

The **Tonneau**

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



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RE-**PORT**

Mary Utecht
scca_lol_re@yahoo.com

The Land O' Lakes Region of the Sports Car Club of America regrets to announce that the Jack Pine Sprints Double Regional Race scheduled for August 8th and 9th at Brainerd International Raceway is cancelled for this year. The efforts of the region, SCCA and BIR track management have been great but we have not yet made enough progress to hold an SCCA Club Racing event in 2009.

We look forward to having SCCA Club Racing return to BIR in 2010 and are working towards making that a reality. The cancellation was a difficult decision to make but everyone involved realized it was necessary. I am confident that LoL will make it back to BIR and when we do, it will be the best possible experience for everyone.

Mary Utecht
Regional Executive
Land O' Lakes Region SCCA

NEEDED: Workers, Clean-up Crew

For the

BIR Track Work Weekend August 8-9, 2009
rustic camping available.
for more information see page 6

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**Land O Lakes Board of Directors Meeting Minutes
June 10, 2009**

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

Members Present: Mary Utecht, Jim Gillen, Carrie Carlson, Eric Dahl, Randy VandeLoo, Jimmy Griggs, Aaron Jongbloedt

Members Absent: Joe Axberg, Dan Corgard

Guests: Mark Utecht, Tom Fuehrer

May's meeting minutes were accepted as posted.

Treasurer's report were accepted as posted.

Membership Report: 464 members.

Web/Tonneau Report: Kathy is preparing new Tonneau to be sent electronically. We want to start sending out monthly versions again.

Competition Board Report:

RallyCross: Memorial Day event well attended, and profitable. 29 entrant. Next one on June 28th.

Road Rally: Flyers for US Road Rally Challenge available, and posted on website. .

Stage Rally: Namadji 2 coming up this weekend. This is becoming a very popular event. Being local, one day event, bringing out many participants. Can use more workers though.

Solo: LaCrosse test and tune/solo event last weekend. 40 entrants. LaCrosse second event this weekend. SCCA promo materials also on display. Received second kit so LaCrosse can have one, we can have one in the Twin Cities.

Club Racing: Tom talked to Gary Curtis on latest from track. Track cannot be completed in time to get sanctioned forms completed. Plan is continue the work towards certification and planning towards the school. But, there will be a TransAm event August 28th. Unfortunately this conflicts with a national race at Road America and Ojibwe the same weekend. Mary talked with Mike Engleke who has not talked with track lately. He agreed that the track should still be certified this summer, but it will not make it in time for our planned event. The plan is to release a statement from the club. It is being written now and will be reviewed by all prior to release. Once released it will be sent Cen-Div for posting and further release. We need to ask the track when would be a good time for us to come up and help with some of the work (August 8th??)

Teen Survival: Still working final financials. Final check from foundation or grant money not received yet. Amy Springer asked about another one later this year.

Old Business:

Hot Rod Tour Event – Hosted event in Madison, WI. Tom, Randy, and Eric traveled there with our timing equipment (and new canopies). 160 cars participated in the autocross event.

LOL Social at Rancho de Mayhem was a small, intimate affair (due to the weather).

New Business

Purchased 2 new canopy tents, which were used at the Hot Rod Tour event. Worked very well.

Car Craft event/July 18th (same deal as Hot Rod Tour). We will host the autocross event there again.

Jimmy has been talking with the Mini folks. They want to make their weekend at BIR a yearly event. Maybe we can do a joint event with them next year. We will continue discussions with them about this.

Mark raised the issue we are paying for 2 storage units. One in Brainerd one here in town. Need to go through both units thoroughly to identify what we can still use, and what we do not need. Then we can decide if we still need the storage units. It was agreed by the board to begin purging the storage units. We will also start looking for a trailer to keep the road racing equipment in. First purge will be Monday June 22 6:30 pm. Storage unit at Winnetka and 36th.

Meeting adjourned at 8:30 pm

Spring Fever RallyCross

Memorial Day. A day set aside to remember those who have served our country. Traditionally a day spent with their friends and family. Many spend the day at backyard barbecues and picnics, however for over 50 hearty souls, Memorial Day was spent playing in the dirt at Land o' Lakes Region's Spring Fever RallyCross in Cannon Falls. The weather was typical of the unofficial start of summer in Minnesota: with temperatures in mid 70s and partly cloudy skies; a perfect day for a RallyCross.

First time event master, Dave Goodman, created a challenging and fun course for the 33 drivers entered in this Event. The course times ran around 2 minutes in length, with the fastest time of day of 1:49:02. As promised Dave delivered a pin turn to challenge the competitors along with sweeping corners, hairpin turns and slaloms in a fun and flowing course.

This event was at the same site as the first two events of the season (a soybean field that is not being planted this year); however the conditions were very different. The first two events were wet and muddy, this event was anything but. Dry, dusty and windy were the conditions of the day. Site owner Dave Neaymeyer, said that he had never seen it this dusty. As the day progressed, we were thankful for the wind that kept the dust moving off of the course.



Photo credit Kelly Drews

The motorsports backgrounds of our event participants vary from stage rally to hornet racing, from Solo and autocross to Club Racing, from RoadRally to ice racing. We had many veteran competitors including 4 RallyCross National Championship competitors (2 Championship winners) and also many first time competitors. One thing all competitors have in common is a desire to play with their cars in the dirt and to have fun. As competitor Alexis Lundgren stated "I just want to drive fast in the dirt and have fun."

Of the 33 competitors, 22 were driving Subarus. Our region attributes this to the activity of our local enthusiast club, MnSOC (Minnesota Subie Owners Club). Not only are the members of MnSOC active participants in our RallyCross program, but they have also stepped up to help organize and staff events. Event master, Dave Goodman is a member of MnSOC, as were two of the three previous event masters this year. MnSOC also organizes lunches for event participants and spectators for a small donation with proceeds benefiting Apple Tree Dental. Apple Tree is a local dental non-profit that provides dental care to patients with special access needs. The lunch at the Spring Fever RallyCross raised \$95 for Apple Tree.

As is common at Land o' Lakes RallyCrosses, the battle to win was in Modified Four Wheel Drive. Six of the top seven competitors overall were in M4. And as is also common, the competition between friends and team mates was fierce. The M4 battle was of the Turbo Subaru Legacies, with the four of the nine competitors and the top three finishers driving Legacies. Brent Carlson (2008 PA National RallyCross Champion) took the top spot on the podium over friend and Mayhem Racing teammate Mark Utecht (2008 M4 National RallyCross Champion) by a seven second victory. Amy Springer (National RallyCross Competitor) took third place in M4 and third overall.

First time competitor Dustin Nevonen won Stock AWD with a three second victory over second place Dan Moore. Third place was won by Rob Pierce. Prepared AWD was a battle as well with Jesse Lang beating out fellow Subaru owner Alexis Lundgren for first place. Tim Anderson took third place finishing a mere 2 seconds behind Alexis.



The two wheel drive battles were just as intense as those in AWD. In Modified 2WD, Nick Dahlen beat out brothers Andrew and Cody Jenkins (2nd and 3rd respectively) for first place. Stock FWD was won by Aaron Jongbloedt with Doug Dill and Denise Nygaard finished second and third. Taking first in a class of his own was Erik Dahl in Prepared RWD.

Our thanks go out to all who made this event a success. I would list all, but I know I would forget someone, so if you helped out, thank you.

Carrier Carlson, DDS

Cannon Falls

5/24/09

photo credit Scott Reed



Thanks to Carrie Carlson for the article

Correction From the Editor

Thanks for your sharp eyes! The pictures of workers in the rain from the Spring Tonneau were mislabeled. They were taken at BlackHawk!

Kathy Gillen



The Mayhem Chicks...live and in person!

Ask the Mayhem Chicks

The Mayhem Chicks are Mary Utecht, Amanda Ingle and Carrie Carlson. We are three of the four regular crew members for Mayhem Racing. We are also involved in our local region. Mary is the RE of Land o' Lakes and Carrie is the treasurer; Carrie is also on the board of directors for Snow States Autosports Club. Carrie, Amanda and Mary are involved in organizing the Nemaaji Trail Stage Rally events as well. We can be seen at any number of SCCA and Snow States events.

I heard you guys say something about the Happy Square. What is up with the Happy Square?

Last October, we went to the Nashville Super Speedway for the SCCA RallyCross National Championships. We were there as support crew for our drivers, Brent, Kevin, Mark and Amy. We had a fair amount of time just spent watching the event and hanging out. While standing around waiting for our drivers to come in for lunch, Amanda drew a square in the gravel of the paddock area. "This is the Happy Square." No negativity is allowed in the Happy Square.

The Happy Square is a place that you can go, no matter where you are. You choose your attitude. When things get stressful, choose the happy

square. It is a way to remember that we may not have a choice about what happens to us, but we do have a choice about how we react to what happens to us.

At the National RallyCross Championships, we also learned what the opposite of the Happy Square is: Angry Trapezoid. The choice is yours, and we choose the Happy Square.

The Mayhem Chicks welcome your questions. Email them to MayhemChicks@earthlink.net. We look forward to your questions.

Brainerd Update

I have confirmed with Brainerd that we will be having a Track Work weekend on Aug 8-9. There will be rustic camping (e.g. no hookups) for those that want to come up Friday to get an early start on Saturday.

We'll work all day Saturday and then relax on Saturday night. We'll do some more work on Sunday morning but will look to clear out before the mass influx of the drag contingent. The work will be bolting tires for tire barriers, building corner platforms etc. There are lots of things that need to be done, some large but many smaller items as well.

We will also need to start working on the race date for 2010. We will need to have a race chair and committee in place by September this year. The calendaring process will take place in early August so the date could potentially be set before the end of summer. We have some other positions filled but we need many more volunteers for essential committee positions. Please contact me if you are willing to help. Please also RSVP to me if you can attend the cleanup day.

Mary

Tire Rack Street Survival

Pictures from the Tire Rack Street Survival event. Photo credit to Amanda Ingle.



Built on a Budget: Rise of a Racecar

By Bob LaFavor

#627

Part II of the Torch and Crank Chronicles: Cage prep

I'd like to make two points about the series of articles I am writing:

#1 - My race car is used for stage rally. However, the methods I used while building it can be used for any form of racing. My intent is to inspire anyone who has the desire to get off the fence and **DO IT!**

#2 – Get the rulebook for the intended racing series and read it several times before making any significant purchases or “investments”.

I have purchased my eventual race car. Now what?

The rules say I need a rollcage. The rulebook has very specific requirements regarding design and materials. It also has some areas that require clarification, **ESPECIALLY** for a first time builder. Do it right the first time by asking lots of questions and **DO NOT CUT CORNERS!** A racecar's rollcage is a big investment and is meant to save your life if you goof up. If you pay someone to do it, make sure to spend extra time with them to ensure they understand the rules for whatever you are building.

Several weeks before my rollcage installation weekend, I began removing as much unnecessary equipment and interior pieces as possible. It was an interesting novelty driving it around and also gave me an idea of how well all that sound deadening really worked. The other neat aspect about taking your time is it gives one time to think and research the planned changes. For example, the difference between a factory seat and my race seat was significant enough that I chose to change out the steering column. Anyone who has built a rollcage will tell you: either get the proper tubing bender or hire a professional. I'll say the same: beg/borrow/rent a proper tubing bender and not some hydraulic jack bender. I did it wrong with the hydraulic jack bender. Fortunately, I had an experienced fabricator who saved the day! My wonderful wife made a connection and I earned a friend that I will never be able to thank enough. His work and skill are everywhere inside the car and I am fortunate that he likes to co-drive as well.

Rollcage weekend arrived sooner than I expected (isn't that what always happens?) but we had the cage material, the car was ready and the tools were lined up. I learned many lessons over the course of the weekend:

When working in the middle of nowhere, it is a good idea to have a backup plan for any critical tools you will be using.

If you run into a problem you can't figure out, call around until you find an “old dog” that knows obscure techniques. Don't be afraid to ask.

If you borrow a trailer, make sure it has a license plate and a spare tire that fits.

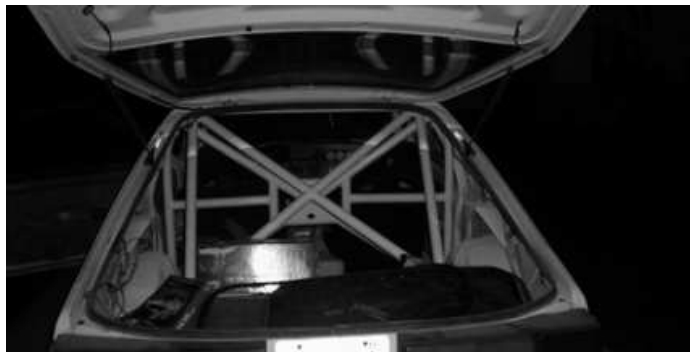
Think outside the box. You **HAVE** to great creative sometimes.
Persevere. Keep at it, it is worth it!

Built on a Budget continued from page 7

We trailered my car to our remote location and went to work. Our first obstacle was the tubing bender. It would completely kink, crimp and maim the tubing to the point where any bend was unacceptable. Lesson #1 – Use the right tools. Unfortunately, we were too far away from any place that might have the right tool to help us. We were forced to figure it out.

Lesson #2 – Ask the old guys. We called an old dirt track racer who said something to the effect of “You dummies pack your tube with sand so it doesn’t crush!” That old guy knew what he was talking about and saved the day. We scrambled a bit to round up some sand (find a field that has sand in it somewhere, bring a Bobcat, randomly dig until you find sand, etc) but it sure was glorious to accomplish that first successful tubing bend. The rest of the weekend was spent figuring out angles and tube placement. Experience helps but we figured it out. If we ever wad the car up, the second will be easier to build. Lesson #3 is self-explanatory – be careful when you borrow something.

We took some time off while I added to my family and then went back after the cage. We spent a few nights cutting, fitting, head scratching and researching until we had all the required rollcage parts in the car. It was a lovely sight and changed the car in many different ways. Mustangs are known to have squishy chassis. A roll cage will cure that problem. I hoped to squeeze in stage/race prep. I’ll get to that next time.



Nemadji 1: From the Perspective of a Rookie Co-Driver

One month before the event. Butterflies. There are hundreds of them in my stomach. I keep thinking *what am I getting myself into?* Mark asked me in March if I would be willing to co-drive for him at Nemadji 1, since Rob couldn't make it. I said yes. I would love to. I was excited! Now, a month before the event, I am still excited, but nervous.

We just had a Nemadji Rally Organizing committee meeting. I have been chief of controls for the past events and was slated to be again, but how can I do it and compete as well? I have to break it to the rest of the committee that I am competing. They took it well. I am going to get things set for Kevin and Amanda to step in as Chief of Controls on the day of the event.

One week to go: I have a checklist and most things are checked. I have my regional license from Rally America. I have a helmet and head and neck restraint to use. I have a fire suit to wear. I have a list of what I need in my bag for in the car. I am feeling confident. I still wonder what I am getting myself into. I am going to spend the day helping Mark get the car ready. All that is left is a ride to see how I do in the car.

I get strapped into the silly seat. I can barely over the dash. If we are going up a hill, it is blue sky. After a short ride, I am jacked up. This is going to be awesome! Mark says he can adjust the seat for me so that I can hopefully see a little better. I am set. Brent is afraid that I am going to be hooked.

I was asked how I felt about "going that fast." I am fine with it. I am excited. If I weren't, I wouldn't have agreed to co-drive for Mark. When asked if I am afraid, "No." I am not afraid. I am anxious, but not afraid. What am I anxious about? The thoughts going through my head are "Will I screw up?" "Will I get lost?" "Will I mess up calculating our in times?" "Will I disappoint Mark?" I take a deep breath. I am going to do this!

The day before. Last night, Mark called me and told me to get a good night's sleep last night. He said that I will probably be too jacked up to sleep well tonight. I didn't tell him that I still had sloppy joes to cook. I slept okay last night, but think I will probably do okay sleeping tonight. I just spend 5 hours driving to my parents' and back. Thank you Grandpa for watching the kids.



We had put together tonight. Kevin, Amanda and I went through what they need to do tomorrow. The packets are ready, the food was ready, and it is rally time!

Rally Day. I woke up at 4:30 a.m. I couldn't sleep anymore. I am jacked up! I got up so Brent could sleep some more. We got everything loaded up, stopped for some breakfast and headed to Mark and Mary's. Brent, Mary, Kevin and Amanda headed up to Duquette to get worker registration opened and pre-check done. Mark and I weren't far behind them on the road.

I can't believe I am actually going to co-drive in a rally today. We got service set up and got registered. I counted the pages in my route book and wrote in right and left for every corner (I know I am a little obsessive, but I didn't want to screw that up.) I headed off to Rookie school. I felt on top of things. Being an organizer and having a history of co-driving for lead cars has definitely given me a firm foundation. At this point, I am feeling confident.

(Nemadji continued on page 11)

(Nemadji continued from page 10)

After Rookie school, we eat some lunch. Mark comments "I hope we don't regret that later," referring to the BBQ beef sandwich I am eating. I have no worries. Mark is continually telling me to sit down and relax. I cannot. I am too excited.

It was game on once I put my driving suit on. After our driver's meeting, we headed out to stage one. This is it.

Stage 1. We checked in on our minute. Beryl Ann Burton was there, she says I looked scared. It was game face. I was serious and a little anxious, but not scared. I just didn't want to mess up.

Three. Two. One. Go. We were off. I start calling the tulips and the road. This is fun. I could really get hooked on this. Then it happened. I got lost. I missed an increment and got confused. Mark was great. "Check your overall." I got back on just as we came upon the flying finish. 7:91 a new stage record.

It was a turn around stage. We had some time to just talk and hang out. Brent was there, since he was one of the lead cars. He asked how things went. "Great! I loved it." Just what he was afraid of, that I would get hooked.

Stage 2. Three. Two. One. Go. We were off. About half way through the stage, as I was reading the road, I began giggling. I was able to keep my place through the stage. 7:41. Wow! Holy Fast! Another stage record. I had a huge smile. I love it!

Service went well. We had no problems with the car. Afterwards we headed out for two more stages. On stage 3, I got lost at about the same place as I did on Stage 1. Even with me getting lost, we set another stage record, 7:89. Stage 4 was awesome. I like that direction (same as stage 2) a lot better than east bound. I was able to keep my place through the entire stage. I started giggling again, this time more than stage 2. Mark even started laughing. We were a bit slower than stage 2; some have attributed this to the giggling on stage.

Would I do it again? For Mark, in a heartbeat; I loved co-driving. I love crewing and organizing, too. For Nemadji 2, I will be chief of controls, service crew and who knows what else. I hope to see you in the woods.

Carrie Carlson

Snow States Plow
June 2009

Snow States has put on two rallies this year with a third scheduled for July 25. The Nemadji Trail Rally Series has been successful. Nemadji Trail 1 had 14 cars entered. Nemadji Trail 2 had 13 cars. We look forward to the third Nemadji Trail Rally being as successful as the first two. For the year end championship, we will count points from the Ojibwe Forests Rally in addition to the Nemadji events.

Together with the organizers of Gravity Park Performance Rally, the Nemadji Rally Organizing committee is pleased to announce the Jeff Moyle Cup. Jeff Moyle was a rally driver from Houghton, Michigan who passed away last fall. This is a way to honor Jeff's memory and support the small Coefficient 1 rallies in Minnesota and Wisconsin. If you would like more information on the Jeff Moyle Cup, please contact Mark Utecht.

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2009

UPDATED 03/03/2009

DATE	EVENT	SPONSOR	LOCATION
APRIL 25 (SAT) APRIL 26	DRIVER'S SCHOOL CLASSROOM NOVICE DRIVER'S SCHOOL	MAC MAC	DUNWOODY INSTITUTE MIDWAY STADIUM
MAY 2 (SAT) MAY 3 @ MAY 10	AUTOCROSS - MOWOG 1 AUTOCROSS - MOWOG 2 TEST & TUNE	MAC MAC MAC	VALLEYFAIR VALLEYFAIR DCTC
MAY 16 (SAT) MAY 17 MAY 24 @	SOLO (AUTOCROSS) SOLO (AUTOCROSS) AUTOCROSS	SCCA SCCA PCA & COM	WINONA WINONA DCTC
JUNE 7 JUNE 14 JUNE 14 JUNE 28 @	TEEN DRIVING SCHOOL INTERMEDIATE DRIVER'S SCHOOL AUTOCROSS AUTOCROSS	MAC MAC SCCA CVSCC	DCTC MIDWAY STADIUM WEST SALEM CVTC
JULY 5 JULY 11 (SAT) JULY 12 JULY 19 JULY 24 (FRI) JULY 25 (SAT) JULY 26	AUTOCROSS - MOWOG 3 SOLO (AUTOCROSS) SOLO (AUTOCROSS) AUTOCROSS - MOWOG 4 NOVICE DRIVER'S SCHOOL PROSOLO COMP SCHOOL PROSOLO COMP SCHOOL	MAC SCCA SCCA MAC CVSCC & MAC CVSCC & MAC CVSCC & MAC	DCTC WINONA WINONA MIDWAY STADIUM CVTC CVTC CVTC
AUGUST 2 AUGUST 8 (SAT) AUGUST 15 (SAT) AUGUST 16 AUGUST 16 AUGUST 29 (SAT) AUGUST 30 @	AUTOCROSS - MOWOG 5 SHOW - CARS UNDER THE STARS SOLO (AUTOCROSS) SOLO (AUTOCROSS) AUTOCROSS - MOWOG 6 TEST & TUNE SUPERSUNDAY AUTOCROSS	MAC SCCM SCCA SCCA MAC MAC COM {NCCC}	DCTC GROSSMAN CHEVROLET WINONA WINONA DCTC DCTC DCTC
SEPT 5-11 SEPT 13 @ SEPT 20 @	SCCA Solo National Championships AUTOCROSS OCTOBERFEST AUTOCROSS	 CVSCC SCCA	 CVTC WEST SALEM
OCTOBER 4 OCT 10 (SAT) OCT 11 @	AUTOCROSS - MOWOG 7 AUTOCROSS - MOWOG 8 AUTOCROSS - MOWOG 9	MAC MAC MAC	MIDWAY STADIUM CANTERBURY PARK CANTERBURY PARK

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 3, MAY 24, JUNE 28, AUG 30, SEP 13, SEP 20, OCT
 PCA DRIVER'S TRAINING at BRAINERD RACEWAY: APR 24, JUNE 12, SEP 18
 SCCM PRACTICE DAYS at BRAINERD RACEWAY: JUN 1, SEP 14



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

NEEDED:

Workers, clean-up crew

**For the
BIR Workday
August 8-9, 2009**

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

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