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The Tonneau

Land O'Lakes Region, Sports Car Club of America



IN MEMORIAM

Lynn Wm. Anderson, long-time LOL-SCCA member and co-editor of The Tonneau, passed away at home October 3rd after a lengthy battle with lung cancer. Lynn was born December 5, 1939 in Minneapolis, graduated from Roosevelt High School, and the U of M Twin Cities campus with a degree in engineering. He was plant engineer for Superior Plating in Minneapolis for many years. He is survived by his loving wife of 39 years, Grace.

Lynn's motorsports career was both deep and broad, starting in the 60's with gymkhanas (precursors to Solo II), and road rallies, both local and national. He began racing in the 80's with a driver's school in a Formula Vee, after several years of crewing on a Vee. He raced Showroom Stock cars for many years, competing at the Runoffs in 1991 at Road Atlanta. He teamed up with Stu Lenz in an ice-racing Rabbit for several seasons, and competed in Pro Rally as a co-driver and as a driver. After Showroom Stock, he moved to Vintage with a Kellison Formula Vee, and more recently a Lotus 61 Formula Ford, both of which he restored himself. He also recently competed in the local historic rally series for several years, usually winning the series with his co-driver Lois Bjelke.

Lynn's extensive volunteer contributions to the sport included occasional cornerworking, working local and national-level road rallies, and working the Ojibwe Pro Rally many times, including several years as a licensed ham radio operator for the official observer. Lynn drove the "doc car" for LOL at the Trans Am races at BIR for several years, and always took good care of the medical crew, delivering ice cream regularly. He served on the Board of Directors for LOL, and co-edited the award-winning Tonneau 11 of the last 12 years. He will be sorely missed.

Report

Randy Van de Loo

Regional Executive

Where do I start?

A lot has happened over the last month. Most notable was the passing of our friend and Associate Editor and Publisher of the Tonneau, Lynn Anderson. I have labored for hours over what

to write about Lynn. For days now I have typed and re-typed paragraphs about Lynn and what he meant to me and all of you. I wanted to convey just how much heart Lynn had for his wife Grace, this club, road racing and you, his friends. It's not often that I am at a lack for the words. I find myself totally inadequate to write about Lynn. There is no good place to start and certainly no good place to end. I will just say that Lynn

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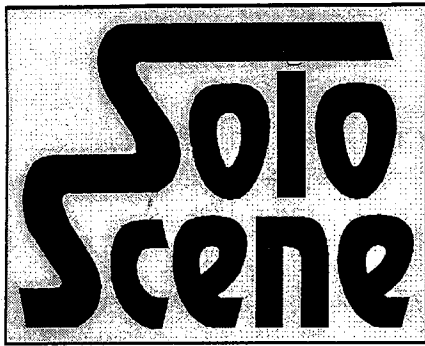
BOD ELECTION RESULTS

The following were elected to the Board of Directors:

Michael Allen
Al Kintigh
Mark Knepper

Please see the Board listing for officers

MEMBERSHIP MEETING NOTICE:
The next General Membership meeting will be at 7:30pm on Friday, November 15, 2002 at The Thunderbird Hotel, 2201 East 78th Street, Bloomington, MN. Program to be determined. Please attend.



by Rick Albrechtson

The club recently lost a loyal member, a great competitor and a good guy. I first met Lynn Anderson when he came to La Crosse to ice race. Lynn was usually quiet and unassuming, just going about his business and having fun. I remember one year when I briefly talked with him as he was about to get his car off the trailer and I was going about my business as the chair of the race. When I didn't see him the next day racing I inquired and was told that Lynn had an "incident" with the trailer, broke his arm and went back to the Twin Cities. When I finally saw him again, he casually noted that "those things happen" and went about his usual routine. No muss-no fuss. I also raced against Lynn at Brainerd when he had his silver CRX. He was always the competitive "gentleman", biding his time and always racing cleanly. If you made a mistake, he passed you. It was then up to you to find a way back past him. It didn't always happen. Lynn won his share of trophies and seemed to race for the sheer sport of it. We are all better off for having met him.

On a lighter note, the LOL Solo season is over. I am determining how the LOL Board wants to proceed as to the end-of-the-season trophies. No 2002 rules were printed, so I am using the 2001 rules for guidance. My understanding is that the trophies are awarded at the annual banquet so

you will all have to wait until then to see the results.

At the Oktoberfest Solo II, a camera with no exposures on the film was found. Give me a description of the camera and it's yours. Also SCCLAC is missing a black open face helmet (Snell M 2000). We did find a black full-face helmet in it's place. (Did someone swap their helmet with us?) Please let me know. Results of the Oktoberfest Solo are printed elsewhere in the Tonneau.

The season was short. Let's find some more venues in the Twin Cities area. I will find SCCLAC members willing to assist anyone who wants to chair an event. We have equipment and a means of getting it to any venue. LOL is certainly capable of calendaring 7 or 8 Solos next year. Call/e-mail/write me with your ideas. As the track announcer at the La Crosse Fairgrounds Speedway says, "Let's Go Racing".

Rick Albrechtson, Solo II Chair

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ralbrech@mail.sdlax.k12.wi.us

Deadline for the December Tonneau is November 12th. Please submit your material at the LOL Board Meeting that night or send it to Lois Bjelke.

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Motorsports Memories

No. 10— Runoffs Recollections

by Harvey West

While killing time between track sessions at the recent SCCA Runoffs at Mid-Ohio, I was pondering the contents of my next Motorsports Memories article. How about a brief history of the Runoffs?

The media guide I picked up at the Driver's Information desk proved interesting and helpful. I learned that SCCA national champions were crowned as early as 1951, and that LOL's John Staver took B Modified class honors back in 1959, at the wheel of one of the Echidnas, as described in a past *Tonneau* article.

In bygone days, national championships were decided by points accrued at a selected group of events comprising the United States Road Racing Championship, one of which was the June Sprints weekend at Road America. Drivers aspiring to a national crown had to travel from coast to coast, and in those days the Interstate highway system was in its infancy. This obviously made the goal unattainable for club racers who lacked the time and money for such a travel-intensive campaign.

The Runoffs concept began in 1964, with the initial venue being the now-defunct Riverside International Raceway in California, with 183 cars entered in 13 races for 17 classes. The event was known initially as the American Road Race of Champions, an identity now used by the regional class championship event held each November at Road Atlanta.

Oddly, winners of the event which was to become the Runoffs weren't recognized as national champions until 1966, and in 1964 there were two championships...one

determined by the former points method and another by the interdivisional championships which would become the Runoffs. Confusing, to say the least.

The yearly championships alternated between Riverside and Daytona for several years, until settling at Road Atlanta for 24 years. In 1973, Champion Spark Plugs became the sponsor, with the event being known as the

Champion Spark Plug Road Racing Classic. Ten years later, the Runoffs identity began, and continues today, with Valvoline as the event sponsor.

Considering the huge number of entries over the years, the Runoffs have a fairly good safety record, although sadly there have been two fatalities, one at Riverside and one at Road Atlanta.

The Runoffs moved to its present venue,

Mid-Ohio, in 1994. The following year saw the all-time participation record, with 692 cars signed in. Many LOL drivers have qualified for the Runoffs over the years. The following past or present LOL members have been Runoffs National Champions: Bobby Archer, Paul Brand, Ron Dennis, Doug Farrow, Jerry Hansen, John Hogdal, Dean Johnson, Herm Johnson, Steve Knapp, Craig Taylor and Mark Youngquist. Jerry Hansen holds the all-time record of 27 national championships, one which will probably never be broken. Jerry is also the only driver to win three national championships in one year, taking the 1972 gold medals in A Production, A Sports Racing and Formula A.

If you've never been to the Runoffs as a driver, crew member, worker or spectator, you are missing one of the greatest spectacles in motorsports—three days of continuous, ultra competitive racing action and some great parties!



LOL member Harvey West made his twelfth appearance last month at the SCCA National Runoffs at Mid-Ohio. He finished 15th of 38 starters in the American Sedan Class. Roz Rosintoski photo

LOL and the Brainerd Track issue

by Ken Patterson

I see the need to try and clear up a few items discussed about the situation at B.I.R. in your September issue. I do understand the frustration felt by the region, I think it is very short sighted to blame this on the Division. This whole issue started before I was elected to be your Director; in fact I was your Deputy Executive Steward at the time. The truth is it would not matter who was in charge at the time, there are procedures that are mandatory in regards to track safety issues and they were followed.

Yes, the track failed a safety inspection. The track had a routine inspection several years ago; it was to make safety updates during the next few years. Then in 2000 the region was still holding events and the track had yet to make a single safety update/improvement. In fact the track's physical properties continued to deteriorate to the point an official at one of your events wrote a letter to the Executive Steward of Cen-Div. addressing the safety of the drivers and workers. The Executive Steward has no option at this point. An inspection must be preformed!

Everyone has been blamed for this inspection, however I think everyone is so busy trying to find who is at fault that we missed what was wrong.

The simple fact is that the track has yet to make the corrections needed to satisfy the first

inspection done some five years ago.

The Executive Steward is the only one who can reach an agreement with a track that would allow a region to continue after a track has failed an inspection. That will only happen after the track and the Executive Steward have reached a written agreement as to priorities and timetables for the track's update program. This happened for your track and track management simply did not fulfill the agreement.

The Exec. and the track inspector actually came closer to the edge of their authority than they should have to give the track the time to affect the needed repairs. Could they have done things differently? Sure. Would it have changed the outcome? I doubt it.

Should have the Division been more active in reminding the Region to remind the track of its responsibilities? Yes, is the answer according to the leadership of LOL that has spoken with me over the last two years and this is also the root of the whole problem between the Track, the Region and the Division. The Region was aware of the routine inspection that was made several years back and while the Region would not get a copy of the finding of the inspection they were informed that the track needed to make updates to be fully compliant with current

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The Tonneau is the official publication of the Land O' Lakes Region of the Sports Car Club of America. Opinions expressed are those of the authors and do not necessarily represent those of the Land O' Lakes Region, its members, officials, or board of directors. Letters to the editor are always welcome. *The Tonneau* staff reserves the right to edit letters for length.

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