of people milling about at the track. Since we were in the first race group, I needed to be on the track at 8am.

No practice sessions. This is not normal - and not going the way I had planned it. I had brand new tires on the car that needed to be scuffed in and left alone for a week to season themselves (I know - sounds like a turkey in some sort of special broth). In case you didn't know it, new race tires that have not been properly broken in via the seasoning process do not work very well at all, and it is a lot like driving on a wet race track.

Saturday 8/28 Qualifying: Temps were in the low 70's with extremely high humidity and light fog from the rain the previous evening. The track had many damp areas but no standing water. I had to run the "green" tires on the racetrack to get them seasoned for the race the following weekend. I decided to do my best with them. As it was, I qualified last in my class. This put me at almost the very tail end of about a 40-car field.

Saturday 8/28 The Race: Temps were in the mid-upper 80's and it was still very humid. I put the only set of seasoned tires I had on the car. I started at the back of the field due to my poor attempt at qualifying. When the green flag dropped I was in a good position to out-torque and out rev some of my competition up the hill to the start/finish line. I passed 4-5 cars going into the first turn and

held the position. A couple more turns and I had passed 3 more cars. I was now approaching the middle of the pack. On the 2nd lap there was a major problem between a few of the cars up front which resulted in a \$150,000 Porsche's trip into a wall at high speed. The driver was ok, but not a happy camper. The next 3 laps had limited passing as many of the corners were under caution. Then there was no passing at all as they went to a full-course caution and brought out the pace car. The race finally resumed and by lap 10, I was in the right place at the right time and miraculously I took over the lead. Pushing the car to the limit to keep the lead, I overworked the brakes. The pedal was going to the floor. This is not a good thing to happen when you are speeding downhill into Turn-5, which is a flat 90-degree left hander. I managed to get the car slowed and decided it was better to lose the race than to lose the car. Reluctantly I relinquished first place to my nearest competitor. I struggled to stay ahead of the rest of the field and was successful. I finished the race in second place and had a car that would barely stop when I was ushered to the impound area to be weighed and to wait for any protests that may have been lodged. It was official, no protests - we were cleared to return to our paddock areas. Once I was back in the paddock, I quickly changed out of my firesuit and got my car on jack stands and removed the front wheels. I found that the brakes were working so well that it was deforming the brake caliper bracket and the iron bracket itself would rub on the brake rotor causing it to get very hot (if it were night time the rotors would have been glowing orange). Can't fix it, as I don't have the spares. Just have to work with

CHRONICLES cont. on page 6

CHRONICLES cont. from page 6

what I have. I bled the brakes with some fresh fluid. Made sure that the cooling ducts were in good shape and that the blower motors were working right.

Sunday 8/29 Qualifying: Temps were in the low 70's and the air was crisp. Racecar engines and drivers love cool dry weather. The car ran very well and I managed to qualify second in my class. The first place qualifier (also the winner of the race on Saturday) was faster than I by a considerable margin. His car was a 3-year-old national record holder and he knew how to drive the wheels off of it. I had my work cut out for me as the brakes were fading badly after just 4 laps. I will have to race 12 laps of this 4-mile track.

Sunday 8/29 Race: Temps were in the mid to upper 80's and the humidity was low. A tad warm in the racecar but I had the brakes bled and we were ready for action. I pulled onto the false grid at the first call. Got the in-car camcorder primed for action and sat there talking to myself going over my mental checklist and saying a few words to the man upstairs for a little guidance and support. The grid official gave us the 5-minute warning and I started the car again. The engine was up to temp so I turned on the twin electric fans on the radiator. Followed that with the brake blowers and clicked the camcorder record/pause again so it would not just shut off for being paused so long. The grid at Road America is single file until they marshal you onto the track. I saw the black car (Mustang) well ahead of me along with the black GT-1 cars (they run about 180 on this track). We were behind the pace car and snake steering the cars to warm the tires. I focused on my competitor up

ahead. I really wanted to have a good start to this race as I knew the more distance he put on me at the start, the more work I was going to have to do to win the race. Remembering too that my brakes were marginal at best - it was going to be a long 12 laps. Coming around turn-14 (last turn on the track) double-file we started up the hill toward the start/finish line. The pace car pulled off as the pole position cars accelerated and then slowed abruptly to cause commotion in the field (I really don't like it when they do that). Suddenly they were on the gas as the green flags flew. I was held up by the car in front of me, so I started to pull around him. He then gassed it and blocked me as he pulled alongside the car in front of him. We were 4 wide going into the first turn at well over 100-mph. I felt like the meat in a sandwich. The car I was racing with to my left and I were the 2 cars that came out of that turn side by side. The car to my right dropped in behind me, and the car to the left of the one I was racing with dropped back. We raced for turn 3, which is a 90-degree right hander. I am in the right position to take him and I do. We then race through the chicanes and I am accelerating away from the pack I am in. Where is that blasted Mustang? In all the commotion of the start I had lost sight of him. I knew he was extraordinarily fast, but not so fast that he could put that much distance on me. Must be cheating somehow. I am racing alone now. The majority of the pack is behind me. I choose my lines carefully and push my car to the limit - I have to catch that Mustang. The pack ahead is pulling away. How can that guy run as fast as the GT-1 cars? Must be cheating. I keep my foot in it because I want to be there when he screws up. His tires have to be going soon. Lap 9 my brakes are about

cooked. I am not catching up to the pack. I am still ahead of the rest of the pack by about 15 seconds and by myself. Roaring down hill into turn-5 (90 degree left) I go to pump the brakes up with my left foot while still holding the throttle with my right foot. The pedal is soft and goes most of the way to the floor. I open up the proportioning valve to allow full pressure to my rear brakes to help me slow the 3400+ pound bullet. I get the car through turn 5 with the right rear wheel going slightly off the edge of the track. Charging now uphill into a blind 90 degree left hand turn - I brake to slow the car and am not used to having so much rear brake. The rear wheels start hopping up/down causing the back end of my car to slide out. I counter steer into the spin, but it's not enough. Around it goes. I spin off the track, hit the edge of the grass and right back onto the middle of the racetrack - I am stopped sideways. Remember the pack of traffic I was ahead of? - I look out the side window as I get the car into gear and I see the pack coming right at my door. 4 cars scoot around me as I held my position motionless (a directive from above I believe). Rev the motor - pop the clutch and rejoin the chase. By now the first place car was so far ahead of me I know I have no chance of catching him. Well better to finish second than not at all. I paced myself and overtook the cars that got by me during my lawn-mowing job in turn 6. I was starting to get a little more brave and lapped a couple of cars and thought - just maybe I have another shot at that first place car. I still couldn't see him, but then the track has so many turns (14) and elevation changes, you can be a mere 5 seconds behind a car and not see him until a straightaway. The chase

CHRONICLES cont. on page 7

CHRONICLES cont. from page 6
 was back on. Left foot pumping furiously at the brake pedal as I entered the corners. I want to find that guy. I come through the carousel (turn 9) and floor it - 3rd gear. I hit redline and slam the shifter into 4th gear. Over a hundred miles an hour and I realize as the rpm's on my tachometer went ballistic and the car was on the brink of out of control - I had inadvertently hit 2nd gear. In with the clutch as I try to control the twitching racecar and keep it out of the wall at the turn they call "The Kink". (I had been bothered all weekend about this wall as it is decorated with so many different colors of paint).. I regain control just before the car left the track. Left wheels off the track and back in gear I continue the charge for the Mustang.. I can taste his exhaust. He's up there. Somewhere. I blast through turn 14 (last turn before the start/finish line) like a dirt-tracker. Charging up hill at full throttle I slam the car into 4th gear and there it is..

The checkered flag. Drat. Second place. Nobody remembers who finished second! Where in the heck is that Mustang? Jeez I guess I must have lost a lot of time during my agricultural escapade in turn 6. I take a cool down lap and regain my composure. I notice coming out of turn 12 that there are a bunch of people in the grandstands all waving at me and giving the Thumbs-Up!. I wave back (as I do to all the corner workers and emergency medical techs) and continue lumbering around trying not to use my brakes. Exit the track and I see a sign being held out for me to read - it said "GREAT RACE - NOW REPORT TO IMPOUND". I was not surprised. After all they generally impound the top 3 or 4 cars in a class. On my way there I carefully take off my helmet

and nomex head sock. Off with the gloves - I come up to a roped off area and I am told to pull through as they lift the ropes. I do as I am told. I shut down the tired engine and brake blowers while leaving the engine cooling fans run. I climb from my racecar and a lady walks over to me and says - "congratulations! You won!" No no no I reply - it was the black Mustang - number 73. He's around here somewhere - you see, I spun out in turn 6 and... "No black Mustang around here. You are number 7 American Sedan right?" Y-yes. I am. "Well then" she replied "you are our winner and now we need you to move your car to the victory circle and get your picture taken!" Well - I will pose for the picture but I want to find that Mustang. I pose and smile (hair pointed in 3,000 directions) and climb back into my hot and lifeless Camaro, hit the starter and pull out of the winner's circle and over to the impound area. Joyce (my teammate's wife) smiled and handed me a much needed bottle of water. I look around and I still can't see that Mustang. He must be wayyyy up there. Onto the scales and they tell me my car made the minimum weight with 110 pounds to spare. Mental note - Driver gets no more donuts. I look around a while and they release us. No protests. I drive around to my paddock and park the racecar behind the trailer.

There is the driver of the Mustang. He's standing there in street clothes. Smiling. He said "Congratulations. You won your race!" W-what? What are you talking about - how did you get changed so fast. I couldn't catch you!!!! He replied "The reason you couldn't catch me is because - I wasn't there to be caught." Wait a minute I replied, I saw your car on the grid! "No, there is a GT-1 Camaro painted a lot like my car that you

saw. My crew chief informed me just prior to the race that my engine had a headgasket blown and I would have destroyed the engine if I tried to race it. So I never pulled onto the track."

I looked up in the sky and thanked God for a safe race and for the victory. I really had won. But I was chasing something that could not be caught. There is a lesson in there somewhere. I will find it (or catch it) someday.

Hi, Lois!

I could not remember if I provided you a change of address for *The Tonneau* and membership information, but here it is! Please forward the Tonneau to my new address and list the change in the next issue of the Tonneau.

Thanks.

Judi Sievers
 P.O. Box 4220
 Scottsdale, AZ 85261
 480-231-0225

p.s. I plan on doing a dual membership with LOL and Arizona chapter.

Solo Scene

Solo Scene does not appear this month as nothing was submitted by Dick Dickinson.

Deadline for the April

***Tonneau* is March 12th.**

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

MORE OF THE "GOOD OLD DAYS"

by Dick Kantrud

I hope you all have enjoyed Harvey West's series on the early days of racing in Minnesota as much as I have. In fact, it has inspired me to attempt an early days of LOL series. Probably won't be as organized (or detailed) as Harvey's, but I'll try to at least keep it in some sort of logical order. I joined in 1962 (actually in November 1961 to get a couple of free months) so this will start somewhere around that time. I would really like to see an article from one of the founders about the first years of LOL. How about it, Jim Grady??

Back in the late 50's when NASCAR was first beginning to become well known, some teams would advertise their horsepower in BIG numbers/letters on the hood (366HP), etc. I remember the first sports car race I went to at Met Stadium (might have been in 1960). Saw a little coupe running around with 36HP on the side. I remember thinking if I only had 36 horsepower I sure wouldn't be proudly displaying it on the side of the car.

Not long after, my best friend, Bob Welsh, bought an MGA so as to get a relatively inexpensive convertible that also got good gas mileage. He called me a few weeks later. He had gone on a thing called a road rally with a friend from work and had a great time. There was going to be another one in a week, would I like to go? Sure I would. We decided I would drive as he had a mind for figures and would be much better at being the navigator. We had a great time, we even ended up finishing 4th or 5th as I recall.

We did a number of time/speed/distance events, finished quite well with Bob using only pencil and paper, not even a calculator. They also ran a number of "gimmick" rallies. These relied more on figuring out some obscure clues or some other weird quirk rather than time/distance calculations. I recall one where the entrants were given a packet of 6 or 7 photo prints, then in the instructions every so often it would read "stop sign, use photo". You were to then turn in the direction that looked the MOST like one of the photos. The problem was there weren't any really distinguishing items in the photos, and the photos WEREN'T NUMBERED. Our problems were compounded by the fact that the photos had been taken a couple of weeks prior to the event and we had since had our first significant snowfall. I recall we were completely stuck on the very first one, couldn't figure it out. Then Bob noticed a sign in the background and figured out that the "gimmick" was that all the photos were printed backwards, we figured them out by holding them up to the rear view mirror.

I was enjoying driving the MG so much that I just had to have a sports car. I convinced myself that it would be very practical because it got such good mileage and bought a TR4. We decided to join the clubs that put on the events as you got a \$1.00 discount on the entry fee if you were a member. I joined LOL, Bob joined the Twin Cities Sports Car Club (later we both joined both).

Back then the club still had some leftovers from its somewhat elitist origins, and to join you had to have two member sponsors to be allowed in! I hooked up with Dick Warren (a really fine person) and Dewey Brohaugh (a really free spirit to say

the least, but a good guy too). I remember seeing Dewey driving his TR3 at Road America (before the days of all the safety regs). He had a flat black helmet in the style of the old motorcycle cops (fiberglass bowl with leather side straps), he had white Styrofoam Viking horns on the helmet and a long flowing red beard blowing in the wind - quite a sight going in to corner 12 at RA.

Anyhow, I digress. There were other gimmicks as well. I recall one rally done in kilometers (not many were familiar with metrics back then). Both the average speeds and distances were in kilometers. There was also one where the rallymaster gave route instructions where the only other info was to drive as fast as you THINK he did.

We also ran a number of gymkhanas (autocrosses). Some of these were really a lot of fun. One was up at the old Minnesota Dragways strip up near Anoka. Mirror image courses were laid out in the parking lot. You had one run on each plus a run on the drag strip, 10% of your drag strip run was added to your time for the two other runs. Once everyone had made their official run, the strip was available to everyone on a first-come first-served basis for you to thrash your car as much as you wished.

Another good one was held at the Mankato airport. It was pretty fast and had a number of "garages" as mentioned in one of Harvey's articles. It also had a line where you had to go past it, stop and back up behind it, then continue on the course. We got a lot of local race cars to these events, partly because there

"GOOD OLD DAYS"

continued on page 9

Who's new in Membership?

by Lois Bjelke

We have 1076 members, including six dual members. We gained six new members in December and 38 in January. Denver has dropped 18 people who were due to renew in December and have not yet done so.

Please be sure to keep us informed of changes in name and/or address.

Send changes to:

Lois Bjelke, 251 16th Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096, 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, spinout@uswest.net.

"GOOD OLD DAYS"

continued from page 8

weren't many races, partly because they were a lot of fun. I remember Don Skogmo's D Jag, Jack Baker's "Blackjack Special", Jerry Hansen's and Dick Roe's Echidnas and quite a few others.

Most of these events had some sort of a gimmick as part of your time, they were fun to watch. One was blindfold driving. You had to drive a course, going in and out of 4 garages. You were blindfolded, you got your guidance from a navigator who could talk, yell, tap your shoulder or swear at you. VERY hard to do. (Ed. Note: Land Rover owners in England still do the same thing in some of their competitions, only off-road.) I also remember Carquet (carkay). Four BIG hoops, 4 big tractor inner tubes tied together. Driver would drive and co-pilot would try to steer the tubes WITH THE CAR through big hoops with a big, long stick. When you have four big tractor tubes tied together they seem to mostly go their own way.

They were great fun, particularly to watch, REALLY frustrating to do. Next time: monthly meetings, some politics, the start of ice racing, and wow - so these are the folks that put on those races!

Disclaimer: These are my recollection from a long, long time ago, some evening after a couple of brews I might remember more (or less, who knows)?



- March 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.
- 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 Open House. Everyone is invited to attend.
- April 2 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.
- April 9 LOL Board Meeting, 7:00 pm, Parrish's,**
2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.
- April 19 General Membership Meeting, 7:30 pm**
at The Thunderbird Hotel, 2201 E 78th St., Bloomington, MN. It will be "The LOL Pine-wood Derby." Everyone is invited to attend.
- April 20 Arkansaw Tundra Club Rally, Arkansaw,**
WI, Eric Nelson, 651-260-9456.
- April 21 "Tax Brake" RallyCross, Arkansaw, WI.**
Mark Utecht 651-408-1203.

**Land O'Lakes Region 2002 Performance Rally & Club Rally, Road Rally,
RallyCross Schedule (Tentative - Dates subject to change.)**

SCCA Performance Rally/ SCCA Club Rally

Date	Event	Location	Contact	Phone
12/8/2001	Arkansaw Tundra	Arkansaw, WI	Eric Nelson	651-260-9456
4/20/2002	Arkansaw Spring?	Arkansaw, WI	Eric Nelson	651-260-9456
5/11/2002	Headwaters <i>Club Rally</i>	Park Rapids, MN	Karen Freund	612-926-1722
7/13/2002	Arkansaw Sunset	Arkansaw, WI	Eric Nelson	651-260-9456
8/16- 18/2002	Ojibwe Forests Weekend	Comidji, MN	Beryl Burton	612-529-6821
8/16- 17/2002	Ojibwe Forests <i>Pro Rally</i>			
8/16/2002	10,000 Lakes <i>Club Rally</i>			
8/17/2002	Paul Bunyan's Ride <i>Club Rally</i>			
12/7/2002	Arkansaw Tundra	Arkansaw, WI	<u>Eric Nelson</u>	651-260-9456

SCCA Road Rally

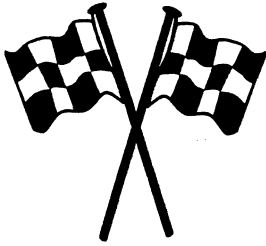
Date	Event	Location	Contact	Phone	Points
5/4/2002	Rally Round the Kids Regional Rally	Raceway Park, Shakopee, MN	Beryl Ann Burton	612-529-6821	No
9/14/2002	Yucatan Safari National Tour	La Crosse, WI	Mike Thompson	608-879-6221	Yes
9/15/2002	Oktoberally National Course Rally	La Crosse, WI	Mike Thompson	608-879-6221	Yes
10/12/2002	Tulips and Other Fall Flowers Regional Rally	Minneapolis, MN	Bruce Weinman	612-529-6821	Yes

SCCA RallyCross

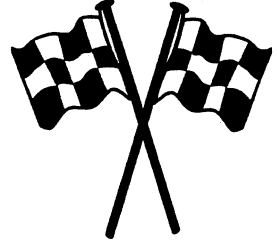
Date	Event	Location	Contact	Phone
4/21/2002	Tax Brake	Arkansaw, WI	Mark Utecht	651-408-1203
6/9/2002	June Bug	Rochester, MN?	Greg Donovan	701-
7/14//2002	Dog Daze of Summer	Arkansaw, WI	Mark Utecht	651-408-1203
8/4/2002	!!! (Triple Caution)	Arkansaw, WI	Norm Johnson	763-561-4943
9/8/2002	Harvest Moon	TBA , MN?	Todd Erickson	763-425-3150

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