



## CORRECTION

In the April REport, there was a sentence that should have read: This non-negotiable contract would require LOL to put down a deposit that was equal to one half of the weekend rental fee.

## REport

Randy Van de Loo  
Regional Executive

Winter is but a distant memory as we are now full swing into the 2002 competition season. The theme for this month's installment of the Report is Camaraderie. (ca+ma+ra+der+ie) Goodwill and lighthearted rapport between or among friends: comradeship. [French, from camarade, comrade, from Old French, roommate. See comrade.]

A fellow LOL'er recently contacted me to tell me that he really wasn't aware that we had regular member-

## 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.

ship meetings and asked how long this had been going on. He wanted to get to know more people in LOL and to learn more about motorsports in general. Aside from the fact that he joined during the summer time, when we generally suspend the General Membership meetings due to the insurmountable number of conflicts that it poses with people's schedules, it appeared that he also was not really "reading" his Tonneau. I invited him and his guests to come to our meeting in March. Here he saw a group of very lively folks that shared his interest in motorsports. He learned

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

## THANKS WORKERS

by Tom Fuehrer

I'd like to take a moment to thank all of the people who volunteered to work the Minneapolis Auto Show this year. We actually had more people volunteer their time than we had shifts and passes for. Also, a huge thanks to the Maplewood Imports, Don Bodine for Donnybrooke, Doug Dill, Mark Utecht, Greg Wold, Bruce Eide and their respective crew people for lending the cars for the display. We had a very impressive group of cars for the show!

I'd also like to thank Joe Rothman for his past work as Auto Show Chairmen and for showing me the ropes this year. If you have any suggestions about how to make the display better in the future, please send me a note.

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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".***

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## Vintage Perspective



by **Brian Kennedy**  
President, VSCR

The VSCR spring swap meet was held at Quality Coaches on, on April 6th, and was well attended. A few parts changed hands and questions were asked about Mark Brandow's 4door, 4 wheel drive MGB and what class he would run in. Afterwards, a brief business meeting was held, with discussion of slicks and wings, recently voted not allowed in VSCR. Dan Muldowney and Bill Groschen labored throughout the previous night preparing Chili, which was well received by the members.

Our race at BIR, May 18 & 19, is advertised in the *Tonneau, Vintage Motorsports* and *Grassroots Motorsports*, and will bring in new Vintage drivers and cars. Our competition chair, Brian Crombie, will have the final word on exemptions for this race. All slicks and wings, if allowed, will run in the faster group. A proof of a poster for the race was displayed and looks great. All drivers in the race will receive a free poster.

Our annual Tech is May 11th at the St. Cloud Highway Safety facility. Check the VSCR website ([www.vscr.org](http://www.vscr.org)) for the current race and activity schedule.

# Motorsports Memories

## No. 4 - The Echidnas

By Harvey West

Minnesota's remote Iron Range seemed an unlikely birthplace for a home-built sports racing car named after an ant-eating Australian mammal. However, the winters in Hibbing and Virginia get mighty long, and three racing friends from the area decided to put the time to good use. Our story begins in 1957.

Ed Grierson, John Staver and Bill Larson had been successfully racing Jaguars and Corvettes for several years, and wanted to try their hands as builders. The goals of the project were affordability and reliability, as well as being competitive. The trio had their eyes on the B-Modified and C-Modified classes, in which many high-dollar cars appeared. These by-gone classes really have no counterparts in today's club racing picture.

A lot of thinking took place before any metal was cut. Rather than going with the usual fabricated tubular frame or a complicated space frame, standard for the time, they opted for a shortened, narrowed and modified '56 Chevrolet passenger car box-type frame. A tripod roll bar was tied in to provide added rigidity, and holes in non-stressed portions of the frame kept the weight down. The chassis, complete with wheels, running gear, and all mounting brackets, less engine, gearbox, driveshaft and body scaled at a trim 975 lbs. With the standard Devin body installed, the

**MOTORSPORTS MEMORIES**  
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ready-to-run dry weight was 1,928 lbs.

The Chevrolet parts bin was visited frequently. The front suspension consisted of Chevy ball-jointed, unequal-length A-arms and shortened coils. Onlookers may have been amused by the unsophisticated appearance of the Echidna components, but doubt was replaced by respect when the three Minnesota cars began whipping the competition frequently. The rear suspension? Chevrolet, of course. Actually, a combination of '56 Chevy and Corvette. To keep the rear end laterally located, Grierson fabricated a Watts linkage from two Chevy steering arms and some passenger car steering knuckles. Simple, effective and cheap. And, standard Chevy Positraction did the job of getting the power down.

All three Echidnas originally employed standard Chevy steering boxes, links and arms, but Staver's car later was converted to the Morris Minor rack and pinion, which was favored by most builders of specials in those days.

In keeping with the low-buck approach, Grierson's car initially used '56 Chevy passenger car wheels, and they worked fine. One of the real secrets of the Echidna success was the braking system. One set of front and rear ceramic-metallic linings ran 900 racing miles in '58 and 500 in '59 without being replaced. In his foundry, Staver had produced special finned drums with heat-dissipation abilities that made the linings live, as the Echidnas routinely out-braked the competition.

The C-Modified Echidnas relied on the Corvette 283 cubic inch motor

with Rochester fuel injection. Except for balancing and a few over-the-counter options, the engines were close to what was in the showroom. Staver's B-Modified car used a 339 inch motor, also with Rochester F.I. A stroker crank, roller tappet camshaft and other refinements yielded impressive power. It's obvious that the trio's goal of reliability was ably met. In 1959, all three cars raced 1,800 miles, excluding practice, without having an engine tear-down. Grierson stated, "As long as the oil pressure stays put, I leave 'em alone."

Some of the V-8 powered specials of the late fifties and early sixties were rockets on the straightaway, but ill-handling monstrosities when it came to turning corners. Not so the Echidnas. Don Skogmo, who shared a ride with Larson in the '59 Road America "500", was amazed at the superior handling of the Echidna. He compared it favorably with the fine-handling 4-port Riley track roadster he'd driven at area dirt tracks years before. Reasoning that most circuits the Echidnas visited had primarily right-hand turns, Grierson set the cars up with severe left front wheel camber, defying conventional wisdom. The cars reportedly had very little understeer, and were very responsive to throttle-steering through a corner.

The high ground clearance of the Echidnas was another departure from the norm, and it worked. Larson reasoned that the turbulence beneath a low ground clearance vehicle negatively affected the handling, unless wind tunnel testing and aerodynamic research, unavailable to the Echidna team, were employed to sort things out.

One of the most impressive Echidna

performances was at the '59 Road America "500", with Staver and Grierson sharing the B-Modified car. They dominated their class during the six-hour grind, and took seventh overall. At the October Rennen at Elkhart the same year, Staver won the 60-mile feature, besting Augie Pabst in a Bocar.

It's neat that all three Echidnas still exist. Steve Steers of Lake Forest, IL owns the #66 Larson car. If I remember correctly, this was Jerry Hansen's first SCCA ride. Jerry reportedly loaned it to a friend for a hillclimb, where it flipped and burned. Steve eventually acquired the pieces and rebuilt the car. Jim Bartlett of Minneapolis owns the #64 car. He was acquainted with the builders, and owned all three Echidnas at one time or another. The #65 car was recently acquired by Dan Hampton of Galesville, WI. I understand that all three Echidnas will be at the Brian Redman International Challenge at Road America this July. This will be a great nostalgic reminder of the golden era of sports car racing. If you've never attended the BRIC, you have really missed something.

**Deadline for the June**

***Tonneau* is May 14th.**

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

## REport continued from page 1

more about LOL and what it takes to put on the events that we do. He also learned about other areas of competition that he had heard about but didn't really understand. Heads-up to the RallyCross folks - I think you have a nibble!

We have been working toward making our General Membership meetings "Worth the trip". The last few months have shown that we have succeeded, as the number in attendance has grown substantially. I am not sure, but I think the cash bar in the meeting room might have something to do with it! :)

At this point, our membership meetings are suspended until September of this year, when we will get back into the swing of things again. The Board of Directors is asking you for ideas that we can use as potential "Themes" for our upcoming meetings. In the past few months, you have been able to talk with many of our specialty areas, as they have displayed information and videos highlighting their particular interests. You had an excellent opportunity to show your hand-carving prowess in the preparation of your very own LOL Pinewood derby racer last month. These are some of the things that comprise the very fabric of our sports and our club. In the future we will, quite likely, be including such things as Racing Videos and Workshops for the different areas of our motorsports interests. Also, it might be great to dedicate a meeting solely to the "Worker" aspect of LOL. What does it take to be on the Flagging and Communications team? What about Timing and Scoring and Sound Control - now that has to be pretty interesting - they are a blend

of technology and motorsports!

Bottom line: If you enjoy hanging around with folks that share the same interests as you and just can't get enough of it, you shouldn't miss the opportunity to share at least one more "Good Time" with them and the rest of us at the LOL General Membership meetings.

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

Until next month, I am;

Randy Van de Loo SCCA  
Land O'Lakes Region - R.E.



Grove, Oklahoma

To all the members of Land O'Lakes Region;

I became a member of our region almost ten years ago because I wanted to belong to a region that was interested in PRO Rally (my area of interest in SCCA).

I want you to know how happy I am to be one of you even though time and distance keep me from attending meetings and other functions. When I run events in Minnesota I cannot help but admire the workers that show up year after year. I am proud to claim Land O'Lakes as my Region of Record. I want all of you to know how much I appreciate your efforts. What great fun it is for me to put on the suit, strap on the helmet, tighten the seat belts and go out and be a kid again for a few hours.

My thanks and best regards to all of you.

**Ken Stewart**

*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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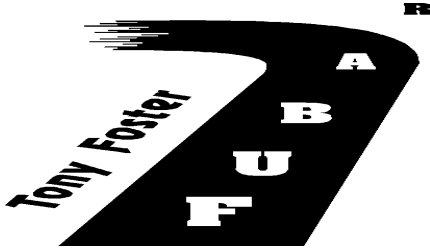
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It was sad to read Randy's REport from last month concerning our plight at CBIR and to realize that there will be no LOL events at the track this season, if not for the future. Then I re-read Lilly Kirckoff's January letter concerning the track plus Spence Johnson's missive from Alabama and I became totally morose. Road racing as we (who have been around LOL for more than a few years) knew it will never be the same.

Actually this past decade at Brainerd marked a rapid deterioration of the road racing scene there, and events of the past 10 months may represent a mercy killing. From the late 70's through most of the 80's, all you had to do was schedule a Regional at Brainerd and be assured of a turnout of several dozen Formula Fords (no CFFs then) plus a full grid of Vees. The UNCOLA National would attract a field rivaling the June Sprints in quality if not quantity, with top drivers towing in from all over the Upper Midwest and beyond. In an attempt to recapture a bit of the past, I raided the Fubar files for some 25 year old information. The February '77 *Tonneau* included an article by then new LOL member and BIR publicist Paul Brand on the upcoming schedule. Included were two pro spectator events (Trans Am and IMSA GT), two National race weekends, two Driver School/Regionals and two SCCA autocross meets. In closing Paul wrote: "The PRIMARY reason for BIR's success is the cooperation between BIR and LOL Region." The same issue recounted that year's Long Beach Grand Prix and Pro-Am Celebrity Race as written by former *Tonneau* editor Joe Gonnella. Participants in the Pro-Am included Sam Posey, Bill Simpson,

Gene Hackman, Dick Smothers and Astronaut Pete Conrad. More recently Simpson was caught up in the NASCAR witch hunt following last year's tragic Daytona race. Steve Krisiloff (who made his rookie start in the '71 Indy 500) finished a close second and is more recently remembered as the father of FF National Champion Kyle, who was a participant in the May '01 CBIR (final?) National.

Other '70s *Tonneau* issues included photo spreads on Can-Am, Trans Am, IMSA and UnCola Nationals in happier times. Sorely missed by this writer were the parties behind the Tech Building before and after the featured LOL pig roasts. The beer truck would be greeted by a cheering and thirsty mob, which usually didn't break up until the hat had been passed for additional brew after the dozen kegs ran out. Of course back in those days there was less worry about the dreaded DWI, plus we all were younger and quicker to recover from said parties. For those wondering what has happened to SCCA driver numbers, just consider: the '76 and '77 CenDiv schedules included EIGHT driver schools with two in LOL.

Another shocker in the mailbox was the arrival of the new *Automobile* magazine in which the "Collectable Classic" featured the Oldsmobile Vista Cruiser wagon. I became the proud owner of a "Cruiser" 25 years ago after my old '66 Rambler tow vehicle finally went down the road. It was a great car once you got it started. Unfortunately, the starter motor was mounted right next to the exhaust header of the 455 V-8, and once the heat built, up the starter solenoid frequently became inoperative. More than once I had to crawl underneath and jump the solenoid with a screwdriver to fire up the beast; then frequently would either purposely leave the engine running during frequent fuel stops (that big block was thirsty) or run the front tire up on the curb to make the jump start easier. When I first ac-

quired the car with some 50,000 miles on the clock, it was plagued with a bad oil ring on the number one cylinder, so I always carried a couple spare spark plugs in the glove compartment to replace the one that fouled with oil. The fastest street car I've ever owned, it also made for a spacious tow vehicle and never even noticed there was a trailer in back. More than once the Olds topped the century mark jammed with tools, tires and spares with race car behind. I finally signed it over to another SCCA driver for some Spec Racer hauling. He worked for Northwest, and up until a few years ago I sometimes spotted it on 34th Ave. south of the airport, with side panel decals barely holding the rusting doors together. *Automobile* says expect to pay from 4-7 grand with up to a 25% premium for the rat motor. As that represents some 5 times the original purchase price, I should have parked it!

By the time this is published our joint Double Driver School/Regional will have hopefully attracted some more new drivers into the fold. The National season opens the next weekend, again at Blackhawk. Then more Regionals at Road America and Blackhawk, with the Sprints in late June featuring a FM/FF mix - count me out. With all this in mind maybe it's a sign the time has come for Fubar to hang up the driving shoes alongside my sometimes functional transponder. Last fall the old gym on Riverside Avenue, where I'd played basketball since arriving in the twin towns in '74, was turned into a dance academy for the U of M. I wasn't ready to start a dance career so I took this as a sign that my hoops were over. Now that the fantastic driver's track that was BIR is also rapidly falling apart, maybe it's time. But I do still have Elkhart gears in the car and a couple reasonable sets of tires, and the May R/A Regionals are fast approaching!

## 2002 Chippewa Trail Road Rally

June 8, 2002

**Start / End:** Best Western Holiday Manor,  
Menomonie, Wisconsin  
800-622-0504

A block of rooms has been reserved until May 17th. Be sure to mention the rally when you make reservations or they may tell you they are full.

SCCA National Course Rally Championship  
SCCA National Touring Rally Championship  
**Great Northern Historic Rally**  
**Land O'Lakes Regional Rally**

*The Chippewa Trail Regional/Historic rallies* will feature about 120 miles of great roads in western Wisconsin.

*This year the Regional/Historic Rallies will consist only of the afternoon portion of the National event.* This is intended to provide a shorter event for Regional/Historic competitors who prefer a few less miles or less time in the car. Regional/Historic registration will be available at the motel on Saturday afternoon. If you can, join us Friday for the party. You can also run the morning portion of the rally for practice, or help work a checkpoint.

*Historic (vehicles built prior to 1975) entries will use paved roads only.* NTRC (no traps) and NCRC (traps) will encounter some unpaved roads. *Regional entries may choose traps or no traps.*

### Entry fees:

National Classes \$70,

**Historic and Regional Classes \$25**

### Schedule:

#### Friday, June 7, 2002

6:00pm Registration, Tech, & Refreshments

10:00pm Registration Closes

#### Saturday, June 8, 2002

8:01am Car 1 receives Route Instructions

9:01am Car 1 leaves the end of the odometer check

**12:00pm Regional/Historic Registration at Motel**

**12:30pm Regional/Historic Rallies begin**

5:30pm Car 1 Arrives Back at the Motel

**7:00pm Dinner, Followed by Awards**

**For more information or entry forms, call  
Dave Fuss 763-494-4925**



## Ad Libs

**FOR SALE:** Open wheel race car. Can race in CF, FF and autocross. Price includes: spares, rain tires on rims, rear wing, work stand and trailer. This car is ready to race. Asking \$4800.00. Call Ray at 952-891-8002

**FOR SALE:** Single axle open trailer, new tires in '00, electric brakes, weather tight storage box (78"x36"x19"), two tire racks, canopy pole storage tubes, spare wheel/tire. Trailer used for FF, FA, and FC cars. Empty trailer weighs less than 800 lbs. \$800. Also, 86 Chev. Van, 162K, CD player, working AC and CC. Finished interior. \$1800 OBO. Jim, 952-884-1714 eves, 651-736-6941 days, jenash1@mmm.com

**FOR SALE:** 1969 Triumph GT6+ street or track. VSCR historic or w/ slight mods, SCCA Production. Fresh engine, less than 1,000 miles, no track time since complete rebuild. 11.25 to 1 compression ratio, head milled 0.100", ported & polished. enlarged intake & exhaust valves. Competition springs and pushrods, lightweight lifters, Triumph S-2 cam Bored .001" over. Magnafluxed rocker arms Triple Webers 40 DCOE carbs w/K&N air cleaners, Stewart Warner adjustable electronic fuel pump, comp manifold, new stainless steel exhaust w/Supertrap adj. muffler. Full cage, 12 gal. ATL cell, Halon extinguisher, 5-point harness, American Racing wheels, beefed-up suspension, Spax adjustable shocks, uprated front sway bar and rear sway bar. MSD electronic ignition w/rev limiter, 3.11 and 3.89 ratio rear-ends plus other misc. spares. \$10,900. Call: Jim Green, jim.w.green@supervalu.com or 937-439-9712.

**FOR SALE:** '74 TR-6, French Blue w/black interior, 95% original w/all the key areas updated... new top, redlines, head work to burn unleaded, MSD elec. ignition, K&N air filters, spin-on oil filter, rear-end and suspension updated, no TR "squat", no rust, all records since 1990, some spares. \$11,000, Jim Green, jim.w.green@supervalu.com or 937-439-9712.



## Calendar

**May 4 Wisconsin Glacier Trails National Rally,  
Richland Center, WI., Mike Thompson, 608-788-5018.**

**May 4 "Rally Round The Kids" Regional Rally,  
LOL, Raceway Park, Shakopee, MN., Beryl  
Ann Burton, 612-529-6821.**

May 4-5 National Races, BVR at Blackhawk Farms,

**CALENDAR continued on page 7**



**CALENDAR** continued from page 6

- South Beloit, WI.
- May 4-5 Vintage, VSCDA at Gingerman, South Haven, MI.
- May 5 MOWOG 1, autocross, MAC, Midway Stadium, St. Paul, MN., Dwight McCullough, 763-754-7111.
- May 7 Comp Board Meeting. Location to be determined. Alan Murray, 952-935-0083. Everyone is invited to attend.**
- May 10-11 Headwaters Club Rally, LOL, Park Rapids, MN., Karen Freund, 612-926-1722.**
- May 11-12 Driver's School, NEO at Nelson Ledges, Warren, OH.
- May 11-12 Double Regional Races, MIL, at Road America, Elkhart Lake, WI.
- May 11-12 Double Regional Races, INDY at IRP, Indianapolis, IN.
- May 11-12 Evolution Autocross school, Midway Stadium, St. Paul, MN., Dwight McCullough, 763-754-7111.
- May 12 Autocross, PCA, St Cloud, MN., Bob Kosky, 952-938-6887.
- May 14 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.**
- May 18 Driver's School, FWR/WMR/SBR/INR/OVR/DET, at Gingerman, South Haven, MI.
- May 18-19 Vintage races at BIR, VSCR, Liz Stadther, 651-698-1981.**
- May 19 Regional Races, FWR/WMR/SBR/INR/OVR/DET, at Gingerman, South Haven, MI.
- May 19 Solo II autocross, LOL, La Crosse, WI.**
- May 25-27 Double Regional Races, LOL, Blackhawk Farms, South Beloit, IL.**
- May 25-27 Double Regional Races, WMR at Grattan, Grand Rapids, MI.
- June 1-2 National Races, OVR at Mid-Ohio, Mansfield, OH.
- June 1-2 CART at Milwaukee, WI.
- June 2 Autocross, MOWOG II, MAC, St. Cloud, MN, Dwight McCullough, 763-754-7111.
- June 4 Comp Board Meeting. Location to be determined. Alan Murray, 952-935-0083. Everyone is invited to attend.**
- June 8 Chippewa Trails, National, Regional, Historic Rally, LOL, Menomonie, WI, Dave Fuss,**

**763-494-4925.**

- June 8-9 National Races, DET/FTW, at Grattan, Grand Rapids, MI.
- June 8-9 AMA at Road America, Elkhart Lake, WI.
- June 9 June Bug RallyCross, LOL, Rochester, MN, Greg & Richard Donovan.**
- June 9 Autocross, Volksport, Location TBA, Brian Hjelt, 651-690-4820.
- June 11 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.**
- June 14-16 Vintage Driver's School & Races, VSCDA, at Blackhawk Farms, South Beloit, IL.
- June 15-16 Double Regional Races, NEO at Nelson Ledges, Warren, OH.
- June 15-16 Vintage Races, SVRA, at Mid-Ohio, Mansfield, OH.
- June 16 Autocross, MOWOG III, MAC, St. Cloud, MN, Dwight McCullough, 763-754-7111.
- June 21-23 National Races (June sprints), CHI, at Road America, Elkhart Lake, WI.
- June 23 Solo II, Eau Claire, WI, LOL, Rick Albrechtson, 608-785-1773.**
- June 29 Autosports Car Show, Raceway Park, Savage, MN, Volksport, Brian Hjelt, 651-690-4820.
- June 29-30 Double Regional Races, BVR, at Blackhawk Farms, South Beloit, IL.
- June 29-30 Restricted Regional Races, DET/WAT at Waterford Hills.
- June 29-30 LeMans Series, MO, at Mid-Ohio, Mansfield, OH.
- June 29-30 CART at Cicero, IL.

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## Who's new in Membership?

by Lois Bjelke

We have 1078 members, including six dual members. We gained 15 new members in March. The April membership update has not yet arrived. Denver has dropped 27 people who were due to renew in January 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, qlerkofcourse@msn.com.