

The Tonneau

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



Volume 111, Number 6

RE 1707

Tom Fuehrer
racer_tom_95@yahoo.com

Jack Pine Wrap up

The JPS 2011 is now history. We had about 65 cars in the event and all things considered that isn't too bad for this year. I was very impressed with the turn out of the vintage group. VSCR really filled their grid with some gorgeous cars. Once again nearly all the cars and volunteers were from our state. I'm really proud of our region. We still are getting our feet under us but we can somehow stage a great event using nearly all of our own people. Well done everybody!

We are now looking forward to helping BIR with the SCCA Pro race at BIR over Labor Day Weekend. In addition to Trans Am, For-

Mark Your Calendar!

- Open House: Derhaag Motorsports—Aug 25
- TransAm at BIR—Labor Day weekend, Sept 2, 3, 4

mula Enterprise and Spec Ford, I am looking forward to seeing the Pro Miata (Playboy MX5 Cup) coming to BIR. By the way, I'm working F+C that weekend, what are you doing?

What did you like about this year's Road Race events?

Now that both of our club road-racing events are complete I would like to hear what you liked or didn't like about our events at BIR. We know we still have some work to do with our front gate procedure (we already have a good plan). We made sure we didn't hold events during a rowdy drag race weekend. I know you all have your own perspective of these events – how can we do a better job? Email or call me sometime – or come to a membership meeting, I really hope to hear from you.

What should Land O' Lakes do next year?

We are getting close to arranging the road racing schedule for 2012. One thing we are struggling with is if we should again do 2 events. Holding multiple events strains our work-force – but it also gives LOL more presence in the local car "scene". If we want to build up our membership holding more events is better. What do you think?

At the Jack Pine Sprints this year we held a Pursuit Race on Saturday. That was very fun and we would like to bring that back next year. I think it is important for our region do differentiate our events from the rest of CenDiv to make people really want to come up and race with us. What else could we do? Maybe an Enduro?

(Report continued on page 5)

August 2011

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Land O Lakes Board of Directors Meeting Minutes

June 8, 2011

Meeting called to order by Tom Fuehrer at 7:10 pm.

Members Present: Tom Fuehrer, Jim Gillen, Randy VandeLoo, Kathy Gillen, Stacy Scharch, Janine Fuehrer, Aaron Jongbloedt, Dan Corgard, Jimmy Griggs

Members Absent: none

Guests: Chris Orr

Treasurer's reports - Statements posted in forum.

Web/Tonneau Report: Tonneau to be distributed by email next week. Flyer for Time trails will be included.

Website agreement addendum – extending our agreement 2 months at a small increase. Kathy will continue to gather info on updating our website.

Kathy also asking for sponsor's for additional blurbs to post in Tonneau and on the website.

-Competition Board Report:

RallyCross: New event at Pine City this month.

Stage Rally: No report

Club Racing:

Rational Recap – Decent car count on Sunday. Good feedback from participants. Tom does want to see Driver's meeting at the next event since it is a new track. Chris mentioned that there were some issues with Tech – mostly the time it took Friday evening.

JPS Planning – Trophies being ordered. Planning conference calls on Mondays, being run by Andy Marchant the Race Chair.

Solo: Next La Crosse event June 26th.

Time Trials:

PR materials being developed. Establishing a driver progression program. Need volunteers to act as mentors for new drivers.

Program Ownership – need someone to take ownership to manage this.

Long discussion on program scheduling and how to make it more efficient and more interesting to new participants.

Chiefs – Have ideas on who and how.

Staff – Instructors needed for PDX (1 for each student)

Transponder Rental is setup (deferred rental from Harvey West event)

Membership Report: No membership report.

Membership Meeting Schedule...next Open House tomorrow.

Need one Pre-Trans Am Meeting most likely at Derhaug's

Marketing Report: nothing new to report

Old Business:

CRA equipment contract – Tom as not signed yet – he will and send it to Mark for payment.

Also need to start thinking of headsets we may need in the future.

LOL Volunteer Shirts – need a few more for the last event.

New Business:

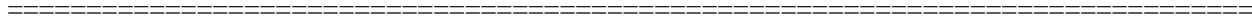
Lights for Tech Shed -

Locks for Tech Shed and Control Building

Signage for Paddock – Tech Shed sign or banner, other SCCA signs. Plus a location for SCCA and LOL information.

Need someone to take the lead at CarCraft for the 3 days – Dan has other commitments during the weekend.

Meeting adjourned at 8:55 pm



Land O Lakes Board of Directors Meeting Minutes

July 13, 2011

Meeting called to order by Tom Fuehrer at 7:11 pm.

Members Present: Tom Fuehrer, Jim Gillen, Janine Fuehrer, Kathy Gillen, Aaron Jongbloedt, Dan Corgard, Jimmy Griggs

Members Absent: Randy VandeLoo, Stacy Scharch

Guests: none

Treasurer's reports - Statements posted in forum.

Web/Tonneau Report: Another Tonneau to be published again this month.

-Competition Board Report:

RallyCross: June event got canceled due to not enough pre-paid entries. July event will also be canceled due to conflict with Car Craft which requires the timing equipment

Stage Rally: No report

Club Racing: Received observers report for last weekends event already.

Solo: Winona event on the 24th, but it does conflict with MAC event.

Time Trials: No report

Membership Report: No report. Two new Open Houses scheduled. August 11 at Derhaag, and October at Maaco. Also received a suggestion to attend a monthly Car and Coffee event.

Marketing Report: Nothing new to report.

Old Business:

CRA contract was agreed to, but we still need to send hard copy and the \$500.00 check. Also need to get the 6 radios ordered. Jim will contact ANCOM (local company) to see if they can match the price Amerizon has (about \$1500.00)

Car Craft – still need workers for all 3 days. Discussed using “LOL Bucks” again. The board agreed to provide one \$10 LOL Buck certificate per day worked.

New Business:

T&S equipment received without box that was sent in. Maybe some missing equipment also. Equipment was sent back. Discussed options for renting T&S equipment.

New website/improvements plan. A design has been done. Our current web developer is suggesting a increased monthly fee which includes a improved website.

Meeting adjourned at 8:30 pm

(Report (continued))

What should Central Division do next year?

While our events didn't quite have the numbers we have hoped for, the rest of CenDiv is having the same problem. I know we (CenDiv) added 2 National races from 2010 to 2011 (our Rational and Autobahn). I think there were also more regional races in 2011. With the economy being what it is I think people are

doing fewer races, does that sound accurate to you or is there more to the situation? What should CenDiv do differently in 2012 to appeal to more participants and make it easier for people to volunteer for events?

We will be working on the 2012 schedule soon. Input from you all now is important. How many events is enough? Should we concentrate on holding less events? Should we make the present events different in some way? Please share your thoughts. While myself and the LOL Board is committed to making our club and club events better each year we need to hear from you to make sure we are on the right track (so to speak).

See you at the races, wearing white this time.

Tom

Open House at Derhaag Motorsports Thursday, Aug 25; 6-8pm

Hosted by owner/driver Jim Derhaag before our TransAm Event in September. Join us as we discuss the upcoming TransAm race at BIR. Feel free to bring guests as well



Picture courtesy of Randy Van de Loo



To learn how you can reach your target market
Call Kathy Gillen at 763-241-8010!

Open House at Maaco on Thursday, October 6, 6pm

Maaco Paint and Collision is hosting our October Open House.

When: Thursday, October 6th, 6:00 pm

Where: Maaco at 2005 E. Lake St

"Stop in and have some refreshments and see some cool cars."

Heard at the last Open House:

"In addition to being a Platinum Sponsor (which helps keep entry fees down) Mark puts on a GREAT Open House—the food was fantastic!"

Drop by the Maaco in Minneapolis and say "hi" to Mark Kauffman and his crew. You can find him at 2005 E. Lake St, Minneapolis, MN, or call him at (612) 721-6448.

Photo courtesy of Jerry Winker



SCCA-LOL Welcomes Maaco in Minneapolis and Mark Kauffman as a Platinum Sponsor!

If you need any work done be sure to mention you are an SCCA member!



Support our SPONSORS!

Note from Kathy: Please contact me if you would like to be a 2011 SCCA-LOL sponsor. Our goal in return is to help their business grow, so be sure to check this list before you hire anyone else!
Be sure to mention you are an SCCA member!

2011 SCCA-LOL Sponsors

Platinum Sponsor:

MAACO Paint and Body

Mark Kauffman

You can find him at

2005 E. Lake St, Minneapolis, MN, or call him at (612) 721-6448.

Comment from Platinum Sponsor, Mark Kauffman:

“Through my sponsorship of SCCA I have already had the privilege of painting several race cars as people prepare for the coming season. A lot of the racers have brought their personal cars in for repair as well.

“Being a Racer myself, I understand balancing the a racing budget with the cost of a great looking race car!”

Gold Sponsor:

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Sponsors provide the additional funds and services to help us grow racing in Minnesota. They help us develop new drivers, train new workers/volunteers, and keep racing affordable for everyone!

Plus, you, our SCCA members, receive valuable discounts from our sponsors. Just ask for the “SCCA Discount” any time you are purchasing products or services.

HINT: Ask for the “SCCA Discount” even if you aren’t sure a vendor IS a sponsor. If they aren’t, they might become one! And YOU benefit as a result.

So when you buy anything from one of our sponsors who helps you prepare for racing, thank them. And if they aren’t sponsors, suggest they jump onboard...and join us as we continue to build the successful racing community in Minnesota!

FUBAR PERSPECTIVE

July 2011

The weekend after Independence Day featured a return to BIR for a continuing installment of the Jack Pine Sprints. Although I had inked the event into my schedule early on, our participation became questionable a few weeks before race weekend when I received the news that Alan Murray had suffered a heart attack. After spending a weekend in the hospital where a stent was inserted, Al was back at the shop and starting rehab but his participation was definitely in question. Along with many other LOL members I shared my concerns with Alan along with my hopes for his complete recovery.

As I now lack both a trailer and tow vehicle I have been dependent on Al's services getting to and from the track so set about looking for alternate towing solutions. Fortunately although Alan (wisely) opted not to participate as a driver at the Sprints, he again with assistant Jim made his services available to get my car and gear to BIR.

A Cities engagement on Friday night made for an early wakeup call on Saturday for the trip north. By the time the sun should have appeared around Elk River, raindrops were spattering our windshield and the further north we travelled the heavier it became. I checked in at registration around 7:30 and Sharon West hustled me through the process and back into a diminishing shower. From there it was a hustle to unload the car, run driver equipment quickly through Tech and actually get onto a slowly drying track a mere 5 minutes late.

Our open wheel group of six FFs had been combined with another half dozen SRFs and all hands made it out for 10:30 qualifying as the sun started breaking through and temperature and humidity shot up quickly. Overall entries in five groups of cars numbered a bit over 70 with the Vintage group making up nearly a third of the total. Not a real strong showing for the Region but hopefully enough to more than break even and similar to other CenDiv Regional race turnouts in this year of continued troubled economy and expensive gas.

With my last year's set of Hoosier tires now showing serious front tire wear after last year's "quad Regional's" and Memorial Day weekend, I had opted for a new set purchased through Murray and they paid off with great adhesion on what was still a very green track. However my best effort was still a full two and a half seconds off the new FF track record set by Jeff Bartz back in May's Harvey West "Rational" race.

Dan Murphy was not as fortunate as after one warmup lap he went off at the high speed right hand sweeper leading onto the pit straight and backed his Van Die-men into the outside wall taking out his left rear corner. Thanks to the combined efforts of Steve Thomson and Jim Nash (among others) the car was put back together in time for the pre-grid with a quick alignment coming out almost perfect.

As the 1:30 green dropped with outside air pushing 90 I was able to get a good jump and put together some consistent (if not really fast) early laps to open some distance in front of second qualifier Ethan Mackey who continued to fight a high speed engine miss. About halfway around the final lap I came up on a group of three dicing SRFs and slowed considerably while checking my mirrors for Mackey's red EuroSwift. Fortunately Ethan wasn't close enough as I almost came to a stop to avoid a spinning SRF at the finish and still behind the dicing trio. Murphy made a strong run throughout to finish 3rd.

(continued on page 11)



FUBAR PERSPECTIVE

(continued)

Predictions of possible heavy storms Saturday night proved to be incorrect so we did a quick run-through on the car, stashed it back in Murray's trailer and headed out to neighbor Bill and Lissa's beautiful Gull Lake "cabin" for a boat cruise and wonderful grilled chicken dinner.

Predictions of possible heavy storms Saturday night proved to be incorrect

Sunday was another relatively early wake-up but this time to continued sunshine and both practice and qualifying went well. However this time I was grid-eded only a fraction of a second ahead of Murphy with Mackey third and a second faster than his Saturday qualifying. It was even hotter Sunday afternoon as we received another on time green flag. Again I got a good jump as Murphy and Mackey squeezed into turn one with Dan coming out ahead. By the third lap Murphy got a good run on me and made a quick clean pass into turn 3. From there we circulated in that order as I pressed as much as possible but either due to Dan's slight power advantage or different gearing was unable to get enough speed on the straight to pass back in turn 3.

As the laps ran out I kept looking for an opportunity for a last lap pass but Murphy was driving a smooth and fast line and the only place I could get a good run on him was onto the pit straight but any pass there would be past the finish line. As luck would have it on the final lap 12 we came up on a single SRF as we exited turn 3. Murphy made a bid to pass inside at turn 6 but had to slow as the spec racer turned in. This gave me the opportunity to get by both cars on the outside in the fast left hand corner and I was able to hold on to take the checker by less than a second.

Although I'd like to say the races were a case of old age and treachery beating out youth and exuberance, the results didn't prove that theory as Dan

Murphy is a retired naval officer and former business CEO who definitely qualifies for AARP and probably matches (or exceeds) my 65 years. Steve Thomson, another LOL "senior" driver, also had a nice weekend taking a pair of hard fought FC victories over young charger Chris Miller. Steve looks fully recovered from last year's June Sprints crash when a steering link failure put him hard into the concrete at Road America's infamous kink. He plans a return to R/A for the CAT National.

Dave Hopple was back in action in the beautifully restored Lola 440 owned and driven years ago by John Miller. Probably the last time I was on track with Dave at BIR was way back in September 1990 when he won the Jack Pine National race. Since then he's been mostly working on cars in John Church's shop rather than racing them. Dave's fast lap Sunday would have been good for a new Club FF record had he opted to enter as a Club car.

I guess the only disappointment for me over the course of the weekend was the absence of the traditional Jack Pine Sprints glass mugs which would have added to my complete collection dating back to 1987. Dan Murphy was certainly a worthy opponent and is busy making preparations for the CAT National after a short two week break in his busy race schedule. Ethan Mackey and Steve Barkley both plan to run the late July Blackhawk Regionals which coincide with our family vacation to the east coast.

We all hope for continued recovery for Alan Murray who would like to run either Blackhawk or the August Kettle Moraine races at Road America. I am busy correcting some minor Swift flaws which developed over the weekend but haven't a clue when I'll get to drive it again. Might be next year at BIR.

BIR and Gary Curtis featured in the Minneapolis Star and Tribune!

High-speed chase

Sunday, July 31, 2011

Brainerd racetrack lets speed buffs explore their inner Mario Andretti by turning their family cars into racers for a day.

By JEFF STRICKLER • jstrickler@startribune.com

The cars that were lined up early in the morning on Brainerd International Raceway's pit row weren't your typical race cars, unless you think a race car comes with a baby seat, bicycle attached to the back and empty fast-food bags under the driver's seat.

But for the next few hours they were going to be race cars. Real race cars.

Several times each summer, BIR's Performance Driving School offers regular Joes — and an increasing number of regular Janes — a chance to find out what it's like to put the pedal to the metal on a professional race course with banked turns and a milelong straightaway.<http://digital.olivesoftware.com/olive/ode/startribune/default.aspx>

"I thought I'd be scared," admitted Alison Sefton of St. Louis Park, who brought her Audi S4 to see how fast it — and she — could go.

With her husband, Steve, along as her one-man cheering section, she reached 95 miles per hour on her first session, but by midafternoon, was routinely hitting 130. And loving it.

"In fact, on my next session, I'm taking my husband out so he can see what 130 feels like," she said.

Many of the cars lined up along the track were pretty fancy, including exotic sports cars that start at \$150,000 stripped down — and these were not the stripped-down versions. But there also were a surprising number of family sedans.

"We get everything from Ferraris to Dodge Neons," said Gary Curtis, the driving school's lead instructor. "We get a lot of people buying gift certificates and then having the whole family come to watch. I like to say that we're the Disney World of motorsports, except instead of a roller coaster that goes up and down, ours goes side to side." Before the drivers can take their cars out on the track, everything that is not bolted down has to come out. That includes the obvious things, like baby seats and bikes. But it also includes things you might not think of, including floor mats and spare change.

To read full article go to

[High-speed chase on Page E1 of Sunday, July 31, 2011 issue of Star Tribune](#)

To see the pictures go to:

<http://digital.olivesoftware.com/olive/ode/startribune/default.aspx>



Tom's 2011 Jack Pine Sprints Recap:

As per my usual plan, I got the Mustang back together on the Wednesday prior to the weekend. At the previous race I had wavering oil pressures and took the motor apart far enough to check bearings and replace the oil pump. Root cause was found to be the oil pump pick-up tube was bent slightly and wasn't seating against the oil pump flange. I had only driven the car onto the trailer so was unsure if I had everything back together prior to taking to the track on Saturday morning.

I was relieved to see good, consistent oil pressure during Saturday's practice. I did start seeing some smoke in the car and was told I was trailing a cloud behind me. I looked under the hood after the session and found the front of the intake manifold was leaking. I ran to NAPA and bought a new gasket set. With the help of Shannon Ivey and Bruce Parsons I was able to replace the intake gasket before the Qualifying session. I owe Rick Iverson huge thanks too. He offered to find water for me as I was getting suited up. It seemed to take him a while to come back with the bucket though. Afterwards I learned he ran over to the drag strip to find water (!!)

Later we found out that there was actually a hose spigot about 50 feet away from where we were paddocked - we are still looking for the guy who told him the closest water was a mile away.....

My car ran strong in qualifying - no smoke or bad noises. I turned a high 1:48 - close to my fastest time at BIR and put me on the second row for the race, with Shannon Ivey right behind me. The race started out somewhat uneventful. Shannon's 911 was down on power a bit. He and I usually run pretty close together so I was a bit disappointed that we weren't close in the race. Little did I know that Sunday would be a different story.

About half way through the race my car started to sound a little off. I was running 3rd overall at that point, keeping ahead of Rick Iverson III in his M3 ITE car. Soon Rick caught me and drove around me between 2 and 3 - my car just wasn't right. Knowing I had made it half way I decided to end the race early and save damaging the car. I quickly unbuckled and looked under the hood. I was hoping to find a simple explanation for the reduced power. It didn't take me too long to notice the #2 plug wire dangling next to the motor. Relief! I MacGiver'd a new sparkplug wire loom out of zip-ties and was for the next event.



At the end of the day on Saturday we held a 5-lap handicap race. Having the quickest lap time of the 10 cars entered I was gridded dead, just in back of Shannon's 911. We did one fast warm-up lap behind Bruce Parsons driving the BIR pace car and my car felt right again!

We pulled into the pits and got ready for the cars to get the nod from Rob Woolston to get underway. It is a long wait when you are in the back of the line with a car that is getting warmer and warmer. I did leave a nice pair of black marks when I launched though. I got underway and looked for my "rabbit". I slowly caught up to Shannon, as he caught the car in front of him, and the car in front of him closed in on the next car.

(Tom's JPS Recap continued on page 14)

(Tom's JPS Recap from page 13)

On the last lap I was close enough to at least get into a pack in the Cloverleaf Turn - not enough to pass though. I heard the Daly's swapped positions a couple of times with the elder version finishing ahead of the kid, they were both grinning after the race. The race was won by Dave Shaal in a SRF that started second overall. He was happy to collect the \$100 Purse. It was a fun race and something I hope we can again in the future.

We had a great Bar-BQ and party after the races. The Burgers and Brats went down almost as well as the Beer.

On Sunday I slept in and opted out of the practice session - feeling confident my car was fine and its driver was better off rested than learning more about the track. The car felt good in the qualifying session - I ended up 3rd behind a beautiful SPO car and Rick's quick M3. Shannon was a tick behind me in 4th. He found a blown fuse going to his ECU that he thought dropped his power by 12 HP or so - maybe he would be close to me this race!

When the race started I didn't get a very good start. I was in 4th place going into turn 3. I couldn't catch Rick and Shannon out-braked me (he is really good at that). I settled into a good rhythm during the first couple of laps and then started to reel in Shannon. After a couple laps, I got close to him in T12/13 and drove around him going into T1. I quickly put Shannon out of my mind and set my sights on Rick. I was happy to find myself gaining on his white M3 a bit every corner. Then going into T12 I caught a glimpse of a red fender next to me as I turned into the turn - Shannon was back! We touched slightly and went into T13 slowly after the startling incident. I missed my upshift into 3rd gear and came nearly to a stop, surprising Shannon. His quick reflexes were able to keep him from running into my rear bumper.



The next several laps saw us swapping positions at least once per lap. My car has a power advantage and his has a braking advantage - overall we are fairly equal. I told Shannon I will need a larger helmet when racing against him since my smile is too big to fit inside the Bell Sport I use now.

I was trailing Shannon into T12 when saw the 1 lap to go signal. I knew I needed a good exit from T13 to put my power advantage to use. I think Shannon found a little more power that lap (a special fuse maybe?) and I didn't get next to him until the entry to T2. I held the inside line, Shannon held the outside line. If you know BIR you know there is only one line through T2 but somehow we made it through the turn side by side.

Shannon had his usually braking advantage going into T3 and got ahead of me there. I slowed early and adjusted my line to get a good exit out of 3. I put all of Sally's power to the ground as I tried to catch Shannon before Turn 4. Shannon didn't blink though. He drove deep into T4, putting us side by side again through that corner.

We drag raced door to door towards Turn 5. I moved ahead by half a car length, only to lose that advantage under braking. We passed through Turn 5 side by side again. We started the next drag race towards Turn 6. That straight is a little longer and I gained a little more of an advantage, but not quite enough to put the little red car away. Shannon pulled along side of me again for a 2-wide Turn 6.

(Tom's JPS Recap continued on page 15)

(Tom's JPS Recap continued from page 14)

The straight between 6 and 7 is a little longer yet. There I managed to pull ahead of Shannon. He followed me through 7 and into 8.

The left side of the track on the entry of The Cloverleaf had been really slick for me all weekend so I entered the corner on the right side of the track, but slightly too fast. I swung wide in the middle of the corner and Shannon dove to the inside. We were again side by side but I had the inside lane heading toward turn 10. I pulled ahead and held off Shannon by less than a car length at the finish line.

When the results were printed we realized just how close we are on track. Our fastest lap times were identical, right down to a thousandth of a second.

I've had several close races and some good battles with people but this race is now at the top of my list of great races. I can only imagine the fun Shannon and I will have when we have our matching Camaro Vintage cars on track together. Randy Van de Loo will no doubt be right in there too with his Firebird.

I think the car should be in good shape for the race at Blackhawk in a couple weeks – should be a good time there too!

Tom

Shannon's Race Videos here:

Part 1:

HERBI & SALLY DUAL PART 1] <http://www.youtube.com/watch?v=jqV0e6rHkOE>

Part 2:

[HERBI & SALLY DUAL PART 2] http://www.youtube.com/watch?v=L_XA-i_goWo

Part 3:

[HERBI & SALLY DUAL PART 3] <http://www.youtube.com/watch?v=8qZjI7UgKbs>

Classic Motor Works Vintage Weekend August 6th and 7th

Are you looking for opportunities to race? The Winnipeg Classic Motor Works Vintage Weekend is August 6th and 7th. The track will also be open for lapping on Friday the 5th. Racers will have a practice, qualifying and 3 races on Saturday and one practice and 3 races on Sunday. I've enclosed a copy of our Supp Regs for reference.

There is camping and hot showers at the track. The easiest way to register is through the DLB Racing website. Posters are available if you want to circulate a few. Send any questions to me.

Scott McDonald
Road Race Director
smcd56@gmail.com

To register or obtain the Supps contact Scott at
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ANNUAL**

VINTAGE RACE WEEKEND

**SATURDAY, AUGUST 6-7, 2011
GIMLI MOTORSPORTS PARK**

**GT, IT, ST, FVEE AND FFORD RACING
VINTAGE RACES - SHOW & SHINE
AUTOCROSS - TRACK TOURING**

**FREE PORK DINNER FOR ALL WSCC CLUB
MEMBERS, CREW AND FRIENDS**

**CLASSIC AND EXOTIC CAR OWNERS ARE
INVITED TO SHOW THEIR CARS**

**FOR MORE INFO VISIT WSCC.MB.CA
OR CALL DYRK (204) 334-2415
AL (204) 344-5000**

EVENT SPONSORS



SR

DESIGNED BY
DYLAN SABATINI

(Help wanted continued from page 18)

Pit. Grid, and Paddock: No experience necessary. You'll help the various chiefs with traffic control, and manage the entry and exit of cars. You'll help drivers fasten straps and equipment as needed.

Corner Workers: According to some, this is the best seat in the house! You'll use flags to help drivers pass, assist the safety crew as needed, and be prepared to keep the drivers safe. No experience necessary. Many drivers also work corners because it helps them better understand the turning points. If you intend to become a driver, work corners to build your expertise!

Runner: Pick up and deliver lunches, assist the Flag Chief with radios, and do many odd jobs and tasks that require flexibility. This is an extremely important job!



Photo courtesy of Michelle Martin

For more information on any volunteer position please contact Kathy Gillen at 763-241-8010 or email kathy@gillengroup.com



(above) Old dogs back in action! Don Haaversen's E Prod. Datsun 2000 ahead of Zane Emstad's F Prod. Datsun SPL311.

Pictures courtesy of Jerry Winker Photography

(Below)

Tim Walsh's Van Diemen RF06 Formula Continental does a big slide through turn 13





September 2, 3, 4 2011
Friday, Saturday & Sunday
TransAm PRO Race
SCCA & BIR

Saturday Dinner for workers and drivers

Volunteer: You are close to the action! Volunteer to help make this event successful. Even if you aren't sure what you can do, register and we'll find a job that will be fun for you!

Register Here to help make this event a success:

<http://www.motorsportreg.com/> (exact link below)

[http://www.motorsportreg.com/index.cfm/event/
event.advert/uidEvent/14503248-9270-DOC7-
41A2A764CE34F5D7](http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/14503248-9270-DOC7-41A2A764CE34F5D7)



If you've been thinking of volunteering, now is the time to do it!

Go to [http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/472F2793-A140-
D3F1-85587ECB07F9E389](http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/472F2793-A140-D3F1-85587ECB07F9E389)



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

Mark your calendar and join us!

Classic Motor Works Vintage Weekend is August 6th and 7th

Contact Scott at smcd56@gmail.com

Open House Derhaag Motorsports Aug 25

TransAm at BIR, September 2, 3,4 (Labor Day)

We need volunteer workers for the PRO race!! Register at

<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/14503248-9270-D0C7-41A2A764CE34F5D7>

Open House at Maaco, October 6

Visit our Facebook page...and become a FAN!

<http://www.facebook.com/group.php?gid=197176168095>

Address Service Requested

The Tonneau
Land O' Lakes Region,
Sports Car Club of America
7500 NE River Rd.
Osseo, MN 55330

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 Kathy Gillen at 763-241-8010