

# The Tonneau

Volume 102, Number 9

September  
2002

*Land O'Lakes Region, Sports Car Club of America*



## Report Randy Van de Loo Regional Executive

Normally I like to try and put a positive spin on the state of affairs in the Region. Not to diminish the severity of real problems, but to see the good along with the bad.. Here is your wake-up call.

### The Hand-Off

Brainerd International Raceway and Resort - BIRR (we know it as BIR or just Brainerd): In a phone conversation a couple of weeks ago with Wally Sunderland, the Executive Steward of SCCA Central Division, I handed off the entire issue of SCCA Track re-certification of BIR to CenDiv. The rationale behind this hand-off was this: Over two years ago, the LOL Region was holding races at BIR and we had a relatively good relationship with track management. I say it was relatively good in comparison to the same relationship we have with them today which can be candidly called "non-existent". Nonetheless, we were holding races and we were reasonably content with the relationship. All of a sudden, we are notified by CenDiv leadership (different from the current lead-

ership) that BIR had lost its certification due to its failure to pass a Nationally mandated and Divisionally executed "Inspection". Notice you didn't read anything about a REGION being involved in this inspection. For over two years, LOL has played the middleman in trying to bring both the track and SCCA Leadership from CenDiv and National together over the differences they had with each other. At no time was the LOL Region the cause of any heartburn between the three camps. We made many phone calls and trips to BIR to speak with BIR Management. We worked out schedules with race dates that would assure the track that if they were to come into compliance with the wishes of SCCA Divisional and National management, we would be there. Just when we thought things looked like we were making progress, there was a "surprise" inspection made by an SCCA Divisional representative. This was a bad move that managed to really reduce the relationship between BIR Track management and the SCCA Divisional management to a state of rubble. Over the next year, we, as a Region, did our best to bring the relationship back to a cordial state. We appointed a Track Relations committee to centralize points of contact and to ease tensions. We feel that this has worked and that BIR Management has a better understanding of the needs of the SCCA. Today

### BOD CANDIDATES

As of press time, we have two candidates for the BOD and no biographies.

The candidates are:

**John Glowaski**

**Mark Knepper**

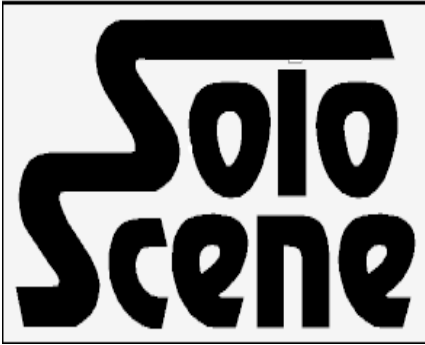
- Current CenDiv Management has a very good understanding of what has transpired and what is needed to bring the relationship back to a level where we can all work together. It is the unanimous feeling of the LOL Board of Directors that there is really nothing else that we, as a Region of roughly 1100 members, can do. Quite bluntly, it has been presented to CenDiv that if "THEY" desire to see SCCA road racing in Minnesota, "THEY" will need to take the lead role in establishing a relationship with BIR that will result in the subsequent re-certification of the race-track. After all - THEY took the lead role in breaking off the relationship that existed over two years ago.

**Road racing dead in LOL? Read on...**

Today is August 14th. There is just a little more than two weeks until the deadline of having a Road Race Committee Chair. As you may recall, we set September 2 as the cut-off point

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***MEMBERSHIP MEETING NOTICE:***  
*The next General Membership meeting will be at 7:30pm on Friday September 20, 2002 at The Thunderbird Hotel, 2201 East 78th Street, Bloomington, MN. It will be "Meet The Candidates Night".*



by Rick Albrechtson

The summer is about over. It seems like yesterday that I volunteered to be the Solo II chair. LOL has now run three Solo II events. I would hope we can schedule more next year. Let me know if you have a potential site or have an interest in a Solo II for 2003. I will help all I can and find the necessary bodies to put on an event. We need volunteers!!!

Unfortunately, I missed the third event due to a planned vacation to the Southwest. The results are included in this newsletter. The next (and last) event is scheduled for September 22 and will again feature ceramic beer steins, the traditional trophy for the Oktoberfest Solo II.

Now, back to what needs to be done to put on a successful Solo II.

During the event all kinds of anticipated difficulties can arise. The most significant can be the demise of the timing equipment. The timer and equipment is usually set up after the course is set and the cones marked. Ideally timing equipment should be checked several days ahead of the event. Most usually the equipment is checked as it is readied for the event. SCCLAC just purchased a new system which is almost fool proof. It has allowed us to run continuously and time several cars at once. This has made for a rather quick event if under 40 entrants compete. All it needs are a supply of fresh batteries

(AA). A back-up is always a good practice. SCCLAC uses hand-held stop watches for back-up. Three individuals time each run and the middle time is used as the "official" time for the run. Three individuals can adequately staff the timing activities, but another three individuals should be available to provide relief. One person runs the timer, one person writes down times and the third person looks for pylon penalties. SCCLAC uses labels which are then placed on tagboard. The entrants are grouped by classes and this becomes the "official" time. There are more sophisticated methods but it takes more time and staff to make it work efficiently.

Finally, there need to be corner workers. We have been using competitors for this role, as it makes finding the six or more individuals to staff these positions easier, and most drivers like to watch their competition anyway. SCCLAC runs cars in numerical order to help drivers know when their run is coming up. We have also run cars by classes, but found that running numerically is easier. Lastly, there needs to be someone to start the cars. Several individuals can share this one position. There are also times that another person is needed to monitor cars who have just completed their run. Certain track designs have made this necessary when cars cross the course to exit. Of course, the safety steward must be present and take an active role to insure spectator and competitor safety. Again, ideally, several individuals should share this position. SCCLAC has purchased six hand-held CB radios which we use for communicating. Several are given to the cone spotters on the course. The starter has one, and the timing and scoring personnel also have one.

**SOLO continued on page 6**

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# Motorsports Memories

## No. 8-Minnesota's Indy Champion

By Harvey West

Today, not too many people are aware that one of the foremost Indy car drivers of the post-World War I era was a Minnesota native. We're talking about Tommy Milton, the first two-time winner of the Indianapolis "500".

Born in 1893, Milton was raised in St. Paul, and attended the old Mechanic Arts High School, an appropriate learning venue for a mechanically-minded lad.

His racing career started in 1914, on the dirt tracks of the Midwest. In those days, he was a salaried driver for Alex Sloan's stable of barnstorming racers. A former football and track coach at St. Paul's Central High School, Sloan promoted auto races that were often staged exhibitions, with the winners picked in advance. Such speed luminaries as Barney Oldfield, Ralph DePalma and Eddie Rickenbacker also drove for Sloan at various times. Tommy didn't last long with Sloan's troupe, since his competitive nature ruled out following instructions as to who was going to win on a given day.

Milton was hired in 1916 to drive for the Duesenberg team. Fred and Augie Duesenberg also had a Minnesota connection. They set up their small shop in St. Paul, previously having worked for the Mason company in Waterloo, Iowa. It's likely that Tommy made their acquaintance during their tenure at the St. Paul shop. The Duesenbergs moved their operation to a new factory in Elizabeth, New Jersey following World War I.

Milton's Duesenberg debut was inauspicious, as he wrecked at the board speedway in Des Moines. Things improved when he visited the big concrete track that once stood on property now occupied by the Minneapolis-St. Paul International Airport. His fourth place finish there was followed by a third on the board track at Omaha and a second to Eddie Rickenbacker at Tacoma. At the end of his rookie season with the AAA, he finished an impressive seventh in points. In those days, the American Automobile Association was the primary sanctioning body for auto racing in the U.S. Today, they sell insurance and provide trip routings.

Tommy was named captain of the Duesenberg team in 1919, following the resumption of racing after its World War I hiatus. His versatility was demonstrated by a dominating victory in the 301-mile road race at Elgin, Illinois. Then, a major setback as a crash at the Uniontown, Pennsylvania board speedway left him with severe burns, which would sideline him until the following season.

During his recovery, his mechanical skills were demonstrated by his involvement in the design and construction of a twin-engine Duesenberg built for a record attempt at Daytona Beach. He drove it to a record speed of over 156 mph on the Daytona sand. While he had a DNF at Indianapolis, his other victories and consistent finishes earned him the 1920 AAA National Championship.

Tommy won all the marbles in 1921. At the wheel of a Frontenac, he recorded his first Indy "500" win, averaging 89.62 mph. The Frontenac was a creation of Louis Chevrolet, and it took first, third and ninth in the classic. A victory on the Tacoma boards and several high placings enabled

Milton to repeat as AAA champion.

He switched to Miller specials, which he was to drive during the rest of his career. The 1923 "500" saw him win again, becoming the first two-time winner at the Brickyard. In 1926, Tommy decided it was time to hang up his helmet. He was hired by the extremely wealthy playboy/race driver Cliff Durant to build a \$150,000 Miller-powered special for the 1927 "500". Durant was the son of GM founder Billy Durant. Illness kept Cliff out of the car, and Tommy stepped in to qualify it, then raced to an eighth place finish.

Retiring for good, Tommy became a consulting engineer for Packard, formed his own engineering company and later was president of the Hercules Drop Forge Company. He didn't really leave racing, however, serving as chief steward at Indianapolis for four years, and performing yeoman service as a member of the AAA Contest Board. He died in 1962.

For sure, Tommy Milton accomplished a lot during his lifetime, especially since he was born with a total lack of vision in his left eye. In the early days, racing physicals were cursory, and Tommy had memorized the standard eye chart. Until the early twenties, no one was aware of his handicap. When improved examinations finally revealed the problem, Milton's abilities were proven, and no one questioned his on-track competence, and certainly not his dedication.

**Report continued from page 1**  
for having someone fill this position in order for there to be a Road Racing Season for 2003 in LOL. I am sad to say that this region of almost 1100 members produced a grand total of two (2) inquiries and NO takers for this position. There will be no extensions of this deadline for the 2003 season. However, this does not stop us from putting a road racing program together for 2004 and beyond - there is still hope, but it lies within YOU.

### **BOD Nominations**

As I reported last month, we have 3 positions on the BOD that are opening up and we need at least 4 candidates to run for these positions, according to our By-laws. To date we have had a grand total of ONE (1) person come forward to run for one of these positions.

### **So what does LOL expect from you?**

I have to answer that question with questions you need to read and seriously contemplate;

- 1 What do you expect from this organization?
- 1 How long do you think you can continually enjoy the harvest from the toil of others?
- 1 What is a reasonable period of time to expect a completely volunteer organization to run without your help?
- 1 Are you too busy to help?
- 1 Is serving your fellow member beneath you?

### **Have I got your attention?**

Last month I wrote this: "If you can spare some of your time to help keep LOL on the road to success, please contact one of the LOL Board of Directors as soon as you can to get your name logged as a candidate. With your help, LOL will continue as a strong region within the body of the SCCA. Without your help, well, let's hope I don't have to write the article."

**This \*IS\* the article I hoped I did not have to write..**

It's not too late to save this Region. Get off the sofa - it's time to lend a hand....

Keep those cards, letters, e-mails and phone calls coming. Your Board of Directors wants to hear from you!

Until next month, I am...  
Randy Van de Loo  
LOL, SCCA RE.



I have an issue with the REport. The issue stems from the following:

"Today - Current CenDiv Management has a very good understanding of what has transpired and what is needed to bring the relationship back to a level where we can all work together. It is the unanimous feeling of the LOL Board of Directors that there is really nothing else that we, as a Region of roughly 1100 members, can do."

I don't believe that "unanimous feeling" would best describe the ENTIRE BoD's feeling. I, for one, firmly believe that LOL needs to be involved. LOL has had discussions with the race-track for the past year and a half. Please correct me if I'm wrong, but LOL has NOT been talking to CenDiv for that same timeframe. To be fair, dumping this on CenDiv after only approaching them a month or two ago with our expectations does not make the club look "user friendly". Again, if someone has contacted a CenDiv official prior to June, please correct me. I understand that it was a CenDiv official that did jeopardize the relationship, but Scott made it perfectly clear that he doesn't have an issue with LOL. If we pull out of all talks, we have no idea what's being said between the racetrack and CenDiv, which I believe is what got us into this mess in the first place.

Comments are welcome!!  
Deb Dahl,  
LOL Treasurer

**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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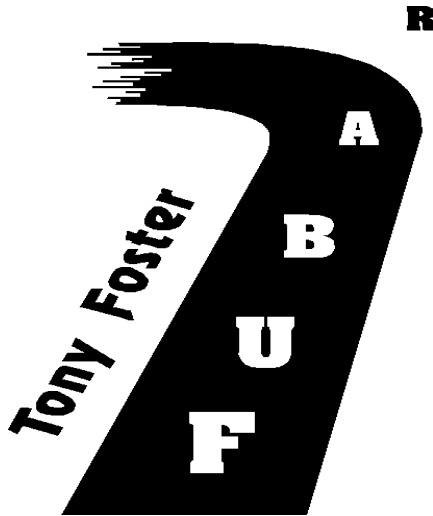
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ishing 6th ITA. Tom Daly and John Glowaski swapped qualifying slots in ITB and finished 2-3. Bruce Eide had fast lap of the race in ITE but was bumped to the back of the finishers by Stewards' action. Don't know what happened there. Congratulations to all LOL winners and competitors in a good show!

When I received last month's *Tonneau*, I immediately turned to Harvey West's report on NASCAR at Road America. I had read reports on the event in other publications, but Harvey put together a great remembrance. As I write this on the eve of the big NASCAR race at Watkins Glen, my mind is transported back almost 40 years to the second time the stock cars ran that road course. Believe it or not, I was there for the 1964 race which was NASCAR's second visit after Buck Baker won a 1957 race at the then just completed New York track. I was living in Wilkes Barre, PA, at the time and in June made my first visit to the Glen (about a two hour drive at speed in my parents VW) for the USRRC races. At the USRRC there were a couple posters in town announcing the NASCAR plan to appear as part of a northern swing by the good ol boys. The 1964

**R** "Grand National" drivers had a busy mid summer including: July 10th at Old Bridge, NJ; the 12th on the Bridgehampton road course (now a golf resort); July 15 on the quarter mile Islip, NY track just west of Bridgehampton; tow up to the Glen 4 days later on Sunday; then Tuesday night on a half mile dirt (!) track in New Oxford, PA. Of course this was long before ABC started televising races and I really didn't know much about NASCAR, but decided to have a look.

Nearly 40 years ago Finger Lakes region fog was still limiting visibility when I wandered into the sparsely populated paddock about 7:30 on Sunday morning. The first race car I came upon was a '63 Chevy jacked up in the grass with one crewman underneath banging away on what looked to be a differential swap, while an African-American gentleman (called a Negro at that time) wrenched under the hood. I knew enough about NASCAR to recognize him as the driver, Wendell Scott. Richard Pryor recounted Scott's NASCAR career much later in a rather obscure film. Nobody seemed to mind me hanging around, so I got a close-up look at the year old car and unlike today's Winston Cup machines, it really was stock. An out of the showroom chassis had been stripped of most of the interior, with a single kind-of bucket driver seat with just a lap belt. The instrument panel had been mostly cut out and replaced by riveted in aluminum with minimal gauges and switches, with a single roll hoop bolted behind the driver. Most of the chrome had been removed and lights were taped over. There was a small sponsor name painted on the rear fender, large door numbers and a couple product support decals on front fenders. Along with the number on the hood

were two lettered signs proclaiming 400 HP out of the somewhat modified Chevy 409 powerplant.

I shelled out a half buck for the "Official" NASCAR program which showed then '64 points leader and Daytona 500 winner Richard Petty kneeling next to his #43 Plymouth wearing neither sunglasses nor hat to obscure his youthful features. Inside were snapshots of a number of the current circuit drivers including Buck Baker, Ned Jarrett, Fred Lorenzen, David Pearson, Cale Yarborough, Junior Johnson and Ralph Earnhardt. A feature on mechanics included Bud Moore, Henry "Smokey" Yunick, Herb Nab, Banjo Mathews plus Leonard and Glen Wood. A sad report dated July 2 detailed the tragic loss of Glen "Fireball" Roberts who passed away 5 weeks after being badly burned May 24 at Charlotte. Ned Jarrett and Junior Johnson came together early in the race and Roberts plowed into Jarrett's spinning car backwards at high speed, exploding Roberts' apparently stock fuel tank with his car landing upside down. Jarrett ran to the inverted Ford to find Roberts halfway out of the car and shouting "Oh my God, help me Ned, I'm burning!" Jarrett pulled him free and started tearing off his smoldering clothing, more than likely at best cotton coveralls, as track firemen arrived. 1964 was a bad year for NASCAR, as back in February another popular driver, Joe Weatherly (defending Grand National champion), died in a crash at Riverside.

Not all the big names made the trip to the Glen, but most were there. Maybe they were all hunting down the purse listed in the program as \$7,500. That's total purse, with maybe 2 grand to the winner. The total wouldn't come

**FUBAR continued on page 6**

**SOLO continued from page 2**

This really keeps things moving and allows for keeping confusion to a minimum.

As far as putting on a Solo II, that is about it. There are more details that I could note, but most of the details can be completed as needed. Results need to be posted for end of the year points. Trophies need to be handed out. Competitors should be mailed the results. As they say, the devil is in the details. An event can be done with a limited number of details. To get started, a Solo II does not have to be elaborate. The Solo rule book specifies mandatory rules as well as rules which are not mandatory. As people become more proficient, more elaborate details can be added. SCCLAC trains workers by allowing them to be paired with a more experienced member of the club. We have found that this reduces anxiety and allows learning to occur quicker.

I welcome comments, suggestions and criticisms (keep it professional). Let me know what you want. Let me know what you don't want.

Rick Albrechtson, Solo II Chair

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**Deadline for the October  
Tonneau is September 10th.  
Please submit your material at  
the LOL Board Meeting that  
night or send it to Lois Bjelke.**

**FUBAR cont. from page 5**

close to covering one of today's teams weekend tire bill. The Labor Day Darlington race promised some big money, as in 65 large total purse! As I continued around the paddock, there were all sorts of open trailers and car haulers, but not a semi rig in sight. Also no campers or hospitality tents (are you kidding). It looked like many crew and drivers had been sleeping in haulers or station wagons. All hands looked pretty bleary while the car bodywork was only in slightly better shape than today's hobby stocker. By the time I completed my paddock tour, cars were starting to fire up to prepare for group practice and qualifying (this was a one day event) so I headed out along the track. There my view was largely unimpeded by a sparse crowd (the Glen was sports car country), so I was able to easily make my way around the then 2.3 mile course and get a lot of angles on some interesting cornering lines by the two ton behemoths.

For the race I took position along the fence at the end of the front straight, where the stockers would bypass the chicane and dive into the fairly fast downhill "chute" turn. The sight of almost 30 Grand Nationals charging down the straight three abreast with several dropping wheels into the dirt sticks in my mind. Unbelievably, almost all made it through with some swapping of paint & bondo, except for Marvin Panch's No. 21 Wood Bros. Ford, who apparently forgot one had to brake for the corner. Marvin went straight off the outside and disappeared into brush and small trees in a huge cloud of dust. This was long before the tire protected barrier was put in at the outside of the corner, against which Tom Kendall mangled his legs hitting at full tilt in an IMSA Jaguar many years

later. The field charged down the chute and disappeared from view, but as the noise faded I heard a V-8 fire up well out of sight. Much like a wounded elephant Panch's Ford came lurching back through the bushes knocking down more small trees with treaded tires carving furrows in the ground until Marvin smoked back onto the asphalt and rejoined the fray, to hearty applause from the scattered spectators.

Although the start was most memorable, some other details remain in my head. There was Junior Johnson in the Holly Chicken Farms Ford hanging the tail out in the chute while clad in jeans and a white tee shirt. I swear at times he had his left hand on the roof rail and probably had a pack of Luckies rolled up in his sleeve (and maybe a moonshine tank under the floor). About half way through some ominous smoke appeared in the exhaust, and soon Junior was seen no more. Then Prince Richard got a little too wide and sent up a sheet of sparks on the guardrail of the chute turn exit and wound up parked there for the duration of the event. The pack soon stretched out, the lead was taken in dominating fashion by Billy Wade in a '64 Mercury and he ran in front to the finish. By then I had worked my way back around to the old start/finish line and after Tex Hopkins leaped skyward (on the track!) in his lavender suit to wave the checker, no security blocked my way as I made it down to the hillside victory circle. There a modest celebration ensued, with only still cameras and neither mikes nor baseball cap fast changes.

NASCAR was back next year, but by that time defending champion Wade was dead, victim of a tire-testing crash at Daytona (I believe).

**FUBAR continued on page 7**

## Good Old Days III

By Dick Kantrud

In the previous chapter of this saga we had just started to make a racecar out of my street TR-4. The master plan was to do a very moderate job but go over everything so the car would be: 1) reliable 2) streetable, so I could still use it to drive around in the off-season (another "hah!" belongs here).

We had all winter so we had PLENTY of time. We did find that it seemed to take quite a bit more time than planned to do each little project, so naturally we eventually were faced with a few weeks left and not a chance of getting it done in time for our LOL school. I had to take vacation time plus put it into Imported Auto Services shop to get it done. Even with that, one of the mechanics at the shop stayed with me until 2:30 a.m. to finish the car and build a tow bar (no trailer) the Friday night before the school. I did have to leave the shop for a while to attend the classroom session, but got back there by about 10:30. I did learn my first racing "passing secret". When you come up on a car you get close and then blow your horn to surprise the other driver - really.

This was, after all, 1964. Cars had to have two seats, working headlights, horn, and a spare tire carried on board (it didn't have to be the same as the race tires but the rim had to fit on the car). Driver's suits were highly recommended and there was a formula with Borax and Boraxo you could use to make your suit fire retardant. Mix the two components with water then dip your suit in the mixture and let it air dry. You ended up with a really uncomfortable stiff suit. If you got it wet the fire retardancy went away.

Anyhow, after a good 1+ hours of sleep, off I went to Southport Airport. Southport hasn't existed for quite a few years, it was out in what is now Apple Valley. Using the runway, taxiways and parking ramp gave us a nice five turn course close in to the city, really quite a nice setup for a school. My crew was Bob, who couldn't be there until after lunch. I think it rained all day Saturday but was nice for Sunday. I had my first of many racer's brunches (warm hot dog, warm Pepsi).

We ran a fair number of races that first year. Met stadium, Wilmot Hills (near Chicago), and the Breezy Point Airport in addition to the Southport event. It was a good thing we had done a conservative job on the car as we really didn't have a clue. We checked oil once in a while. I recall we had heard that the fan sucked up a lot of h.p., so we took it off for a couple of sessions at Wilmot to see if I could tell the difference (I couldn't). The car ran well (if not blazingly fast) and never skipped a beat. I did run some autocrosses and a rally in between races. I got some static for running a "real race car" in the autocrosses, so I drove the car to work and back for a month (Richfield through downtown to N.E. Main St.) to prove it was a "street" car. When the engine came apart in late fall, several bearings came out in pieces and the rods had stretched.

I figured that if I could do as well as I did with a relatively conservatively built car, that I could run up front with the really good guys if we got the full potential out of the car, particularly the engine. I would soon learn another racing lesson. I also really liked the club and the people and hoped to become more involved.

I also learned there is no shortage of projects, jobs, and whatever for those who wish to be involved. I will try to make the next installments more of a club and less of a personal history. Repeat disclaimer: This is all from memory from a long time ago.

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### FUBAR cont. from page 6

Panch made up for his '64 goof to win the '65 race, but continued marginal crowds kept the stock car drivers away from the Glen for over 20 years, until the "modern" era of NASCAR. I'm sure Messrs. Roberts, Wade and Weatherly had their share of on-track spins over the course of their tragic careers, but they'd be spinning in their graves were they to witness today's 100,000 plus crowd at the Glen and over three times that figure at Indianapolis. Need we even mention the million dollar winning Daytona purse or over ten times that figure for a single car annual budget? As Bob Dylan grumbles: "People are crazy and times are strange - I used to care but things have changed."

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

**LOL Hotline:  
952-885-6888**

**Vintage** **Per-**  
**spective**



**by Brian Kennedy**  
**President, VSCR**

Last month I ran my car in the vintage race with the Shelby American Automobile Club in Fontana, California. The SAAC annual convention was held July 4th -6th at California Speedway, some distance from home. Parts started to fail in the 1st practice session. My new drive shaft failed on the second lap of vintage practice right in front of all the convention attendees. Saturday brought a failure of the oil cooler built into the radiator, water and oil mix flowed into the puke tank then throughout the engine compartment and undercarriage. After securing a new radiator, changing oil and a four hour clean up of the oil slick we were ready for the race on Sunday.

I started 15th of 55, moved up to 9th and spun out in lap 4 losing 6 positions. I moved back up to 12th when the drop in oil pressure and gray film on the windshield indicated another defective radiator and early retirement to save the motor. Carroll Shelby did not congratulate me on my race, and a long discussion with my radiator supplier followed.

VSCR test day at St. Cloud had better attendance on August 10th and another test date of October 5th is possible. Pre Registration is required prior to September 20th at \$50.00 per car, 24 cars are necessary to break even. The test days are tune for race cars, and lapping sessions for street cars (convertibles must have roll bars). New drivers need to prepare their cars for high speed touring with special attention to brakes, cooling, checking mirrors for traffic and the driving line.

Incoming president John Daniels has put together a proposed schedule for another spring race at BIR with BMW club. Rich & Liz Stather have volunteered to co-chair the event as they did this last May.

Our next outing will be the Fall Festival at Road America Sept. 20th-22nd, followed by the Hawkeye Classic at Mid America Metroplex Oct 12th-13th.



## Ad Libs

**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

**Phillip "Flip" Shockley** passed away August 10, 2002. He was active in LOL in the '60s and '70s. He drove SAABs in LOL and also in Ice races.

Mail to: *The Tonneau*, PO Box 18032 Minneapolis, MN 55418-9998

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# Who's new in Membership?

by Lois Bjelke

**What's new in membership will resume next month.**

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

Send changes to: Lois Bjelke, 251 16th Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096, testarossa@visi.com.

All other membership questions/concerns should be directed to:

John Parizek, 5646 Cedarwood Trail NE, Prior Lake, MN , 55372-1330, 952-496-1919, qlerkofcourse@msn.com.



**Aug. 31 - Sept 2 DOUBLE National Races, LOL etc. at Blackhawk Farms, South Beloit, IL.**

Sept. 7-8 Double Regional Races, OVR, Mid-Ohio, Mansfield, OH.

Sept. 8 Harvest Moon RallyCross, LOL, TBA.

Sept. 10 LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.

Sept. 14 Yucatan Safari - National Tour Rally, LOL, LaCrosse, WI, John Emmons, 608-852-4386.

Sept. 15 Oktoberally - National Course Rally, LOL, Mike Thompson, 608-788-5018.

Sept. 16-22 SCCA National Run-Offs, Mid-Ohio, Mansfield, Oh.

Sept. 20-22 Vintage Races, VSCDA at Road America, Elkhart Lake, WI.

Sept. 22 Solo II Autocross, LaCrosse, WI, Rick Albrechtson, 608-785-1773.

Sept. 28-29 Formula 1 at Indianapolis, IN.

Sept. 29 Mowog VI, Autocross, MAC, Midway Stadium, St. Paul, MN, Dwight McCullough, 763-754-7111.

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. 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 Stadium, St. Paul, MN, Dwight McCullough, 763-754-7111.

Oct. 29 RallyCross, LOL, Arkansaw, WI., Mark Utecht, 651-408-1203.

**If you have digital pictures that you would like to have placed on the LOL Web Page, e-mail them to Greg Youngdahl at [gregy@deskmedia.com](mailto:gregy@deskmedia.com)**