

# The Tonneau

Land O'Lakes Region, Sports Car Club of America



## REport

Randy Van de Loo

Regional Executive

Here we are, it's just after Labor Day as I write this. With the coming and going of the Minnesota State Fair, it's almost sad to see the waning days of summer. None the less, there is still visible pavement and racing surfaces and we are not done yet!

So much has happened in LOL that it will be difficult to deliver a synopsis that does justice to all.

As you could surmise from my last REport, we've had some troubled times in LOL. We've struggled to keep our Road Racing and SOLO programs afloat and have had to dramatically scale back these programs from what they once used to be. Suffice it to say, LOL seems to be taking a cue from industry as it scales back to meet the current economic times while doing its best to remain viable. We've had some measure of success that eclipses any failures.

Road Racing has come a long ways as we have successfully pulled together with Chicago, Milwaukee and Blackhawk Valley Regions to put on the Quad Regions Double-National RoadRace event at Blackhawk Farms over the Labor Day weekend. Attendance was higher

than expected and the weather was beautiful for the majority of the weekend. I don't have the final figures, but we stand to realize a profit from the event.

The Ojibwe Forests ProRally in Bemidji Minnesota was an outstanding success this month — as it has been in the past. I am sure we will get many hours of enjoyment from those stages we could not see in person while watching the Speed Channel in the coming weeks and months. While not in the Pro ranks, but every bit as exciting, the 10,000 Lakes Club Rally and the Paul Bunyan's Ride Club Rally were also very well attended and have proven, yet again, that the Rally contingent within LOL is second to none! I hope we see video footage from some in-car cameras during Rally Night at one of our membership meetings in the coming months.

Special thanks go to the event sponsors: Scott Putnam (Subaru.net) and Bloomington Acura Subaru specialstage.com, uslink.com and Honeycomb Internet Services.

Thanks also to those LOL'ers that give so much of themselves to make these events happen:

Beryl Burton and Bruce Weinman - Event Chairs, Kerry and Karen Freund - Registrars, Henry Branyon - Chief of Tech, Jesse Mullan - Public Relations, Dan MacDonald - Sweep Coordinator and the SCORES of dedicated Workers that worked so hard to make these events come to life.

## BOD CANDIDATES

As of press time, we have four candidates for the BOD

The candidates are:

- Michael Allen**
- John Glowaski**
- Allan Kintigh**
- Mark Knepper**
- Brad Odegard**

We have had several inquiries for the position of Road Race Committee Chair. The LOL Board of Directors would like you to welcome Greg Smith as your new Road Race Committee Chairman. As the Chairman of this committee, Greg will be working with the Board of Directors as well as upcoming Road Race Event Chairs to establish the 2003 Road Race Calendar.

Land O Lakes Competition Board — The BOD has finally approved and implemented a Charter for the Competition Board. The Charter will be posted soon.

This board is made up of the following positions and people;

- Competition Board Chair - TBA
- Competition Board BOD Liaison — Mark Knepper
- Rally Committee Chair — Kerry Freund
- Road Race Committee Chair — Greg Smith

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**MEMBERSHIP MEETING NOTICE:**  
*The next General Membership meeting will be at 7:30pm on Friday October 18, 2002 at The Thunderbird Hotel, 2201 East 78th Street, Bloomington, MN. It will be Election Night.*



by Rick Albrechtson

If you are reading this after September 22, the LOL Solo II championships have been decided. The last event is/was scheduled to be September 22 in La Crosse. I'll have details and results next month. Results from the August Solo II were in last month's newsletter. SCCLAC points keeper and SCCA Rally Board Chair, John A. Emmons has been keeping the points according to the LOL Solo II Championship rules. The end of the year points should be available as soon as the results from the Octoberfest Solo are tallied. Trophies will be available and awarded at the annual awards banquet.

We really need some venues (and someone to chair Solo II events) in the Twin Cities area. I'm not in the area enough to know what's happening. Since volunteering to chair the Solo program I have not received more than 10 e-mails from anyone regarding the program. I'm sure the LOL board would welcome anyone coming forward and volunteering to do the job next year. I will again volunteer. SCCLAC will tentatively plan on four events, one held jointly with the Chippewa Valley Sports Car Club. They are looking at a more suitable (larger) venue and are very excited to host a second Solo II next year.

In the meantime, let me know what you want/don't want.

Rick Albrechtson, Solo II Chair  
(608) 785-1773 home  
<ralbrech@mail.sdax.k12.wi.us

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SOLO Committee Chair — Rick Albrechtson

Please read the SOLO report for more in-depth information in regard to that program.

### The Good news and the Bad news.

It would seem that striking an even balance, in the delivery of news to the Region, is a very touchy thing to do. Up until the last couple of months, I have received numerous communications from members of the Region that thought I was looking at the world through rose-colored glasses and that I needed to be more frank, perhaps even abrupt in delivering news regarding the state of the Region. In the last couple issues of the Tonneau, I have been more frank. And yes. I have been more abrupt. I have been getting a corresponding number of communications from the other camp that had grown very much accustomed to my more reserved style of delivery. Now, it would appear, that I have alienated some who may feel that I have either misled the general membership in the past or am doing that now. Certainly I know that I cannot even begin to please everyone, but I do try to please the majority.

So why the change in delivery?

Certainly this was not done just to appease those that thought I was glossing over the facts, but because we just didn't seem to be getting the point across that the Region was, indeed, in some measure of distress.

For many months this administration and past administrations of LOL has tried to impress, upon the General Membership, the need for participation. As I have said so many times before, this organization will only thrive if you want it to. We have seen general membership meetings early in the year that had only 8 people show up that were not BOD members. This was not the level of participation we

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## LOL Board of Directors

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## **Motorsports Memories**

### **No. 9 –The Way We Were By Harvey West**

Since we re going to the Runoffs again, I m short of time this month, so the usual research I do in preparing these articles is curtailed. I m taking the easy way out by reprinting some interesting (to me at least) information I found in a 1967 issue of the Tonneau. It gives, I think, an insight into the simpler, earlier days of our sport. These are excerpts from board and membership meeting minutes.

February 5, 1953: First board and membership meeting of the incorporated club at the Northwood Country Club. Directors were Clarence Deutsch, R. E.; Don Skogmo, Chairman; Lee Miller, Vice Chairman; Archie Walker, Jr., Secretary and Treasurer; Bud Stahel, Bill Peters and Eddie Jones. Dues were \$5.00 per member and \$2.50 for wives of active members.

October 21, 1953: A motion was passed to hold a rally of some kind every two weeks and a general membership meeting every three weeks, or more often.

July 1, 1954: There being no business to come before the Directors, said directors all drank beer and watched with great interest the tuning of R.E. Skogmo s Allard. On motion duly made, seconded and carried, the meeting of the Board of Directors was reluctantly adjourned.

April 15, 1954: Tom Countryman gave the membership their first chance to see the spectacular filming of this year s Ice Race.

April 15, 1954 : It was agreed that

all controversial issues would be presented to the Directors of the LOL Region who will then present them to the membership in an effort to cut the length of the meetings. Upon majority decision of the Directors, it was agreed that in the future the bar would be closed during the membership meetings.

April 19, 1954: Activities Committee Proposed Aquatennial Race: It was suggested by the committee that estimated attendance be set at 50,000 paid.

June 2, 1955: The Highway Department is not in favor of holding the Aquatennial race on a trunk highway.

March 22, 1956: Russ Lee gave a report on Speed Week during his honeymoon.

June 8, 1956: It was moved that (1) all present license holders will be reviewed by the board; (2) all applicants will be examined for physical conditions by the club physician; (3) that all applicants for license appear before the board; and (4) that the competition license will be provisional for the first two races with acceptance or rejection to be based on observation of skill, conduct and sportsmanship. Passed.

January 10, 1957: Dues were raised to \$6.50 by vote of the membership.

December 12, 1958: The Membership Committee will investigate both applicant and sponsors and make recommendations to the board. The board is not bound by the recommendations.

January 6, 1959: The Tonneau was made the official publication of the Region.

December 16, 1960: Motion to buy a gavel was passed. (Where is it?) Motion to have Jack Baker buy, build or procure a club trailer for less than \$200 was passed.

April 6, 1961: The R.E. will contact Jack Baker to hold up on purchase of a trailer.

August 10, 1961: Motion was passed that all future applicants must serve as a worker at one club race, rally or gymkhana before application is accepted (in addition to established rules).

July 10, 1962: Any articles submitted to the Tonneau involving any controversy or arguments be accepted on a letter-to-the-editor basis only.

December 4, 1962: Motion that a means of checking membership cards be devised thereby limiting entrance at meetings to members and guests only was passed.

August 6, 1963: Motion to close club membership was passed.

### **Motorsports Memories continued on page 9**

**Deadline for the November  
Tonneau is October 8th.**

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

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

# Board Candidate Biographies

## Michael Allen

I'm running for a full term on the Board of Directors. Last year I ran to fill a one-year term in order to expand the Board to nine members as mandated by the revision of the Bylaws of Lo L in 2000. This year I'm running for a full three-year term.

At this time last year, Lo L faced critical decisions and issues. BIR, the Region's traditional track, could not fulfill the safety requirements for certification by Central Division. In addition, although it was not apparent at the time, necessary planning for the Banquet, for the Competition Board, and for other responsibilities was behind schedule. This meant that the new board took office without knowing the scope of the challenges it faced. We coped with situations but without time for the planning and forceful leadership expected by the members of the Region. It made for a difficult year as Board members. All of us on the Board recognized the challenges we faced and worked hard to do everything possible to organize racing events and the awards banquet, as well as to update the Competition Board charter. As much as we tried, the track at Brainerd could not be salvaged as a race venue due to necessary improvements needing to be completed by its management. Yet, we remain in contact with the track and we have real hopes that track managers will commit to improving the track for the sake of safety for both workers and racers. In spite of Brainerd, Lo L maintained a road race schedule at other locations.

We made a good start. Yet, there are proactive decisions we need to make as a Region. It is vital that we formulate a marketing plan for the future. Amateur racing is changing.

It is a complex sport with stringent safety and engineering requirements not imagined ten years ago. In addition, workers need to be recruited for the future. The demands on technical workers increase each year, requiring commitment and increasing skills. A marketing plan integrating engineering, safety, racing, and a migration path for racers and workers would improve our chances of success in the future. The Region needs to continue to organize and efficiently manage its activities during the next several years. We made a good start this year but more needs to be done.

And we need to enjoy each other's company. Motorsports are fun and we need to share the fun with each other, as well as others interested in joining us. I would like to continue to build on the history we share and work to guarantee the Region's success in the future.

## Allan Kintigh

I have been a member of LoL for 12 years. During that time I have been involved in Rallying, both TSD's and ProRallying. I have been an spectator, organizer, worker and competitor. I've enjoyed the club and the volunteers that make it happen and now wish to give something back to the club. As a member of the board I hope to further enhance LoL's already great Rally program and to get more members, new and old, involved in the sport, as workers, competitors, organizers, or just spectators.

## Brad Odegard

Hello, most of you probably do not know me, that is unless of course you've been to one of the LOL

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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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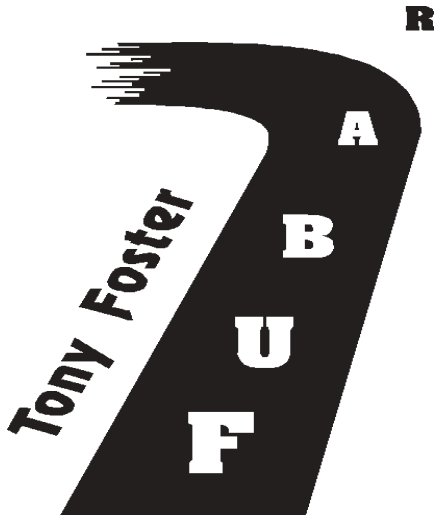
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Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads run for one month. If you want to place an *AD-LIB* or if you want your ad renewed, please call Lois Bjelke, 651-633-7096 or Email: [testarossa@visi.com](mailto:testarossa@visi.com)



As summer rapidly approaches a screeching halt it seemed appropriate that I should take one of my final opportunities in '02 to show up at an SCCA event. If this column is supposed to have club racing as its theme, the least I could do was actually witness one (a club race). Circumstances conspired to allow a brief visit to the Quad Regions Nationals at Blackhawk Farms. And brief it was, as I spent slightly less than 5 hours on the facility Sunday morning, but happily was there for 6 of the 16 scheduled races. I drove down the back roads from Madison and guessed my way around the road construction project but made it to registration by 7:30 with nothing more than my SCCA license/membership in hand. A most helpful Milwaukee registrar got me quickly signed in while giving me a strong pitch to help out the understaffed workers along with a sticker in memory of Bob Kasik. I thanked her but didn't think my help would do much good between breakfast and lunch. Just after receiving my wristband I bumped into Steve Thomson who was signing Scott Gates in as a last-minute crew and he led me to the FC area of the paddock.

We were just in time to help Mike Vrchota and Dave Bowman strap in for the FV event. Both drivers had problems in qualifying and were set to start 5th (Vrchota) and 11th. Bruce Livermore had the Vees covered with a solid pole position just ahead of Mike Beaumia and Chris Kendall. Steve Jondal missed the

F500 pole by a half second and was on the front outside row of the 24 car grid. On the first lap Vrchota made what he later admitted was an ill-advised move to the outside of the last turn leading onto the straight and lost almost a half lap before he was able to rejoin the contest. Livermore assumed control from the start and never put a wheel wrong, pulling away to the win by over 8 seconds. Jondal seemed to be having problems from the start and was missing from the fray after 8 laps. I saw him riding through the paddock on a 4 wheeler after the race with a grim look on his face and was unable to talk to him about his difficulties. Bowman and Vrchota wound up finishing 8th and 9th in Vee while Murray Burkett DNFed.

Group 1 had raced at the end of the day Saturday and Harvey West was our highest placed driver finishing 5th in AS. Greg Smith won SSC, Ken Olson was 7th AS but Tom Fuehrer was a DNF. There were local drivers aplenty in the 18 car SRF race: Dave Kennedy 3rd, Steve Anastasi 5th, David Watson 7th, Brian Kennedy 12th, Tim Gray 60th and Bill Parenteau 17th. I was engaged in a number of conversations during the race and was unable to pay full attention but it was apparent that polesitter Jim Marinangel and 4th qualifier Jeff Beck broke slightly ahead of the pack. They ran nose to tail and side by side until Beck took the win by a matter of inches (he also had fast lap). Local drivers did well with Anastasi 3rd, D. Kennedy 5th, Watson 6th, B. Kennedy 12th, Gray 14th and Parenteau not running in 18th. I totally missed Group 4 in conversation with various FC and FF drivers and in an interesting chat with Chief Steward Wally Sunderland. The topics of BIR and CenDiv Stewards both came under some scrutiny and I feel there is some reason for optimism for both. In the race our sole LOL runner Doug Sherwood was second in GT3. There were no LOL drivers running sports racers/S2000 (surprised? No) but second place S2 went to Matt Nardo who is living in Minnetrista. I last saw Matt when he ran away with a Blackhawk Regional win in the '93 Van Diemen FF he ultimately sold

to Jerry Szykalski and Jeff Meister. If memory serves that car was also the Runoffs winner in '93 driven by Anthony Lazarro.

I headed down to turn one for the start of the FC/FF split start where I was joined

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Performance Rallies in the last 7 years.

I've had the privilege to be rallymaster for both the Ojibwe Forests ProRally and the Headwaters ClubRally for most of the previous 7 years and have met many wonderful people from LOL. I'm always amazed at the level of hard work and dedication our members are willing to give to allow competitors to have their fun. While I've been primarily focused on Performance Rally, I've worked and competed in many Rallycrosses and Road Rallies as well.

I believe my experience in organizing large rallies will be beneficial to tackling the types of problems encountered at the BOD level. I feel the best way for LOL to grow and improve is to set long term goals and then create task lists to further those goals. Periodically we should evaluate how successful we've been and what we can do to better achieve the goals we've set.

As a BOD member I will do my best to further the interests of all LOL members and create opportunities for every member to enjoy their choice of motor sport, be it working or competing, in the dirt or on the tarmac.

Please remember to vote when you receive your ballot.

Thank you.



## 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.**

### SEPTEMBER 10, 2002 BOD MEETING HIGHLIGHTS.

Randy Van de Loo called the meeting to order at 7:15 pm. BoD members present included Van de Loo, Woolston, Allen, Fuehrer, Dill, Knepper, Youngdahl, Dahl, and Moore. Visitors included Brenda and Terry Lewis, and Lois Bjelke.

>The Treasurer's Report included many issues, including:

>Federal taxes have been filed for 2001 and 2000.

>There will need to be demonstrations of proof for charity qualification under IRS rules.

>Lo'L status as a non-profit corporation have not been filed. This is another oversight on the part of the previous BoD.

>There was some discussion regarding line items from the Blackhawk Farms race event. The BoD was satisfied that costs were in line with both budgets and expectations.

> On a motion by Allen and a second by Fuehrer, the Treasurer's report was accepted unanimously.

>The Tonneau Report was provided by Lois Bjelke. There were 900 total copies printed. On a motion by Knepper and second by Dahl, the Tonneau report was accepted unanimously.

>The membership report was incomplete due to the lack of up-

to-date information provided by SCCA.

>There were no reports for Rally or Road Race, but the Solo Report noted an e-mail to RE Van de Loo from Rick Albrechtson regarding the proper procedure for buying trophies for Solo as well as forwarding Solo entry fees. Youngdahl moved that Lo'L waive fees for Solo II events held in LaCrosse where Lo'L equipment is not used. Knepper moved an amendment to add that this would apply for the calendar year 2002. An additional second to both the original motion and the amendment by Knepper was provided by Allen. After discussion and debate by Fuehrer, Dahl, and Dill, the motion and the amendment were passed unanimously by the Board.

>Track Relations committee report noted that Wally Sunderland (of CenDiv) has talked with Scott Quick of BIR to arrange an informal inspection of the Brainerd facility. Manager Quick has noted that many improvements have been made to the track. Van de Loo has had a conversation with personnel in the Nebraska region telling him that the facility just outside of Omaha have a unique fee schedule; rather than a flat rental fee for the track, Mid-America levies a per entry fee with a minimum cost. Nevertheless, the track is apparently cooperative. There is no additional information available on a proposed track in the Hibbing area.

>The Track Relations Committee (Dahl, Woolston) were urged to stay in contact with BIR, although Dahl assured the BoD that she continued to do so. In addition, Dahl suggested a monthly column in the Tonneau regarding progress made with BIR.

>The Banquet Committee also has two co-chair persons: Brenda Lewis and Jeanine Fuehrer (although Jeanine Fuehrer wasn't present to defend herself!). The Banquet will

be held the Saturday during the third weekend of January on a motion by Van de Loo and a second by Dill. The motion passed unanimously.

>The Competition Board Charter has been resolved! After long discussion and a reading for the BoD, Charter (minus the job descriptions) was passed unanimously on a motion by Youngdahl and a second by Allen. The Charter was passed by the BoD unanimously. Youngdahl also moved (under the same motion and second) that the job description of the document presented by Dill be removed from the Charter consideration, protesting that the job description would be both redundant and a burden on the new Competition Board (Committee). After some discussion, the BoD passed the motion. The Competition Board is now reconstituted!

>Along with this discussion, Greg Smith was accepted as the Road Race Chairperson for the remainder of 2002 (as per the Bylaws) by a unanimous vote by the BoD. The motion was made by Youngdahl and seconded by Dill.

>Discussion ensued regarding the 2003 Racing calendar. Issued discussed included:

>Track choice

>Issues of dates for events

>Road Race Committee Chairperson inclusion in the calendar discussion

>The types of events to be held (Region, National, or some mixture) The Labor Day Event was well attended and approximately 160 cars were present.

>The meeting room was hot and the cold drinks were running short. After a lot of discussion, the BoD adjourned at 10:12 pm. Once again, the BoD dashed for the doors

Respectfully submitted,

Michael Allen  
Secretary

## FUBAR cont. from page 5

by COMPREP's Dennis Eade and long ago FF driver Charlie Rush who is back looking at sports cars. Anyone anticipating typical first turn mayhem was not disappointed when the ten FC cars crowded into the corner like it was Cleveland's Lakefront Airport. Once again it was emphatically proven that 3 cars cannot negotiate the turn side by side at speed. Dan Bruggeman had the pole and was first in and looked to be safe until 4th qualifier Eric Schwartz tried to complete a menage a trois from the outside and caught 2nd qualifier Gerry Kraut in the middle. All three spun with Kraut getting the worst with his right front corner nearly torn off; Schwartz's machine was bent but Bruggeman was able to get re-started albeit attempting to catch the back of the pack as the course went full yellow and the pace car came out. Third place qualifier Steve Thomson was the beneficiary of this action taking control of the race as the green flag flew once again. Bruggeman was in the middle of a comeback until his earlier bent steering link caught him out again in one where he spun and finally gave it up on the seventh lap. Thomson put his right foot down and put a new lap record in the books just before the finish almost twelve seconds ahead of Michael Wettstein. FF was supposed to get a split start but after the pace car came out the seven car field was bunched right with FC. This didn't phase Chuck Brewer one iota as he simply checked out from the pole in his Citation despite Dane Whaley's best efforts (6 seconds behind at finish). Tom Christ was running his recently converted Swift DB-6 for the second time and was third. It looked like Jim Nash might make a run at Christ but finished a close 4th.

I headed over to Impound where Thomson and crew were celebrating clinching a Runoffs spot. Kraut was not quite so happy and made the firm statement that he not only hoped for a win but expected one on Monday as he didn't make the trip to S. Beloit to spectate. Bruggeman was back at the trailer working on his car and not available for

**FUBAR continued on page 9**



**FOR SALE:** Light weight dual axle open formula car/sports racer trailer. Professionally built by Beltman North American. Features surge brakes, enclosed front end with large storage compartment, tire rack, tarp pole storage tubes, self-storing ramps and 4 new wheels and tires. Trailer is ready to tow but could use some TLC. \$500.00 firm. Call Scott at 952-922-1797

**FOR SALE:** Two race-ready MG-B's, one MG-B roller and one Comptune MG-B engine, as well as various parts and accessories. **MUST SELL!** No More Racing After 40 Years!! **Car A-Blue/Yellow:** crank-fired Comptune engine with 3 weekends use, dry-sump, Tilton clutch and adj. brakes, fuel cell, twin fuel pumps, return oil filter, 15" wheels, new belts and lots of other stuff. Also, a good story about the car first being set up and raced by Mark Donohue. **Car B-Silver gray:** race prepared by Terry Jesk of Chicago, crank-fired engine by Giese, dry sump, Tilton adj. brakes, fuel cell, dual fuel pumps, and lots of other stuff for good racing. **Car C-Dark red:** roller, also originally race-prepared by Terry Jesk. Several options available for this chassis. **Item D:** Comptune engine with dyno-tuned 2" S.U. carbs. Three weekends on it. Set up for dry sump system. In shipping crate. Various other MG-B parts and accessories plus shop equipment. Call Dan Peterson, 612-375-9065

## Vintage Perspective



by **Brian Kennedy**  
President, VSCR

September 12, 2002

Two events remain on the 2002 Vintage race season for VSCR, the Fall Festival at Road America Sept. 20th-22nd and the Hawkeye Classic at Mid-America Motorplex Oct. 12-13th. There will be no class championship just friends who enjoy a good close race with each other and some bench racing after the session. The VSCR members join the club for their interest in Vintage racing, but the real bond is in the people you get to know and look forward to seeing at club meetings, races & social events. The friendships should be treasured even more than our Vintage cars.

The test and tour day at St. Cloud Highway Safety, Oct. 5th, is cancelled due to an inability to secure the date. VSCR club meeting is tentatively scheduled for Thursday Oct. 17th, at 7:00pm, at Diversified Cryogenics - please check the web site at [www.VSCR.org](http://www.VSCR.org) for updates. The Oct. Agenda will review 2002 Race season, set a date for the Christmas party, & nominate officers for 2003.

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felt to be healthy for an organization of almost 1,200 (at the time). The BOD went to work and started the Themes format of the General Membership meetings. Our participation grew quickly to a level that was comfortable and encouraging. But participation does not stop there. This organization needs and thrives off of the endeavors of its volunteer base. That volunteer base had dwindled to a small pool of workers that were tired and in much need of a rest. Instead of getting a rest, because there was no one to assume their role, they merely swapped roles with other weary volunteers. I hope you can see where this was leading to.

### Unpopular decisions:

We have had to make a few of these too. Certainly the hand-off of lead role in the negotiations over re-certification of the racing facility in Brainerd to CenDiv was one of them. Some of you told me it's about time.. while others called it dumping of our responsibility and still others thought that CenDiv should not be getting involved at all.

Please be assured that your BOD wants to regain BIR as a venue once again, just as badly as you do. We have the established Track Relations Committee that will continue to be in touch with BIR and other facilities to maintain a presence. However, the Lead Role of the negotiations had to be placed in those hands that are actually empowered to make a decision. I was, apparently, mistaken when I said that this was agreed upon by the BOD unanimously when I had taken a poll of the board members present for the BOD meeting, those who were present. Mind you that the September BOD meeting was the first time, in many months, when all 9 of us were actually present.

So — was the hand-off of BIR voted on? In either a show of hands or nodding heads, yes. Was this vote recorded?

Apparently it was not. Regardless of its method of ratification, it is still thought to be, by the majority of the BOD, the only way we could have proceeded with the negotiations with any hope of success. After all — we spent the better part of two years trying to make it happen and were not successful. Should we have continued on our own? So was this hand-off a surprise to CenDiv? I would say it was no more of a surprise than their notification to us that we could no longer race at BIR. However, this was not a tit-for-tat move on our part, nor was CenDiv, at any time, not familiar with the work that we had done and the current state of affairs. The BOD has been in communication with CenDiv administration over this issue from the very beginning (almost two years worth) and they are up to speed with the matter and have already started the communication with BIR management.

My term as Regional Executive and member of the Board of Directors is coming to a close at the end of October. We have a number of very talented and gifted people on the BOD as well as candidates for the 3 positions rolling off, as mine is. It is my earnest hope that you continue to support these people and your club. I also hope that some of you who have been critical of the BOD get involved to a greater degree in the hope that maybe YOU are the key player that LOL is missing!

I look forward to seeing you at our monthly club meetings where we hope to continue the Themes format.

Keep those cards, letters and e-mails coming. Your board of directors wants to hear from you!

Regards – Randy Van de Loo  
Land O' Lakes Regional Executive

**FUBAR cont. from page 7**

comment on a certain FC driver's tactics.

Kraut wasn't really interested in the points chase as family was taking precedence over the Runoffs this year. At this point I had to make my lunch break exit across the briefly inactive track and it was so long to SCCA racing for this year (October in Iowa won't work for me due to scheduling conflicts-again). It was great to see so many friendly faces again and I do miss club racing. An unhappy sidebar to the FF race was confirmed by Crew Chief Gib Gibson. Winner Chuck Brewer has had some bad luck over the past couple of years but much worse was the sudden and totally unexpected passing away of his wife in August. Paula Brewer was the daughter of long-time Chicago Registrars George and Mary Kendall and the niece of SCCA Pro Racing's Marge Binks. She will be sadly missed by her two daughters, parents and many SCCA friends.

In Sunday afternoon races Jon Brakke had the EP pole and set a new class record but finished second to Ken Kennard. Mark Brakke was third. Steve Pommer again dominated HP. Don Haaversen took 13th in EP. A sorry field of only eight cars started FA/FM race 8 and Wally Butler won in Atlantic. Race cars and staff were fleeing the track but several stuck around for Labor Day and some rain that started the day. By the time the races started the track was drying and Harvey West had a better day finishing 3rd in AS. Tom Fuehrer was 4th and Ken Olson 6th in the same class. Bruce Livermore stuck around to take the FV pole but didn't start Monday (he didn't need the points - 2nd CenDiv in Vee). Tom Edwards was also long gone as Rich Richardson took the overall and

FV win. Murray Burkett took 7th FV and I have no details on Bowman and Vrchota who finished 9th and 10th leaving Mike on the bubble 10th in CenDiv FV standings. Jondal was off on the last lap and 5th in F500. Beck repeated his SRF win and the track must have been tricky as he was eight seconds off the pole time. LOL finishers were Anastasi 5th, Watson 6th, D. Kennedy 7th, B. Kennedy 9th, Gray 12th and Parenteau a non-starter.

Thomson was already pulling his motor for a pre-Runoffs rebuild and non-starter in FC. Gerry Kraut started 3rd but made good on his vow and won going away with fast lap less than a half second off Thomson's Sunday record. Dan Bruggeman got it back together and was second. Dane Whaley reversed the order from Sunday to take his first National win in FF, Brewer second and Nash 3rd among the five starters. In production cars Steve Pommer repeated as HP winner as the Brakke's and Haaversen were gone. Wally Butler took another FA win in the final CenDiv National race for 2002. In previous years LOL would have killed for a double National race but circumstances conspired to make for a somewhat disappointing turnout for this event. Factor one was the proximity to the Runoffs. Any driver with a solid points standing was reluctant to risk his machinery with less than two weeks until test weekend at Mid Ohio. Factor two has to be the track. It just is not getting any smoother and is in crying need of resurfacing. Factor three would be the economy. Add your theories here, but the best time for double events given the early Runoffs would be mid summer, best CenDiv track (if no BIR) would be Road America.

As I put this together on 9/11 the clear blue skies are an eerie reminder of the beautiful weather a year ago on the East Coast when organized terror changed so many of our lives. Before Labor Day on the New Jersey beaches I witnessed a number of makeshift memorials to victims and more along the Pennsylvania Turnpike as it passed just a few miles south of the Shanksville crash site of Flight 93. And now I've received word that our TONNEAU editor Lynn Anderson's illness has taken a serious turn for the worse. I offer Lynn and Grace my hopes and prayers in the weeks ahead. Sometimes racing takes a runner-up position to life.

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**Motorsports Memories**

**continued from page 3**

November 4, 1964: Motion to reopen club membership was passed.

November 4, 1964: Motion to raise dues to \$10.00 was passed.

January 28, 1967: Jack Baker tells of the old days in racing.

In viewing the above, one thing is conspicuously missing. There is no mention of apathy. Controversy, yes. But in those bygone days, the membership had a vibrancy that we somehow need to emulate. Some of the ideas of the past were good, some weren't so hot. But there was an underlying passion for motorsports and the club. It's startling to realize that 2003 will be the Region's half century milestone since its incorporation. There have to be countless talented people in our present membership who can step forward and help assure that 2003 is this Region's year of rebirth and destiny. Will you be among their number?

# Who's new in Membership?

by Lois Bjelke

We have 1011 members, including six dual members. We gained 21 new members in June, 21 in July and 18 in August. Membership reports are still arriving late from Denver.

Please be sure to keep us informed of changes in name, telephone number, and/or address. Send changes to Lois Bjelke, 251 16<sup>th</sup> Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096, [testarossa@visi.com](mailto: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](mailto:qlerkofcourse@msn.com).



Oct. 5 Club Rally, Lead, SD, Beryl Ann Burton,  
612-529-6821.

**Oct. 5-6 Double Regional Races, at Mid-America  
Motorplex, Pacific Junction, IA. THIS  
EVENT WILL COUNT TOWARDS THE  
LOL REGION CHAMPIONSHIP SERIES.**

Oct. 5-6 Regional Races, WOR at MidOhio,  
Mansfield, OH.

**Oct. 8 LOL Board Meeting, 7:00 pm, Parrish's,  
2176 W. 7th St., St. Paul, MN. Everyone  
is invited to attend.**

**Oct. 12 LOL Regional Rally, Tulips & Other Fall  
Flowers, Bruce Weinman, 612-529-6821.**

Oct 12-13 Regional Races, CHI at Blackhawk Farms,  
South Beloit, IL.

Oct. 12-13 Vintage races, VSCDA at Mid-America  
Motorplex, Pacific Junction, IA.

Oct. 13 Mowog VII, Autocross, MAC, Midway Sta-  
dium, St. Paul, MN, Dwight  
McCullough, 763-754-7111.

**Oct. 18 LOL General  
Membership Meeting - Election**

**Night - 7:30 pm, The  
Thunderbird Hotel, 2201 East 78th  
Street, Bloomington. Oct.**

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

**Nov. 12 LOL Board Meeting, 7:00 pm, Parrish's,  
2176 W. 7th St., St. Paul, MN. Everyone  
is invited to attend.**

**Nov. 15 LOL General Membership Meeting -  
theme TBA - 7:30 pm, The Thunderbird  
Hotel, 2201 E. 78th Street, Bloomington.**

Nov. 15-17 CenDiv Roundtable, Radisson Hotel at  
Star Plaza, Merrillville, Indiana. Check the  
CenDiv website for more information as it  
becomes available.