



RE¹⁷⁰⁷

Mary Utecht
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RE Report

Spring is finally here and racing fever is starting to get into full Gear. I want to thank everyone who came out to our Open House at Jim Derhaag's shop and to the Tech Day at Westside VW. It was nice to see new faces as well as some that we haven't seen in awhile. There is starting to be a lot of buzz around the July 4th ClubRace at BIR both within the region and the division. If you haven't already done so, please mark your calendars to be up at BIR on July 4th. Whether you are a driver, crew, volunteer or spectator, the weekend should be a great time.

The Rallycrosser's have already started their season with a very successful event at a new venue, Raceway Park in Shakopee. Another new venue, the Isanti County Fairgrounds will host our National Rallycross event later this summer. I am excited to see this program actively pursuing these new venues. The first Nemadji Trail Stage Rally of the year is scheduled for May 8th in Duquette. This is the first event of three that will be held this year.

For the latest schedule and racing event discussions, please check out our website, scca-lol.org

See you in the woods or on the track.

Mary Utecht
Regional Executive
Land O'Lakes Region SCCA

**Mark your calendar!
Club Racing at BIR
July 3 & 4
(Track day on July 2nd)**

**Volunteers needed for BIR event!
See P. 5 for more information**

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**Land O Lakes Board of Directors Meeting Minutes
April 14, 2010**

Meeting called to order by Mary at 7:05 pm.

Members Present: Mary Utecht, Randy VandeLoo, Jim Gillen, Eric Dahl, Carrie Carlson, Aaron Jongbloedt, Dan Corgard, Joe Axberg

Members Absent: Jimmy Griggs,.

Guests: Mark Utecht, Tom Fuehrer, Steve Barkley, Stacy Scharch, Amanda Ingle

March's meeting minutes were accepted online as posted on the forum.

Treasurer's reports were accepted as posted.

Membership Report: 477 members. We must retain 80% of our current membership, and need 10 new members for the incentives for next year.

Web/Tonneau Report: Next Tonneau ready to go out. Will go once she gets these minutes. Website has been updated to get more information about racing and rally happenings.

Competition Board Report:

RallyCross: Last event had 49 cars, great turn out. Held at Raceway Park. Another event there May 15th. There will be a per car/spectator fee for entry, volunteers will not be charged. There will also be 2 events at the Isanti Fairgrounds.

Road Rally: Next weekend, Escape to Wisconsin rally. Contact Mark if you want information.

Stage Rally: Nemadji 1 coming up May 8.

Solo: Nothing new to report

Club Racing: See below for Jack Pines specific info. Randy brought in some examples of what NASA uses for incentives.

Teen Survival: No update.

Old Business:

Tech Day was held Sunday April 11 at Westside VW. 17 cars teched.

Open House was held at Derhaag's in Shakopee April 10th. Good turnout, lots of interest in upcoming races.

New Business

Thank you plaque/gift for Jim DerHaag. Plaque suggestions were made. Carrie and Amanda will handle this.

Tom suggested another membership meeting, with a guest speaker on safety. Need to find a venue. Tom will research options and report back to the board.

Need to start planning for a Harvey West memorial/plaque at the Jack Pines event. Will research at the tack visit.

Jack Pines

Motorsport.reg

If credit card clearing wanted at track still use motorsport and use them to clear credit card. This means we want internet access at registration.

Two plan options at different rates. Higher rate (0.5 percent difference) allows deferral of payment, plus surveys and a few other added values. Recommended that we do what other regions are doing. Board agreed to allow sign up for higher cost option

Track Visit day, meet at BIR front gate at 10AM on Saturday, April 17.

It was suggested to assign a Track Relationship person or persons. Currently Kathy Gillen and Tom Fuehrer are the two the board thinks should do this.

A question was raised about who announcement cards were sent. Two board members did not receive cards – Randy and Dan. Jim will check with Kathy about actual list sent to.

Meeting adjourned at 8:05 pm

**Land O Lakes Board of Directors Meeting Minutes
March 10, 2010**

Meeting called to order by Randy at 7:00 pm.

Members Present: , Randy VandeLoo, Jim Gillen, Eric Dahl, Carrie Carlson, Dan Corgard, Aaron Jongbloedt, Jimmy Griggs, Joe Axberg.

Members Absent: Mary Utecht

Guests: Tom Fuehrer, Dave Goodman, Gene Grueschow, Ryan Gonsior.

February's meeting minutes were accepted online as posted on the forum.

Treasurer's reports were accepted as posted.

Membership Report: No update.

Web/Tonneau Report: No update.

Competition Board Report:

RallyCross: Successful first event 39 attendees. The club made approximately \$700. One of the largest attended events in the last few years. Next event April 3rd at Raceway Park, a new venue for us.

Road Rally: Muddy Waters event this coming weekend in Prescott. Posted on the forum and on facebook.

Stage Rally: Nemaaji dates set May 8, June 19, and July 31. Community center in Duquette for all 3 events.

Solo: LaCrosse minutes posted on the forum.

Club Racing: Jack Pines event . Concern over extra entry fee. Need to clarify this as soon as possible. We have received the membership lists including expired LOL list. Updated budget presented.

Teen Survival: No update.

Old Business:

Auto Shows – WOW event completed. Auto Show going on. Staffing looking good. Tom suggests we find a full time Auto Show leader.

Tech Day - Sunday April 11 at Westside VW.

General membership meeting needed – Open House at Derhaag's in Shakopee April 10th. Will be added as an event on facebook.

TransAm weekend will only be a pro event – no regional events.

New Business

Car Craft, July 16 – 18. Maybe find a better location/lot.

2. Gene Grueschow and Ryan Gonsior will work at the track providing Emergency Services at BIR.

Meeting adjourned at 8:02 pm

Snow States Plow

First, a correction: The Ojibwe Forests Rally will be held **August 20-21** in Walker, MN; not August 27-28 as originally published.

The rally season is ready to begin. It won't be long until the sounds of gravel flying and turbos spooling will be heard throughout the forest. We have an exciting season ahead of us.

We need volunteers for all events. Check out the scca-lol forums for more information about the volunteer opportunities for these events. Also, please feel free to contact Chief of Controls, Amanda Ingle (amandacingle(at)gmail(dot)com) for more information on volunteering for Nemadji I. Dan Drury (drury5986(at)Comcast(dot)com) is looking for volunteers to help with bannering. Contact Dan directly for more information and to sign up to help with bannering.

See you in the Woods,

Carrie Carlson

First Race of the Year at BlackHawk!

On April 25th I started the 2010 racing season at Black Hawk Farms for the Driver's School Regional. This is the first year in recent memory that my Mustang has been race ready since I stored it last fall. I ran one race at the end of 2009 with a newly rebuilt motor and the car was much faster than ever.

Race day morning was damp and a little dreary. The drizzle was fairly heavy in the morning for my qualifying session. I only ran a few laps because the car seemed down on power. It felt like I dropped a cylinder or 3. That ended up being the problem. What I didn't expect was the tech guy to discover it for me when he saw the flames under the hood. One of the boots had been resting against a header tube and actually combusted. A quick burst of fire extinguisher juice solved the problem. The crew at BHF handled the situation extremely well. Nobody got over excited and screamed "FIRE!" or pulled my fire-bottle pin. Our volunteers are a skillful bunch!

During the lunch break I ran into town and bought a new set of Accel wires. I replaced 2 and tied up a couple more before the race. It is *so* nice to race a car that you can buy nearly any part for at local part stores.

I had qualified 3rd on the grid for Group 5. Just ahead of me was a BMW M3 Lightweight. On pole was a later model BMW M3 T2 car. My race started out very well. The T2 car and I left the rest of the field fairly quickly. During the first lap I was confident that I would pass the T2 for the lead – it was just a matter of when....

....then my motor started to sound like it did in the morning session. The T2 guy pulled away from me and I was left all alone with my hiccupping Mustang. I was determined to stay ahead of the other STO car in my class so I let off a bit, nursed the car and watched my mirrors for my competitor. About 10 laps later I saw a car in front of me. As I gained on it I saw it was the other STO car. Yes – I was about to lap my competitor even though my car was ailing.

After the race I found another disconnected plug wire. I think the root cause was the fact I had wire-tied the plug wires up away from the headers. This pre-load on the wires allowed the connection at the spark-plug end to separate once the boots warmed up. I will have a proper set of 45 degree angle wires on the car before it races again.

Here is a video of the first couple laps:

www.youtube.com/watch?v=cFoV91VvYRU

It was still a great day at the track – both the BMW were fielded by Fall-Line Motorsports. It is fun to mix it up with cars prepared by a Pro Team in a back-yard built domestic mongrel.

Tom Fuehrer



The Mayhem Chicks...live and in person!

The Mayhem Chicks are Mary Utecht, Amanda Ingle and Carrie Carlson. We are three of the regular crew members for Mayhem Racing. We are also very involved in our local SCCA region. Mary is currently the RE of Land o' Lakes region. Carrie is the treasurer for LOL and also on the board of Snow States Autosports Club. All three are active in organizing the Nemadji Trail Rally Series, as well. We can be seen at

any number of SCCA and Snow States events throughout the year.

Is the rumor true? I heard that Mark is co-driving for Brent for the upcoming rally season. How will this affect the Mayhem Chicks?

Yes, it is true. Brent and Mark have been hard at work making the 1985 VW gti that Brent purchased last summer rally ready. It was going to take a while to get the Mustang rebuilt after the roll at Nemadji Trail III last year, and Brent wanted someone to act as a co-driver and driving coach. The combination seems like it should work perfectly. (Ask us after Nemadji Trail I). We are all excited to see what this year will bring.

As for how this will affect the Chicks. For Nemadji, it means that Carrie will be crewing for the boys (and getting the meal ready for everyone), Mary will continue her duties as chairperson and Amanda is stepping up to be Chief of Controls. For other events, it won't likely affect what we do at all; it just means we have a rabbit to care for instead of a horse.

The Mayhem Chicks welcome your questions. Email us at MayhemChicks@frontier.net. We look forward to hearing from you!

Tax Brake RallyCross

April 3, 2010

To describe this event, the second RallyCross in the Land o' Lakes Championship Series, in one word, I would have to use the word **Successful**. This event faced many challenges from the threat of rain to being at a new location and being the day before Easter, yet was one of the most successful events we have had in recent memory.

49 competitors competed at Raceway Park in Shakopee. No, we weren't on the race track, instead we played in the parking lot. Course design was challenging to say the least. Dave Goodman and Event Master Tim Anderson did a great job designing a course to work in the space we had. We had many course changes due to deteriorating conditions. The soil was sandy and therefore prone to easy rutting. By moving the course we were able overcome these challenges. Special thanks go out to the events Safety Stewards Denny McGinn and Brent Carlson.

Because of course changes between run groups, there are no overall finishes to write about. The length of the course changed by 10-15 seconds. Of note, one of the course changes occurred after some of the M2 cars ran, but not after all. Brent Carlson (1985 gti) was among those cars who had not taken all of their runs. This course change shorted the course by approximately 2 seconds. Brent offered to count his first run rather than his shorter second run for the sake of fairness. By giving up this run, he finished in second place (M2) behind Aaron Jongbloedt who drove an essentially stock VW to victory. Finishing third in M2 was Kyle Laursen driving his Honda Civic ice race car.

Mark Utecht is once again back on top of the M4 podium with a fantastic finish. He drove his 1999 Subaru Impreza to victory. Finishing second was Dan Gervais in his 1998 Subaru Impreza ice race car. Rounding out a podium of Subarus was Jesse Lang in his 2007 WRX.

After a disappointing finish at the Treadin' Thin Ice RallyCross, Kevin Beck redeemed himself with a first place finish in PA, driving Brian Chabot's 2007 Subaru WRX. Brian finished third in class behind second place finisher Dave Goodman (2000 Subaru WRX).

Erik Dahl once again claims first in PR. Paul Peters claimed first in SR. Rama Kommineni finished first in SF. Steve Meschke, driving a 1996 Subaru Impreza took first place in SA over last year's RallyCross Driver of the Year, Dustin Nevonen, who drove his 2005 Subaru WRX to a second place finish. Sheen Hua took third place in his Subaru 2.5rs Impreza.

Special thanks to Brent Carlson for spending 3+ hours on the skidder to return the parking lot to the condition we found it in. In fact the property manager said that the parking lot we used was cleaner than when we got there. Good job on making a positive impact!

Of special note is the lunch put on by MNSOC. They raised over \$500 to help the family of a very special little girl. Kira Roberts is 11 years old and was diagnosed with thyroid cancer. She has had the tumor removed and is on the road to recovery. As a group we were able to help her family deal with the significant medical bills that have been incurred during this ordeal. We should all be very proud of what was accomplished.

Volunteer Incentives

I am sitting here trying to figure out where March went, knowing summer will quickly be upon us. With summer comes the opportunity to volunteer and race at the **Jack Pine Sprints**. Having been accused of an overactive volunteerism gene, you can guess what I will be doing. We would love to have you join us at BIR for the return of SCCA Club Racing to our region. I am excited to tell you about the great Volunteer Incentive Programs offered by SCCA for both current members and potential members.

Most of you reading this *Tonneau* are SCCA members, so I will begin with the benefits for current members who are volunteering. By working two days, just one race weekend, you receive a free Annual Hard Card, this acts as an annual waiver. You do not have to waiver at events, yes, you must still register and sign in, but it removes one step in the process. The more you work, the more benefits you receive.

Days Worked	Benefit received
2 days	Free Annual Hard Card
4 days	Hard Card and \$15 membership discount
6 days	Hard Card and \$22 membership discount
8 days	Hard Card and \$30 membership discount
12+ days	Special ID Card; Recognition in <i>SportsCar</i> , and \$45 membership discount!

To take advantage of this incentive program, you must log the days worked on SCCA.com.

In addition to these benefits, there are also **membership referral incentives**. If you have friends who are interested in joining SCCA, have them use your membership number as the referring member (if you don't know it, just give them mine J). They will get a \$10 discount on their membership, and you will get a \$5 credit at SCCA.com that can be used toward your membership, merchandise or entry to national events.

Do you have a friend who **just wants to try volunteering** at an SCCA Club Race? They can take advantage of New Club Racing Volunteer Program. This program gives you a free weekend membership to work your first event for free! If you get hooked like the rest of us, you can join SCCA for only \$30 per year for your first three years of membership, provided you work at least four days per year. That's only two race weekends!!!!

And, if they use your member number as the referring member, you get a \$5 credit and they get \$10 off their membership.

Have questions, feel free to email me at ccarlsondds(at)Comcast(dot)net

April Open House at Derhaag Motorsports a HUGE Success!



Top Pictures courtesy of Carrie Carlson Photography

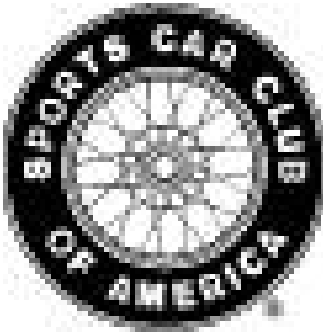


We had a strong turnout of SCCA-LOL members AND numerous visitors who love racing!

The Silent Auction netted \$235 from Jim Armour, and a great time was had by all. Thanks to everyone who made this a success as we continue to build our driver and worker contacts for our Jack Pine Sprints event in July.

These pictures courtesy of Mike Baloga, Turn 8 Photography





Attention All Drivers and Workers

The SCCA is returning to Brainerd!

Jack Pine Sprints Quad Regional

July 2-3, 2010

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DON'T MISS IT!

FOUR CenDiv Championship Points Races

The 1st Races at the new 2.5 mile Competition course – Set a New Lap Record!

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For More Information:

www.scca-lol.org

www.explorebrainerdlakes.com

The Race Report

SCCA CenDiv Season Begins!

April 25, 2010
AP-Rockton, IL

This weekend the 2010 road racing season in the SCCA's Central Division, began with a two day Drivers School followed by a Regional Race at Blackhawk Farms on Sunday.

Overnight rains left the track very wet, and extremely slippery as 8 of the Group 1 Formula cars took to the track at 8:10 this morning. This should be an exciting group to watch, as the first three Formula F's were driven by two 2009 Runoffs contenders, with the third piloted by LOL's own 2009 CenDiv Champion, Jacques Schnauzee. Everyone except the Chicago Region's Allen Wheatcroft were on rain tires. Jacques Schnauzee, in his #10 Euroswift Formula F, was on rains, and even with those managed a warm-up lap spin as he was fighting a gearbox problem and locked up the rear end in Turn 6a. (At least this time he had an excuse) His trip through the grass proved to be the thing he needed, as he resolved the shifting issue and got back on the track free of traffic. This gave him room to drive a bit harder without concern for other cars on the slippery surface. As a result, he Qualified 3rd overall, and second in the FF class. Bill Cobb, in his very quick F500, took the Pole, with Chicago's John Luxon, 12th place finisher in the 2009 Runoffs, in second overall, first place in FF. Wheatcroft pushed his slicks hard enough for 4th overall, third in FF, with LOL's Ethan Mackey in his FF 3 seconds behind. Three FV's rounded out the field, with two FF's that did not start.

Throughout the morning, the rain held off for the most part, with occasional light mist dampening the track. By the 12:30pm Start of the Group 1 Race, the wind had come up and dried the track, although the sky still threatened to change that. It turned out that the race, would have a little of everything. Dry, oil slick, rain, even a turkey standing next to the track, watching, just before Turn 3.

Bill Cobb was absent for the Start, leaving Luxon on Pole, with Schnauzee on the outside front row. Wheatcroft, a 2009 Runoffs contender, would start behind Luxon, but Mackey would have to start from the back of the pack due to a clutch failure, necessitating a push start. This would give him the opportunity to do some passing to get to the front. As the cars rounded Turn 7, the Pace Car headed for the pits, the Green Flag dropped, and to everyone's surprise, the aging Jacques Schnauzee out accelerated everyone as he headed for Turn 1, and went right around Luxon as they entered the turn, with Schnauzee taking a firm lead heading into Turn 2!

After three laps of leading this race, Schnauzee thought to himself, "these is going to one looong race trying to keep zhose two behinds me for 19 more laps". Shortly after that, Wheatcroft surprised Jacques by passing him coming out of Turn 5. He had expected Luxon to be the first to make a move! As Jacques was struggling to keep up with the very fast Van Dieman, Mackey was also moving up. So much, that he apparently caused the driver of another FF to push it too hard - so hard that he exploded his engine, dropping an oil slick from the left side of the track just past the Finish line, right to the apex of Turn 1. As Wheatcroft and Schnauzee came onto the main straight, the debris flag was shown, but neither driver knew yet what was in store. As Schnauzee approached the finish line, he saw the slick, and watched as Wheatcroft fought to control his car, quickly got as far left as possible, and made it through, keeping two tires clean. As he checked his mirrors going into the turn, he saw a flash of a red car spinning. Not certain if it was Luxon or Mackey, he assumed they crashed, and continued his pursuit of Wheatcroft. Then the track went full course yellow, and the Pace Car came out to lead the parade as the Safety crew and corner workers went about the task of cleaning up the oil.

To Jacques' surprise and pleasure, he saw both Luxon and Mackey still in the race. It turned out Luxon had spun in the oil slick. His spin was so fast, no one, even he, was not sure if it was a 360 or a 720, but the car ended up heading the right direction, so he just drove on! By the second pace lap, the mist began to return, and became a very light rain. After 4 laps, the track surface was completely wet. With everyone on slicks, it would be an interesting restart!

Then the group was led to the Pit Lane, where they sat for about 10 minutes as the cleanup proceeded. While sitting there, the rain stopped again, and the track began to dry as the pack headed out for what turned out to be two pace laps before the race was restarted. (continued on page 12)

Club Report (continued from page 11)

On the drop of the Green, Schnauzee once again showed a quick right foot, as he began to pass Wheatcroft by the start line. Although it would be better to be on the inside, Jacques went to the outside, knowing he'd have a cleaner braking zone. It proved to be a very exciting restart, as Luxon also made his attempt, only on the inside! The front three FF's went into T1 three abreast, and in the end, Wheatcroft prevailed, with Jacques giving room, and Luxon also decided it would be better to finish than end it right here. The three were nose to tail as they entered Turn 2. Wheatcroft began opening a gap, and two laps later Luxon, who appeared to have a "push to pass" button, pulled off a beautiful pass on Schnauzee going into Turn 1, drafting him and popping out right before the turn, out braking Jacques. Jacques drove hard to keep with Luxon, but John was on a mission. It appeared his car may have been supercharged! Lap after lap, Luxon was hunting down the leader, with Jacques dropping about a half a second a lap. Meanwhile, Ethan Mackey had been stuck behind a group of FV's on the restart, again due to his clutch and push start. He was staying behind to let them race, and just getting some seat time. Team Mackey has been plagued with car problems, and this was the most driving either of them have done in a couple of years. On Lap 20, Wheatcroft, in an unusual event, missed a shift, and Luxon blew past.

By now Schnauzee was about 5 seconds behind, and started to lap traffic. The next lap he saw the red Euroswift of Team Mackey ahead. It was still in the race! Jacques would have to pass him to keep hunting Wheatcroft, but didn't want to force anything, since last year they got punted on the only lap they'd run in two years! It took Schnauzee longer to catch Ethan than anticipated, and as he approached him going into T7, Ethan gave a wave by, and Jacques went on past, continuing his chase, to no avail. The race ended with Luxon taking the checker, Wheatcroft nearly 3 seconds behind, and Schnauzee another 7 seconds back, in third, happy to have run as close to these two as he had. Team Mackey has publicly stated their intention of taking down Schnauzee this season, to which Schnauzee replied, "ven you first finish a race, zen I might start to believes you". Pat Mackey drove a complete and competitive race the previous week in a Midwest Council event. After the race, in the paddock, Schnauzee was seen shaking in his boots. Team Mackey just might be for real. Good for them!

Green Green Green

BIR Update

On Saturday, April 17th the Jack Pine Sprints planning committee made a run up to BIR for a “walk-through” of BIR to get a feel of how this event will work, where start/finish lines will be, etc.

We had a looonng list of questions that were answered...and even more questions came up afterwards. The great news is we are making a lot of progress, the track looks terrific, and volunteers and drivers are excited about the event and stepping up to get involved!!



A team is working on the paperwork (sups and the application) and our official registration is targeted to be open by mid-May, so watch your email for the announcement.

In the meantime, if you are planning to stay in a hotel in the area, get your reservations made ASAP! It is a popular holiday weekend. We were able to arrange some rooms at a discounted rate—go to <http://www.scca-lol.org/registration/> . Scroll down for the hotels, links, etc.

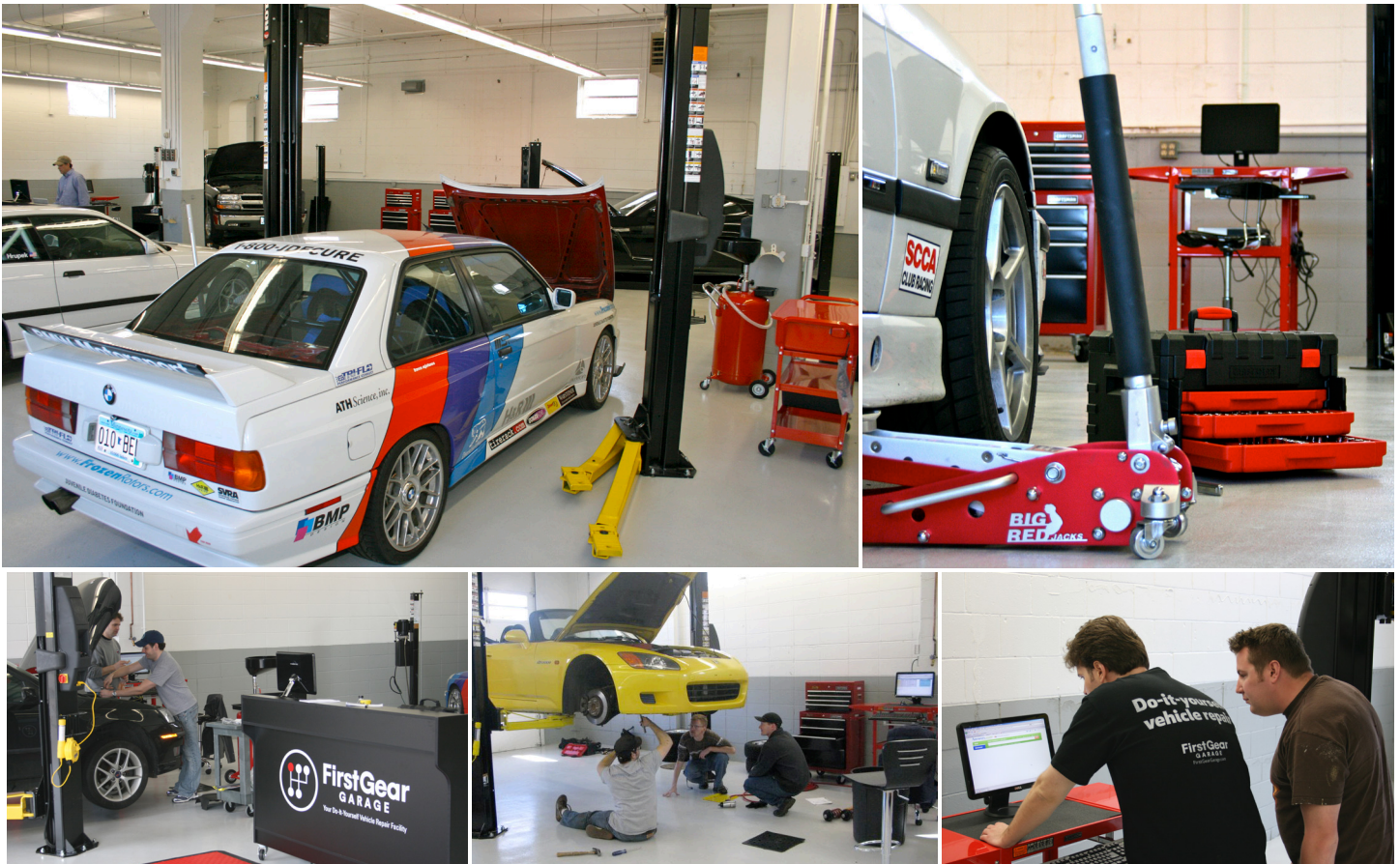
If you plan to camp there is camping available on the BIR infield. Worker camping is free and sites with electric are a very reasonable rate. More details to follow.



If you'd like to volunteer please contact Membership Chair (and Assistant Race Chair) Mark Kauffman at kauffman.mark@yahoo.com or Race Chair Kathy Gillen at 763-241-8010 or kathy@gillengroup.com . Please be sure to put SCCA-LOL in the subject line or your email may be lost.

Photos courtesy of Mike Baloga Photography





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Check out our website: <http://scca-lol.org/>

**Mark your calendar!
Club Racing at BIR
July 3 & 4
(Track day on July 2nd)**

Volunteers needed for BIR event!

Watch our website, <http://scca-lol.org/>
for more information

Visit our Facebook page...and become a FAN!
<http://www.facebook.com/group.php?gid=197176168095>

Address Service Requested

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Land O'Lakes Region,
Sports Car Club of America
29768 Forest Blvd.
Stacy, MN 55079

Please make sure your address is correct and complete. The Postal Service prefers to see ZIP +4!
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