

The Tonneau

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



RE^{PORT}

Doug Dill
scca_lol_re@yahoo.com

When I first stepped into the RE position, someone asked me what "my agenda" was? I told this person that "my agenda" was to make the Land O' Lakes region better. Being pleased with myself for such a good answer, I was not ready for the follow up question, "How are you going to do that?"

I am sure my answer to that question was just as vague as my answer to the first question, because I didn't have a plan or "a clue" as some would put it.

I did know that I would not be making the Region better single-handed. At the time we had a small core of people who "ran" LOL. This dynamic core has grown over the past year as the Region's activities have started picking up momentum. The Region still needs others to join in to accelerate the momentum as we re-build the road race and Solo programs and add the Shooting Star Club Rally to our calendar this season.

The Mods and Rods Car Show, scheduled for Saturday, August 7 will be a LOL sanctioned event. Our Public Relations Committee is planning to have members at the event to help promote SCCA and our racing activities. They will be looking for people to help staff this event and

cars to show. This will be a great place to display your car and sponsor. Please connect Steve Olson at 763-478-3540, if you can lend a hand. This event will be big in the future, get in on the ground floor.

The LOL Web Store is open for business! Thanks to Breon Nagy the Region has a place to order Land O' Lakes stuff to buy. All of the profits will go back to the Region. Check it out at our region's web site www.scca-lol.org. Thanks, Breon.

The Membership Committee is planning the General Membership Meeting for May. Mary Utecht and John Parizek are coordinating a fantastic event at the Prior Lake High School. This will not be a regular general membership meeting! You find it like no other meeting LOL has had in the past. We will have a charity road rally that will be easy enough for the high school students, but will be written to challenge those of you who are rally savvy veterans of rallies written by the likes of Dave Fuss and Mark Larson. Pro Kart will have their karts there and a course will be set up. Come out and let's rally and race!

Tech Day is on the schedule for Sunday April 18, at Allen Murray's Murray Motorsport in Monticello. Check out the details in the Tonneau for times and directions. It should be an interesting event, with cars being teched for the upcoming racing season and bench racing. If you can make it, be sure to ask

Dan MacDonald about the first Headwaters Club Rally. Then ask him why after running second over all, he finished sixth over all.

BIR, you remember...Brainerd International Raceway...it's the track we will be racing at August 20, 21 and 22. SCCA and the Viper Race Series will be providing support races to the NASCAR event. It should be a fun weekend of racing, people and warm sunny weather. Yes, I said, "Road racing in Minnesota!" SCCA road racing within three hours or less of the Twin Cities! Life is good.

So don't let your worker license expire! because the Region will need you to make this event happen. I am not just talking to those of you who are "road race" workers, but I am talking to all members of the Region. Rally people and Solo people are going to be needed.

The BIR management is telling us that the track will be certified in time for the August date. SCCA is waiting for the snow to melt, before they go up and verify the progress and pass the safety certification. We will have free camping, along with other worker perks. A couple of the perks we are working on are a food package and a deal to get workers some on-track time.

Don't hesitate to call me with questions! We want to make this event a success.

As author Barbara Pletcher wrote, "The real winners in life are the people who look at every situation with an expectation that they can make it work or make it better."

Headwaters Club Rally
Saturday, May 15, 2004

www.scca-lol.org/rally/headwaters/

BOD MINUTES

February 10th, 2004

Doug Dill called the meeting to order at 7:09 PM.

BOD members present: Doug Dill, Mark Knepper, Tom Fuehrer, Rob Woolston, Deb Dahl, Al Kintigh, Dan Moore, John Glowaski and Steve Olson. Other members present: JB Lewis, Mark and Mary Utecht, Ann Hefty, Artis Olson, Bob Carter, the Freunds and Brad Odegaard.

Meeting Minutes

The January meeting minutes were approved by the BOD.

Treasurer's Report

The January Treasurer's report was approved. Deb reported that the storage costs for LOL have gone up \$3/month. Deb is waiting for final receipts to determine the end cost to LOL for the annual banquet.

Bonding:

Deb still needs names for those going to be bonded.

For audit purposes the deposit slips should contain the name of the event.

Tonneau Report

For January 623 were mailed.

We had 3 paid ads in the issue.

2 or 3 more ads are lined up for future editions. We should have advertisers sign an agreement stating how long the ads will run. We will look at getting an ad form on the website. The next edition will target the Auto Show. Extra copies will be printed to be handed out. It should include an event schedule, meeting schedule and an article on specialties

Comp Board

Mark Utecht reminded everyone of the RallyX in Princeton.

Track Relations

BIR NASCAR race in August. Deb Dahl contacted Shannon Murphy and Kathy Maleck for help. LOL will ask BIR for a minimum of 4 hours/day for Regional event. Unsure of the number of race groups until BIR commits to amount of time.

SCCA offers free 90 day trial memberships as long as paperwork gets back to Topeka.

Track inspection will not be done

until after the snow is gone. Corvette's of Minn and Fiero Club have inquired about helping. We need workers. Quad Regional at Blackhawk could be used to train workers. We need someone to coordinate BIR cleanup day (Steve Olson?) The cleanup weekend is scheduled for April 17th and 18th.

Membership Report

No report this month

April meeting focus on Rallying.

May Meeting will revolve around charity rally in Lakeville. Possibly combine with Pinewood Derby.

Old Business

National Convention

SCCA now has a national trophy vendor that has online ordering and 2 week turn around. SCCA now offers a new promo package – free to the regions. Mary Utecht has copy of membership demographic. A new 82 minute promo video now available. Mary will try a get a copy for the Auto Show.

The Safety Seminar was excellent. A video is to be made available the regions.

New Business

SpeedStreet

A presentation was made to the BOD by a non-profit organization

LOL Board of Directors

Regional Executive

Doug Dill

4732 Beard Ave, S.
Minneapolis, MN 55410

H: 612-925-1731

scca_lol_re@yahoo.com

Assistant Regional Executives

Tom Fuehrer

16501 Valley Road
Eden Prairie, MN 55347

H: 952-937-8601

tfuehrer@mn.rr.com

Secretary

John Glowaski

2101 Amy Circle
North Saint Paul, MN 55109-4089

H: 651-770-2540

ibracing_43@yahoo.com

Treasurer

Deb Dahl

16630 Jaguar Ave
Lakeville, MN 55044-4633

H: 952-435-1617

dahld@earthlink.net

Members at Large

Allan Kintigh

15719 Potawatomi St. NW
Andover, MN 55304

H: 763-421-2619

allan@kintigh.com

Mark Knepper

PO Box 414
Forest Lake, MN 55025

H: 651-464-7613

markknepper@earthlink.net

Dan Moore

15330 Okapi St. NW
Ramsey, MN 55303

H: 763-421-0742

sc00by928@aol.com

Rob Woolston

2080 Magnolia Ave. E
St. Paul, MN 55119-3354

H: 651-739-7837

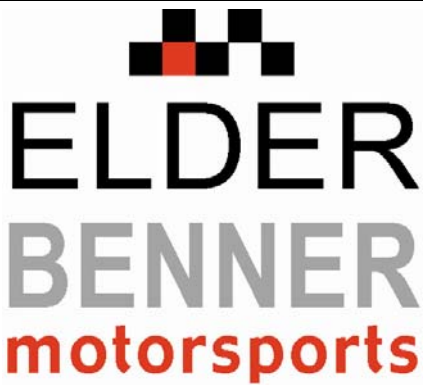
robert.woolston@unisys.com

Steve Olson

20204 Cimarron Circle
Corcoran, MN 55340

H: 763-478-3540

sebringmx@aol.com



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The Tonneau

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Letters to the editor are always welcome. The *Tonneau* staff reserves the right to edit letters for length.

Please submit your materials at the LOL Board Meeting or send it to tonneau@scca-lol.org

Editors

J.B. Lewis

Brenda Lewis

12 63 1/2 Way NE
Fridley, MN 55432
H: 763-502-8561 (10a-10p)
jblewisoh@yahoo.com
bengarally@hotmail.com

Contributors

Tony Foster
Harvey West
Dick Schmidt

Photo Contributors

Ted Wiedman

Advertising Manager

Doug Davenport
34253 Puma Street
Princeton, MN 55371
763-389-2242 (Long distance)
davenpor@ecenet.com

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

Deadline for next month's Tonneau is Friday after the BOD Meeting.

Please submit your materials to the editors or bring it to the LOL Board Meeting on **April 13, 2004.**

(Continued from page 2)

called SpeedStreet. Last year they put on a car show at the Ellingson Car Museum, Mods & Rods, with the proceeds going to MADD. They would like LOL to help sponsor the event this year. SpeedStreet promotes street safety and feels they would be a good fit with SCCA/LOL. Doug suggested that they work with the LOL PR committee.

Auto Show

Tom is still looking for people willing to work the show. Cars have been lined up for display. LOL will display all it's new hardware (trophies).

Annual Tech Day

Alan Murray will donate his shop for the event (thanks Alan). Does

LOL have any Road Race inspectors left? Tech Day may will conflict with BIR cleanup day.

LOL Merchandising

Breon Nagy gave a presentation on a no cost way for LOL to make money by selling "LOL" branded merchandise. Using a website called Café Press the club can get a standard site for no cost or a premium site for \$60/yr. The difference being the amount of merchandise that will be available to sell. With very little effort this could be set up for LOL. The BOD approved starting with a standard site to test it out.

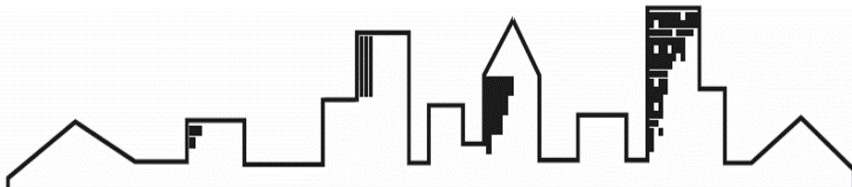
The meeting was adjourned at 9:46 PM

Hey!! Davenport Racing also has and does things for Track and Street cars! DMS, Leda Suspensions, Hella, KC lighting and carbon fiber bits!! Just to name a few



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Harvey West
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No. 22 The Sweepstakes Scandal

It was tough to make an honest buck in 1933, with the world mired in the Great Depression. This was especially true in Libya, Italy's North African colony. A big fair was planned, to draw tourists and stimulate the sick economy. As a supporting feature, a grand prix race was scheduled for the recently-enlarged Mellaha venue at Tripoli. This 8.14-mile circuit was the world's fastest road course at the time, with lap speeds averaging over 120 m.p.h. Races had been held at an earlier version of this course for years, but the financial results had been far from encouraging.

This year, however, an Italian sports journalist, Giovanni Canestrini, had a brainstorm. Why not emulate the success of horse racing's famous Irish Sweepstakes? An Italian national lottery would be conducted, with a drawing that would have 30 lucky ticket holders each getting the number of one of the 30 cars entered in the race.

The plan received the blessing of Mussolini, Italy's dictator, and the race-crazy Italians bought lottery tickets eagerly. It looked like a win-win situation for everyone. In those days, prize money was thin, and grand prix drivers were compensated primarily with starting money. However, the impressive revenue of the lottery guaranteed a healthy purse, and ensured that the race would have a favorable bottom line. Plus, it appears that Fascist officials were also able to skim off some of the proceeds to line their own pockets. And, the lottery angle stimulated interest in the race. Everybody was happy.

The drawing was held eight days before the race. This allowed time

for some creative thinking to take place, from the standpoint of improving the odds. Various historians disagree, but it is said that Canestrini and three of the race favorites, Tazio Nuvolari, Achille Varzi and Baconi Borzacchini, formed a "syndicate", including the lucky holders of their respective tickets. The plan was that the prize money from the lottery would be pooled and split equally among all of them, providing one of those three drivers won. Some say that a coin toss was made to determine the winner in advance. Word of the agreement got out before the race, and created some hard feelings among the other competitors, but apparently the arrangement was legal, if not very ethical or sportsman-like.

Race day, May 7, saw blistering, 100 degree heat and scorching wind, but the event was reportedly well attended, with no less a personage than Italian aviation hero, Marshal Italo Balbo, waving the starting flag. Nuvolari led, followed by Varzi, but Campari took the lead on the fifth lap, only to drop out with engine trouble two laps later.

At 20 laps, Nuvolari led from Borzacchini, Chiron and Birkin. Nuvolari had to pit his Alfa for fuel, but Varzi's Bugatti had a reserve tank, eliminating the need to stop. He had begun to charge, and took the lead. Things were going well, but Varzi lost time when he had difficulty operating the switch to activate the spare tank, losing time to Nuvolari. The two were soon dueling side by side, with Canestrini signaling frantically from the pits, obviously terrified that they would take each other out in the heat of competition, forgetting the well-orchestrated agreement that was in place.

On the final lap 30, Varzi outbraked Nuvolari, and won by just two tenths of a second. Some say that Nuvolari lifted to give Varzi the win, but the two, while reasonably friendly off the track were intense rivals, so this seems doubtful.

As might be expected, there was no lack of controversy following the

race, especially when Varzi, Nuvolari and Borzacchini were seen together celebrating, drinking expensive champagne at their hotel. There was serious talk of disqualifying all three drivers, but they were merely reprimanded. In his memoirs, Mercedes racing boss Alfred Neubauer states that the race was definitely fixed, but then again he wasn't even present. But things did look fishy, and the lottery format was changed. The following year, the numbers weren't drawn until the drivers were actually seated in their cars, to avoid any possible shenanigans.

The race had some very sad postscripts. English driver Sir Henry Birkin had burned his arm on his Maserati's exhaust pipe during a pit stop, neglected to have it treated properly, and died of an acute infection in June. And, Borzacchini and Campari were both killed in the Monza Grand Prix in September of 1933. Racing at Tripoli continued for a time, but didn't return following the World War II hiatus. Fortunately, you didn't see any more lotteries in Grand Prix racing, to the best of my knowledge. Today, the F1 drivers make so much money that they probably wouldn't be tempted to fix a race, unless "team orders" were involved.

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Beryl Ann Burton

612-529-6821

berylannb@earthlink.net

BIR Cleanup Day

As you probably heard by now, LOL has been working hard with BIR to get us, LOL, back on the track & rebuild our Road Racing Program. LOL & BIR have agreed to do what ever it takes to get us working together again, starting with an event in August. This means that the track must be certified this spring. There are three important groups that need to work together to make this happen.

The first group, BIR, has made many improvements to the track already, with many more planned. They are committed to meet LOL / SCCA requirements. The second group, SCCA National, has expressed strong support & cooperation in certifying BIR for competition. Finally, the third group, the members need to show our support by helping out our club. I know the drill...we have our jobs with little free time to squeeze in the kids' school events, social and family things, the house needs work, and the race car needs to be rebuilt. But with all this in mind, I still need to ask for your help. It need not take a great deal of time or effort, but it all helps.

You will be receiving questionnaires in the mail, please take a moment to fill them out & send them back. This information is very important to the various committees. Call former members and friends to tell them about LOL's future Road Racing plans. Volunteer to work on committees or teams. And finally, join my chain gang at BIR April 17th and/ or 18th for the annual track clean up. I cannot stress the importance of this weekend. We will be working on all items that need to be corrected to pass SCCA certification inspection, which will be done a few weeks later. Please contact me for more information.

Thank you,
Steve Olson
BoD Member At Large
home: 763-478-3540
Email: sebringmx@aol.com

The Tonneau 2004 Advertising Contract

(Advertiser)

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Doug Davenport
Advertising Manager
34253 Puma Street
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763-389-2242 (Long distance)
davenport@ecenet.com

JB Lewis
Tonneau Editor
12 63 1/2 Way NE
Fridley, MN 55432
763-502-8561
tonneau@scca-lol.org

GOOD DAYS OLD

Dick Kantrud

The first season at Donnybrooke had gone pretty well and we had debugged a lot of systems, we also had many needs, equipment for sure and out of region staff as well. We did get a fair number of workers for the pro events but it was tougher for schools, regionals and nationals.

George Montgomery and the region had worked out a very nice arrangement for staffing the track. The region was paid an amount equal to a weekend rental fee for staffing a pro race. This gave us three weekends for club events the first year, usually four in succeeding years.

We had obtained Memorial Day weekend for the national. This seemed very fitting as in addition to honoring veterans we felt it paid our respects to Donny and Brooke, it also provided an extra day for out of region entrants to tow home. We called it The Skogmo Memorial Race. We wanted it to be a good experience for those making the long tow so we had evening meals (and some lunches) for everyone as well as a "refreshment" party. During the Donnybrooke years we tried all sorts of incentives to get entrants. We had funds to work with because of our arrangement with the track so we were able to do some things that would be impossible in later years. We tried: 1) Tow money for out of region entrants that had to drive more than a certain distance. 2) Very special rates at Breezy Point. 3) No entry fee (and later a free room) for out of region national champions. 4) Really nice trophies. 5) Tom Countryman (who was in the business of producing films for corporate use) made an excellent 10-15 minute video about the track. We made a number of copies, got info on regional meeting dates and sent them to every Cen-Div region to show at their membership meetings.

With all of this we were never able to get more than a little over 200

entrants, the concerns about the distance were apparently justified. There was no sponsor for the national, so little if any advertising was done (and the local general public had never heard of road racing or any of our drivers). Most harmful though was the weather. It was cold and rainy that first Memorial weekend, even a few snowflakes as I recall. I still remember George talking to bunches of drivers and asking them to please go out and try to put on at least some sort of a show. We tried the Skogmo Memorial on that same weekend every year and were cursed by bad weather every time.

The pro races were excellent. There were lots of entries in the F-5000 series, crowds were not good but the racing was excellent. There was heavy factory participation in the Trans-Am, big name drivers, refueling pit stops, and close racing, a really good show. The Can-Am was known throughout the world and had top drivers from many countries. I was fortunate enough to own the ex-Penske/Hansen Lola T-70 at the time. I had just driven the Can-Am at Road America, which was my first ever pro race. It was quite an experience to walk down the pit lane and hear crews talking in Spanish, German, Italian, and English (even Canadian, eh). I won't forget that first start. I was about 18th out of 36 or 37 so I couldn't see the starter. I did the usual R.A. start by hitting the gas (with everyone else) coming up the hill and saw a huge cloud of dirt/dust/debris flying. Thought something bad had happened but kept on it till I could see what was going on. Turned out it was nothing, just the usual stuff flying off the track when 30+ of those cars all hit the gas at the same time. But I digress.

The next pro race at Donnybrooke was the Trans-Am and it was great to watch those guys go at it. 22 gallon tanks and 200 mile races meant 2 pit stops per car and the cars had to be filled manually with crew hoisting dump cans.

The track pr person had started a

press day program held once each year prior to the first pro event. I had gotten the state to approve the track as a private airport so we could legally fly the press up to Brainerd and land on the track. Dave Patchett from Pepsi-Cola would cook up a big bunch of his delicious ribs, and Colonel Sanders would provide the chicken. There would be some demo rides in racecars, or a style show or demo cars for the press to drive. We did have good participation from the press, usually TV channels 5, 9, and 11. Charley Hallman from the Dispatch/Pioneer Press, Bob Shranck and John Gilbert from the Star/Tribune and people from the St. Cloud, Duluth, and (of course) Brainerd papers. John and especially Charley were real enthusiasts and really tried to get good racing coverage but the paper's editors didn't think anything that wasn't played with a stick and/or a ball was worth covering unless there was a bad accident. Still, it was a start.

September brought the Can-Am, and the Star/Tribune was the race sponsor. We all figured this would be great – a world class event and sponsored by a major paper. Boy, were we wrong (again). There was very little pre-race publicity except for paid advertising. The paper explained later that it was against their policy to give extra promotion to an event just because they were sponsors. They would still give front (sports) page coverage if a local ball player had a painful hangnail though.

Digressing again, we had a mystery oil pressure problem and never ran Friday practice. The pressure would be just fine and then drop off when you accelerated the engine. Literally worked all night, finally found a hairline crack in the integral dry sump pump that would open up with the throttle and bleed off pressure internally when the engine accelerated. Changed pumps and all was well. I couldn't get over the variety of crews and language in the pits. Funniest crew was Ferarri. They were all waving hands and yelling at each other, the crew chief would hand out tools as the crew asked for them but near as we could tell they had to return the ones they

(Continued from page 6)

were using before they could get new ones. They had nice uniforms, a beautiful car and a first class transport. Detracting from their class act was that they had forgotten to bring (or make) something to hold the engine cover up. They finally went out into the woods and selected a long stick to do the job.

There was a Saturday night beer/pop party. All the heavy hitters were there – Sterling Moss spoke to the group for a bit, the drivers that were there read like a who's who in international racing – Bruce McLaren, Dennis Hulme, Peter Revson, Jackie Stewart, Jim Hall, Dan Gurney, Chuck Parsons, John Surtees, George Follmer, Mario Andretti (1 year), Jackie Oliver, Pedro Rodriguez, and many others whose names escape me.

I have not been good at saving grid & finish sheets (kick myself for not doing it) but somewhere in my pile of 40 years of photos and a few articles I'm pretty sure I have a grid sheet. All a very unforgettable experience. The crowds were good, but a Can-Am was a very expensive event to put on. Originally there were problems with some of the crowd and the city as well. More later.

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THANKS TO THE INSPECTORS AND ALLEN FOR HELPING US ALL OUT.

South of the Border, Part 2

Richard Schmidt

Editors Note: When last we left Mr. Schmidt and his team South of the Border (*Tonneau, Feb. 2004*), they were just setting up their paddock at Mid American Motorplex.

After staking-out our area, we quickly unloaded the car and other essentials from the trailer. We had parked the motor home to the west side of our "camp" as we thought it might shelter us from the cold prevailing westerly winds. Turns out that this was a good idea but not for the reason we thought. The weather turned unseasonably warm that weekend and by Sunday afternoon we were seeking shelter from the 80 deg sun. As it didn't look like rain, we skipped putting up the canopy. This later turned out to be a good thing as the dust from the county and access road was unrelenting. With the westerly winds and the county road to the west, every time a vehicle traveled down the road, a big cloud of dust would rise and settle on our little spot of the paddock. (Or at least that is the way it seemed). Needless to say, the dust was on and in everything!

Saturday morning arrived way too soon and we were out dusting off the car and prepping it for the qualifying/practice session. The session length was generous enough at 25 minutes and having never seen this track before, I used all of it. Learning this track proved very difficult with its lack of landmarks. Most troubling to me was turn 3 with its very wide entrance and decreasing radius exit. It always looks like you can just hammer down around this turn until you reach the exit, then it's, "OH my god – I'm going way too fast to make this" hit the brakes, go way wide and blow the corner! Also different was that the start/finish line was not next to the pit area. The car ran great and every lap was faster and we were getting great straight line speed. At first look, the start/finish straight didn't look that long, but after a few laps you find it is significant.

The addition of an air scoop for the rear brake proved to be the answer to the nagging overheating problem. As I was still learning this track, I was using the brakes a lot and after coming in after the practice/qualifying session, the front brakes were smoking. (a-la NASCAR) This has never happened before so we were a little concerned, but it proved not to be a problem as they had kept working. After collecting the official qualifying sheet, I was really pumped, I had not only out qualified the only FV in our group, but also one of the CF's and a couple of DSR's.

The race on Saturday afternoon was also quite satisfying. On the start, the FV and CF got ahead of me as I like to lay back a little for the first couple turns. (You can't win the race on the first lap), to let the incident happen without me being involved. Well there was no incident so now I had to get going. As my tires seem to take about 5 laps to get heated up and get good grip, I was not making much progress at first. I was able to get by the FV under braking later on in the first lap but the CF proved to be much tougher. He was not getting any further ahead of me but I was not making up any ground on him until about half way through the race, lap 6 or 7, then I noticed that the dot ahead of me kept getting bigger every lap and most interesting was the fact that I was really gaining on him on the start/finish straight. After a few more laps, I had caught up to him at the end of the straight and was looking for a way past. I figured my next best place to pass would be the next longest straight between turns 4 and 5. I was very careful to exit turn 4 clean to get a good shot down the short straight and shoot by under braking. Much to my amazement, as I came up behind him and started to pull out to pass, he waved me by! No fight, no wheel to wheel, just a clean pass. After turn 5, I looked in my mirrors to see if he was going to try to repass, but he was nowhere in sight. I guess he just gave up the battle and slowed. I managed to keep the car on the track for the rest of the race and even made a couple of wild slides on the turns next to the pit lane just to amuse the crew. (That's not the real reason – a little too fast into the turn, but that's what I told them) oops – cats out of the bag. Have you ever noticed that when you have passed everybody you can and you just want to finish the race, it seems to go on forever? Well it seemed that way to me, and I was quite pleased to see the checkered flag. Turns out that some of the fellows ahead of me had some problems so I actually finished 9th out of 13 starters defeating two CF's, two DSR's and a FV. I would like to say the champagne flowed the evening, but I forgot to bring any!

Sunday morning was bright and shiny. It looked like another great day at the track. Little did I know what fate had in store for me. After the race Saturday, I decided that the carbs needed a little adjustment. One cylinder was too lean and the other was too rich. So on Saturday eve, I changed jets and was looking for an even faster run today. I went out for the morning practice/qualifying session, but only for 4 laps. The EGT's (exhaust gas temperatures), looked great and the car went like a rocket ship. Why wear out the car, right?. So come race time in the afternoon, we were ready. The car was fueled, oil tank filled, tires checked, driver put on his helmet, etc. As I drove the car out to the false grid for the race, it didn't seem right to me. Felt like it was only running on one cylinder. (I only have two). Had one of the crew feel the exhaust to see if it felt hot on both sides. He said it seemed fine. Once I pulled out on the track and I tried to accelerate, I knew something was wrong. No power, barely able to keep up on the pace lap. It was with great heartbreak that instead of going around to take the start flag, I pulled into the pits. To their credit, the crew had already noticed the problem from the pits and one of them was on the way back from the paddock with a plug wrench and a new spark plug. They, as well as I, wrongly as it turned out, had diagnosed the problem as a fouled plug. Quickly replacing the plug in the pits and restarting the engine with hope of getting back in the race without losing a lap was met with great disappointment. The engine refused to run on both cylinders, so we slowly motored back to the paddock and went to watch the race from the grand stands. As any of you who have had the bad luck of watching your race from the sidelines knows, this is the worst time for a driver and it was no different for me. To say it was painful would be putting it mildly. But that's racing!

On the bright side, if you look hard enough you can find one, we were able to pack up early and get on the road ahead of

(Continued on page 9)

schedule. Being of the age where driving all night just to get home doesn't appeal to me, we planned to stop somewhere before reaching Des Moines. After arriving at the planned overnight stop, I checked the trailer tires. What to my surprise should I see but the other tire on the trailer now is starting to show steel belt in one area of the tire. Remember, we already have used the spare. So after asking some questions of the local folk about a tire repair shop, I was pointed to one just down the block. Lucky for us, this place opened at 7 in the morning and I planned on being their first customer. Well as luck would have it they indeed did have a used tire the right size and would mount it just as soon as he finished a truck trailer tire that was waiting there when he showed up for work. This should have set off alarms in my mind but I was just so happy to have him change my tire that I ignored the alarms. A truck tire shop changing tires on a little trailer tire. (think about it.) When I picked up the wheel, he said something about the rim being bent a little but I just paid him and put the wheel back in the trailer spare tire spot. As it turned out, the tire on the trailer made it all the way home with the steel belt showing, but after I got home and looked at the spare wheel, I could see what he meant by a little!. The center mounting area was bent beyond usage. Apparently they were more used to truck tires than small trailer tires. I just chalked it up as a learning experience.

And oh yes, - - the race engine. Well after getting home and waiting a week, I had to wait a week because I was too disgusted to get back into it. I looked into the problem and found the proverbial 10 cent part that made me park the car. We use a one-to-three coupler in the throttle system. (foot feed to two carbs and oil injector) This coupler is made of plastic and has been trouble free for 4 years. Well it just decided to give up and one of the carbs was not opening at all. Which explained why it idled fine but would not develop power.

That's it, hope you enjoyed this story as much as I enjoyed living it. Just wait till next year!

Dick Schmidt

2004 LOL Rallycross Schedule

DATE	EVENT	LOCATION
April 4	Tax Brake	Arkansaw Motocross Park - Arkansaw, WI
May 23	Spring Fever	Arkansaw Motocross Park - Arkansaw, WI
June 20	June Bug	Arkansaw Motocross Park - Arkansaw, WI
July 11	Dog Daze	Corcoran Lions' Park
Aug. 22	!!! (Triple Caution)	Corcoran Lions' Park
Sep. 19	Harvest Moon	Arkansaw Motocross Park - Arkansaw, WI
Oct 3	Oktoberfest	Arkansaw Motocross Park - Arkansaw, WI
Oct. 31	Dirty Jack O'Lantern	Arkansaw Motocross Park - Arkansaw, WI

Contact the following for more information:

Scott Parrott: parrot2@frontiernet.net (952) 492-3695
 Breon Nagy: breon@hotmail.com

2004 LOL Road Rally Championship Schedule

March 21	Spring in Templeau County Rally
April 17	Yucatan Safari Rally
July 10	Lost in Wallyland Rally
September 18-19	Oktoberfest Rally
October 9	Tulips & Other Fall Flowers Rally
October 30	Halloween Rally
November 7	Red Eye Rally

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2004 SCCA Club Racing Minor Waiver Registration Guidelines Summary

A. 2004 Changes

No more "permanent" minor waivers effective 5/1/04. The "pink" minor photo ID cards will no longer be valid after that date.

An "annual" minor waiver form will need to be completed each calendar year for each minor. A new optional "yellow" minor photo ID card is available from Risk Management and may be issued by the region. Fees for this may be set by each region.

A new minor waiver form (#MS-2A) which can be witnessed OR notarized is available and will replace the MS-2A form. Existing MS-2 forms may still be used. This will be a 2-part rather than a 3-part form. This form also has a box checkoff for sole custody/guardian situations. The MS-2A form will also be available on the SCCA web site if an original MS-2A form is not available.

It is no longer necessary to have an adult accompanying the minor(s) at the track sign the adult waiver form (MS-1) "for" or "on behalf of" the minors.

NOTE: There are NO changes to the "hot" ("W" credential) licensing program administered through the National Office for minor drivers and workers.

B. Annual Minor Waiver Requirements

Must be signed by BOTH parents or legal guardians.

The parents'/guardians' signatures must be witnessed by a SCCA Registrar or the waiver form must be notarized.

If there is only one parent/guardian (or a parent has sole custody), the appropriate box so attesting must be initialed by the parent/guardian on the MS-2A form or, if using the MS-2 form, a Certificate of Sole Custody/Guardianship (available from Risk Management) must be completed.

The "event location" and "event dates" blanks at the top of the waiver should be filled out "ALL SCCA EVENTS" and "ALL DATES" respectively.

This ANNUAL waiver is optional and is NOT required. You may also use a per event waiver as specified in "C", below.

Completed forms are to be retained initially by the region, but may then be sent to the National Office for filing IF desired, BUT ONLY on an annual basis. Do not send them to the National Office multiple times through the year as the forms are completed. A list of names on the forms being sent must be included. If not sent to the National Office, forms are to be retained by the region until the minor reaches 18 plus another 2 years.

C. Per Event Minor Waivers

Must be signed by at least ONE parent/legal guardian. Friends, relatives, brothers/sisters etc. may NOT sign the waiver on behalf of the minor.

Signature must be witnessed by a SCCA Registrar or Steward either at or away from the event site OR it may be notarized on form MS-2A.

Per event minor waivers are NOT to be sent to the National Office.



Workers Needed!

Headwaters ClubRally is just around the corner, and we're still looking for people to help. If you are interested in finding out more about performance rally, there is no better way than by working. See everything from the inside, and get up close and personal with the drivers, co-drivers and the cars. If you are interested in signing up to work, please contact Pat Whitney at DrHootney@aol.com or sign up on line at scca-lol.org/rally/headwaters.

2004 LOL Club Rally Championship Schedule

Headwaters ClubRally

Park Rapids, MN
Saturday May 16, 2004
Headquarters Hotel
C'Mon Inn
(218) 732-1471

Paul Bunyan's Ride ClubRally

Bemidji, MN
Friday August 27, 2004
Headquarters Hotel
Northern Inn
218-751-9500

10,000 Lakes ClubRally

Bemidji, MN
Saturday August 28, 2004
Headquarters Hotel
Northern Inn
218-751-9500

'Til SCCA Returns to BIR...

IT Cars are invited to the

Donnybrooke Vintage Revival May 14-16, 2004

Vintage Sports Car Racing (VSCR) invites SCCA IT cars to join them at the Donnybrooke Vintage Revival May 16-18 at BIR. We will host the Concrete Forms Engineering, Inc. Improved Touring race group on Saturday and Sunday, with an optional practice day on Friday. This is a low-key event with a focus on fun, safety and courteous driving, camaraderie, and a strong racing spirit.

The group includes SCCA classed ITA, ITB, ITC, ITS, ITE, SSB, SSC, AS, SP EP-HP (on DOT tires). VSCR recognizes SCCA, Midwest Council, WCMA, CSCC and VMC licenses and annual tech inspections.

Saturday party sponsored by GT Cars

For more information see the VSCR web site at www.vscr.org or contact Rich and Liz Stadther at 651-698-1981.

We hope to see you there!

2004 LOL Solo II Championship Schedule

DATE	EVENT	LOCATION	EVENTMASTER	CONTACT
May 2	MAC Does ValleyFair	ValleyFair, MN	John Parizek	www.mnautox.com
May 23	Spring Sprint	La Crosse Fairgrounds Speedway	Dan Hampton	<jhampton@trivest.net>
Jun. 27*	Old Mill Solo II 3	Eau Claire, WI	Bill Brunstad R. Albrechtson	<bruns715@charter.net> <ralbrech@mail.sdlax.k12.wi.us>
Jul. 25	Solo II	La Crosse Fairgrounds Speedway	Dan Hampton	<jhampton@trivest.net>
Aug. 15	Solo II	La Crosse Fairgrounds Speedway	Sports Car Club of La Crosse	
Sep. 5	Solo II	Elko Speedway	Mark Utecht	<Mayhem83@citlink.net>
Sep. 26	Oktoberfest Solo II*	La Crosse Fairgrounds Speedway	Rick Albrechtson	<ralbrech@mail.sdlax.k12.wi.us>
Oct. 17	Solo II	La Crosse Fairgrounds Speedway	Sports Car Club of La Crosse	

*Until April 30, the Eau Claire event is listed as tentative pending approval of the site owner.

Additional information regarding the Solo II season and events can be accessed on the following websites:

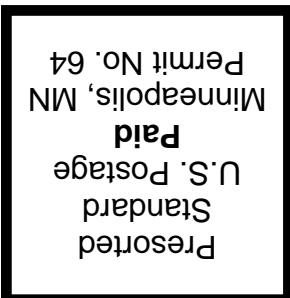
Land O'Lakes Region SCCA www.lol-scca.org Sports Car Club of La Crosse www.scclac.org
Minnesota Autosports Club www.mnautox.com Chippewa Valley Sports Car Club www.geocities.com/cvsc

Calendar

January
February
March
April
May
June
July
August
September
October
November
December

- | | | |
|-----------|--|---|
| Apr 4 | Tax Brake RallyCross
Scott Parrott 952-492-3695 | Allan Murray 763-295-0811 |
| Apr 13 | LOL Board of Directors Meeting
7PM Parrish's Supper Club, Saint Paul | Apr 23-25 Quad Region Drivers School
Blackhawk Raceway |
| Apr 16 | Membership Meeting - LOL Rally Night
Luther Bloomington Subaru
Mary Utecht 651-408-1203 | May 15 Headwaters Club Rally
Park Rapids, MN
Bob Carter bcarter@visi.com |
| Apr 17 | Yucatan Safari TSD Rally
Mike Thompson 608-788-5018
Pizza Doctors 624 King St, LaCrosse
11:00am Registration | May 21 Laker Rally and General Membership Meeting
Prior Lake High School
Mary Utecht 651-408-1203 |
| Apr 17-18 | Brainerd Track Cleanup Weekend
Brainerd International Raceway
Steve Olson 763-478-3540 | May 23 Spring Fever RallyCross
Scott Parrott 952-492-3695 |
| Apr 18 | LOL Annual Tech Day
Murray Motorsports, Monticello | May 23 Solo II LaCrosse Speedway
Rick Albrechtson
ralbrech@mail.sdlax.k12.wi.us |
- Items in **bold** are LOL Championship Events

Check the LOL website and/or hotline for last minute additions/corrections to the calendar. www.scca-lol.org/calendar or 952-885-6888



The Tonneau
Land O' Lakes Region, Sports Car Club of America
P.O. Box 427
Prior Lake, MN 55372
Address Service Requested

Please make sure your address is correct and complete. The Postal Service prefers to see ZIP+4! If you need to correct your address, please contact John Parizek at 952-496-1919