

# The Tonneau

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



## REPORT

Doug Dill

scca\_lol\_re@yahoo.com

I ended the August RE Report by asking for Board of Directors candidates to come forward. Since then the question was raised, "What does a Board member do?" Here are the responsibilities of a Board of Directors member:

- Attend all meetings of the Members and Directors
- Talk about racing
- Performs duties and have powers as assigned by the Board
- Have fun
- Work closely with Regional B.O.D. to create and facilitate single year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc
- Going to road races, rallies and solo events
- May be assigned as liaison to committees and specialty chiefs

If you have questions please feel free to contact me.

There are always some people who love racing and you can see it in their eyes and their actions. I would like to point out some of these people, because I want everyone to know about them. Jim and Kari Cox are the first two. They have been working hard getting a new site for our RallyCross Series (sponsored by Bloomington Acura Subaru) at the Corcoran Lion's Club Park. With the help of many, Jim Cox chaired a very fun event. Many thanks to both Jim and Kari.

Rick Albrechtson is other person who likes to make things happen. Last month, Rick coordinated the Solo II event for our 50th Birthday party at Elko Speedway. With the help of others, Rick put together a great course that even had the stockcar types watching the cars running through the course.

The people at Elko Speedway want us back and everyone who entered the event said they like the venue. So thanks Rick and Barb (who did the scoring) for setting the ground work for future Solo events in the metro area.

## New Display Ad Manager

### Doug Davenport

The Tonneau is pleased to announce the addition of a Display Advertising Manager to it's staff. If anyone is interested in placing a display ad please contact Doug Davenport at [davenport@acenet.com](mailto:davenport@acenet.com). Classified ads can still be sent to Brenda or JB Lewis.

On a final note, I was talking to someone about road racing in LOL and ways we could get "local" events. Her idea was to get back to the basics of road racing. Using a large paved area, (parking lot, airport apron or a closed street course) much like our region did 40 to 50 years ago.

She was thinking that rebuilding at the grassroots level would get the wheel-to-wheel racing momentum going again. Road racing locally, in a major media market, I like this idea.

A lot has changed in road racing since the Region last raced at the old MET stadium. Some of the changes would help make this idea happen more easily, like improvements in technology. Other changes would hinder, like insurance related issues. But if it was easy, I think everyone would be racing!

If you have comments and I bet you do, let me or anyone on the Road Race Committee know.

Have fun and see you out there.  
Doug Dill

## Secrets of Team Success

E-mailed words of wisdom from Paul Morrison—National Scrutineer Mahoning Valley Region

1. We must be willing to help each other be right.
2. Look for new ideas not for reasons why they won't work.
3. If you doubt something let everyone know and we can all check it out.
4. Help each other and take pride in our victories.

5. Speak positively of each other and the SCCA in general at every opportunity.
6. Maintain a positive mental attitude no matter what the circumstances.
7. Act with initiative and courage.
8. Do it with enthusiasm, it's contagious.
9. What ever you want - give it away, power, respect, enthusiasm, recognition.
10. Don't give up!

# BOD MINUTES

July 8, 2003

Meeting was called to order at 7:06 PM by Doug Dill. BOD members present: Deb Dahl, Doug Dill, Tom Fuehrer, John Glowalski, Al Kintigh, Dan Moore, Rob Woolston, Greg Youngdahl. Also present: Randy Van De Loo. June meeting minutes were reviewed and approved.

## Treasurer's Report

-CenDiv Calendar Committee fee was discussed. We are unsure of 2002/2003 fees.

-Deb will ask Wally Sunderlund about Member Assesment Fee.

-Deb noted no direct deposits from SCCA National for 3 months. John Parizek added that he has now received check for those months.

## Tonneau Report

-Tom Fuehrer notified the BOD that Harvey West had not received the latest Tonneau. It was probably due to Harvey changing to a dual region membership. John Parizek agreed to look into holes in our mailing list process.

## Comp Board

### (from Mark Utecht's Email)

-Registration for Ojibwe should be opening any day now.

-Rally crosses are going well. We have an event coming up in two weeks.

-Of particular Comp Board interest, the Awards Nomination Ballot will probably be in the upcoming Tonneau.

-Also, some discussion about other region's perception of LOL's participation in Road Racing events. The BOD agreed the problem was due to poor communication between LOL BOD and the other region's BOD's. Randy noted similar problems in years past. We will work to improve this for future events.

-Deb suggested a worker interface to the BOD would be a welcome addition to the comp board.

-Jon Glowalski is taking the role of liason between the BOD and the road Racing Committee.

-It was reported that Rick Albrectson will attend the August Met Council meeting in order to establish a presence for future Solo events in the Metro area. Two events are planned for Aug/Sept. -Corcoran will host the Rallyfest prior to Ojibwe. A Rallycross is planned.

## Track Relations Report.

-The BOD has sent a letter to BIR management restating our position about holding events there. Since there has been management changes at BIR since previous communications with them it is hoped starting a new dialog with them is needed. The letter was sent June 14<sup>th</sup>. Rob Woolston is planning to follow up personally.

## Membership Report

-Current membership is 864. It was noted that many Subaru members have not continued their membership.

-John reported the BSA event at the Mall was a great success. John relayed ideas about future additions to this event, maybe a fund raiser using 150 identical Pinewood cars.

-The Minnesota Law Enforcement Agency would like to have a gimmick Rally in late September. -A Solo event is planned for Prior Lake High School October 19<sup>th</sup>.

## Old Business

-Deb has not received feedback from all the BOD members about bylaw changes.

## New Business

-50<sup>th</sup> Anniversary Party - Menu, cost per member and door prizes were discussed.

-Candidates are needed for BOD positions, 3 positions will be open this term.

Meeting was adjourned at 9:15 PM  
The next BOD meeting is August 12<sup>th</sup>, 2003.

Respectfully submitted by  
Tom Fuehrer

## LOL Board of Directors

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Please submit your materials at the LOL Board Meeting or send it to [tonneau@scca-lol.org](mailto:tonneau@scca-lol.org)

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Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads are for one month. If you would like to place an ad or would like to renew your ad, please contact one of the editors above, or email [tonneau@scca-lol.org](mailto:tonneau@scca-lol.org)

**Deadline** for the October Tonneau is **Friday, September 12th.** Please submit your materials to the editors or bring it to the LOL Board Meeting on **September 9th, 2003.**

# SOLO SCENE

Rick Albrechtson  
[ralbrech@mail.sdlax.k12.wi.us](mailto:ralbrech@mail.sdlax.k12.wi.us)

Two events in two weeks!!!!  
The August 3rd Solo II in La Crosse drew a good field. I'm told the event ran smoothly and everyone was gone by 3:00 p.m. The following week LOL held its 50th Anniversary events including a Solo II at Elko Speedway. I was on vacation and missed the August 3rd champ event, but did work the 50th Anniversary Solo II. This was the first time I had seen Elko and I found the track to have great potential. With its inside completely covered in asphalt a lot of track configurations are possible. Of course we did have to work around two 52 passenger school busses which the night before had been standing on their rear bumpers and driven in to by a speeding car. It seems whenever we schedule a

solo at a racetrack, the racetrack organizers schedule an (echo here) "EVE OF DESTRUCTION" the night before. Other than the school busses, the track was clean and no debris was found. A schedule mix-up caused the event to be cut short, yet the 13 cars who showed up all got in 5 timed runs. The results for both events (as well as the June event in Eau Claire) should be posted on the website soon.

I was told that the original site for a 5th Champ Solo II event in Prior Lake, Minnesota fell through. (Something about a fence running down the middle of the lot.) Preparations are being made to find another suitable site in the same area. If this works out, the plan is to have the last Solo II event in the LOL SOLO II Championship on Saturday, October 11, 2003.

This means that the next scheduled Solo II will be the Oktoberfest Solo II in La Crosse on September 21. This will be the 43rd annual Oktoberfest Solo II and the event has a lot of history. I promise you'll have fun.

## Oktoberfest Solo II

Sept 21, 2003  
LaCrosse, WI

More information:  
Rick Albrechtson  
(608) 785-1773

# MOTORSPORT MEMO RIES

Harvey West  
teamwest@mnmc.net

## No. 15

### A Sportsman Leaves Us

Quite a number of years ago, Sharon and I visited the Briggs S. Cunningham Automotive Museum in Costa Mesa, California. After viewing the mouth-watering display of vehicles, we stopped at their small gift shop to see if they had any automotive books or memorabilia that we needed. An elderly gentleman was busily restocking the showcase and shelves. I assumed he was some retired motorsports enthusiast filling in at the museum. But, he looked familiar, and I realized that it was the man himself. I really wanted to tell him how much I admired his countless efforts on behalf of American motorsport over the years, but being fearful of sounding stupid I let the moment pass and moved on. In retrospect, I guess it was no surprise to see him performing store clerk duties. While he inherited a level of wealth that enabled him to indulge his hobbies without having to let a career get in the way, he never reflected the self-importance or arrogance that is all too often a by-product when serious money is inherited. I've never read one critical word about this man, and it's pleasing that he had such a long life, recently leaving us at age 96.

Cunningham's fascination and involvement with sports car racing predated World War II. While at Yale, he met 1915 Indy 500 winner Ralph DePalma, which spurred his initial interest. In the late thirties, he joined the other wealthy young sportsmen who comprised the Automobile Racing Club of America, which was SCCA's predecessor. Working with Charles Chayne, Buick's engineering head, he created a hybrid sports car, the Bu-Merc. which Miles Collier drove

at the New York World's Fair road race in 1940.

Following the war, Briggs competed in the early SCCA events with a variety of cars, including the first Ferrari imported into this country. We saw this car at his museum. He drove the Bu-Merc to second place in the inaugural 1948 through-the-streets race at Watkins Glen. One of his early postwar mounts was the Fordillac, a late model Ford powered by a Cadillac engine. This was a creation of Bill Frick, who later plugged Cadillac engines into the beautiful 1953 Studebaker Starlight coupe, to create the Studillac.

Cunningham intended to enter the Fordillac at Le Mans in 1950, but the race organizers saw things differently. He responded by entering a stock Cadillac and a Cadillac chassis clothed in a rather ungainly fabricated aluminum roadster body, which was quickly named "Le Monstre" by the French. The stock Caddy did surprisingly well, finishing 10<sup>th</sup> in the hands of Sam and Miles Collier, while Cunningham and former midget racer Phil Walters finished 11<sup>th</sup> in Le Monstre.

It was now time to build a Le Mans contender bearing his own name, and to hopefully sell enough street versions to qualify it as a production vehicle. The 1951 result was the C-2R, powered by a 5.4 liter Chrysler hemi. Three of these were entered at Le Mans that year, but only John Fitch and Phil Walters finished the 24-hour grind, ending up 18<sup>th</sup> overall, after running as high as second. The same pair finished third in the 1952 running of the classic, driving the new 5.5 liter C-4R model. The Cunninghams competed at Le Mans through 1954, scoring a number of top ten finishes, but never getting the top spot. John Fitch did win Sebring in 1953 at the wheel of a Cunningham, and Briggs drove to the 1954 SCCA national championship in F Modified, wheeling an OSPA.

Production of the Cunningham marque ceased in 1955, but the effort to win Le Mans was far from

over. In the 1960's, teams of Corvettes, Maseratis and Jaguars were campaigned by the Cunningham team. The legendary Alfred Momo was the top wrench for Cunningham, and the stable of drivers at the wheel of Briggs' entries over the years included the likes of Stirling Moss, Walt Hansgen, Augie Pabst and Bruce McLaren. In 1960, a Cunningham Corvette shared by John Fitch and Bob Grossman won the GT class at Le Mans.

You'd think that these many efforts would present enough challenge for one man, but not if his name was Briggs Cunningham. He was also a world class yachtsman, who skippered the yacht "Columbia" to the first successful postwar defense of the America's Cup in 1958, competing against Great Britain for the New York Yacht Club.

All in all, quite a life. We'll seldom see another like him pass our way again.

## Keep in Touch!

Need to know what's going on in YOUR region?

Check out these great resources made just for you!

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

**LOL Online**  
**www.scca-lol.org**

# Results from the !!! RallyCross, August, 17, 2003

Scored best of first 2 runs & best of last 2 runs

Class	Name	Run 1	Run 2	Run 3	Run 4	Total
OP	D Havir	01:03.49	01:00.60	01:02.45	00:59.57	02:00.17
OP	M Utecht	01:05.32	01:09.22	00:58.91	01:00.49	02:08.13
OP	J Cox	01:14.42	01:05.51	01:05.71	01:01.41	02:06.92
G2P	K Biewald	01:06.06	01:11.56	01:02.92	01:08.25	02:14.48
G5S	R LaFavor	01:07.90	01:05.23	01:03.76	01:03.95	02:08.99
G2P	T Weidman	01:09.02	01:04.98	01:04.85	01:04.98	02:09.83
OP	M Wray	01:04.60	01:10.22	01:06.26	01:06.86	02:16.48
OS	J Reithmeyer	01:08.68	01:09.58	01:07.00	01:04.15	02:13.73
OS	S Parrott	01:11.48	01:07.49	01:05.73	01:06.57	02:13.22
OS	K Kanasaki	01:14.85	01:09.01	01:07.39	01:04.36	02:13.37
OS	R Duke	01:17.44	01:08.16	01:17.01	01:05.92	02:14.08
G2S	J Nordlie	01:12.95	01:10.01	01:06.86	01:04.10	02:14.11
OS	D Moore	01:18.10	01:11.02	01:08.27	01:03.82	02:14.84
OS	J Lewis	01:09.91	01:10.43	01:05.12	01:05.12	02:15.55
G5P	R Donovan	01:11.41	01:09.56	01:08.94	01:05.50	02:15.06
G5P	G Donovan	01:09.15	01:08.93	01:09.54	01:06.31	02:15.24
G5S	Al Kintigh	01:10.70	01:12.12	01:05.41	01:06.64	02:17.53
G2S	J Hubbell	01:11.59	01:10.51	01:08.21	01:05.72	02:16.23
OS	M Haden	01:10.53	01:28.47	01:12.66	01:05.91	02:34.38
OS	M Larson	01:11.18	01:09.19	01:08.22	01:08.02	02:17.21
OP	J Niday	01:14.59	01:13.22	01:04.81	01:04.02	02:17.24
G5P	M Pankratz	02:21.26	01:09.42	01:08.51	01:09.45	02:17.93
OS	C Lee	01:17.42	01:10.06	01:13.91	01:08.53	02:18.59
G2S	K Schwie	01:10.87	01:13.78	01:10.03	01:08.31	02:22.09
G2S	B Nagy	01:10.96	01:10.67	01:11.05	01:08.74	02:19.41
G5S	Kerry Freund	01:16.16	01:10.61	01:09.74	01:09.25	02:19.86
OS	D McGinn	01:13.38	01:13.82	01:06.85	01:06.61	02:20.43
G5S	B Carter	01:17.10	01:13.01	01:33.08	01:09.15	02:22.16
OS	A Christi	01:14.28	01:12.05	01:10.27	01:21.13	02:22.32
G5S	N Kintigh	01:14.49	01:16.25	01:11.36	01:08.54	02:24.79
OS	E Dahl	01:36.40	01:12.58	01:11.93	01:10.77	02:23.35
G5P	D Dill	01:25.79	01:12.28	01:11.30	01:11.94	02:23.58
G5S	A Prasad	01:17.27	01:14.17	01:12.58	01:10.94	02:25.11
OS	B Lewis	02:18.66	01:17.21	01:18.30	01:09.21	02:26.42
OS	R Kam	01:15.86	01:16.06	01:12.24	01:13.94	02:28.30
OS	E Olson	01:19.50	01:18.19	01:10.94	01:12.36	02:29.13
G5S	Alex Kintigh	01:18.91	01:15.27	01:17.18	01:14.23	02:29.50
G5S	M Carter	01:17.30	01:15.24	01:18.70	01:15.76	02:31.00
OS	M Schedbauer	01:30.63	01:17.70	01:13.79	01:13.68	02:31.38
G2P	P Whitney	01:27.41	01:26.24	01:08.26	01:07.31	02:33.55
G5S	Kathy Freund	01:21.77	01:24.26	01:15.73	01:14.85	02:39.11
G2S	J Booen	01:34.63	01:33.03	01:07.40	01:09.78	02:40.43
G5P	T Dill	01:07.96	02:27.39	01:45.51	01:38.17	04:05.56
OP	D LaFavor	01:07.81	01:07.81	59:00.00	59:00.00	00:07.81
OP	R Heidcamp	01:10.63	01:09.32	59:00.00	59:00.00	00:09.32
OS	B Shorten	01:12.73	01:12.64	59:00.00	59:00.00	00:12.64

# HARVEST MOON RALLYCROSS

*Sunday,  
Sept 21, 2003*

*Donovan Farm*

*Rochester,  
Minnesota*

RALLYMASTER  
SCOTT PARROTT

INFORMATION AT  
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