

The Tonneau

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



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Winter 2007

RE^{PORT}

Tom Fuehrer
scca_lol_re@yahoo.com



For most of us the 2007 racing season is nearly over. I know several LOL road racing drivers are heading to the Run-offs soon and we wish them the best of luck. We still have the Tombstone Rally and hopefully a Rallycross or two yet this year too.

We have a big event yet this year that I hope many of you will attend. The second annual Land O' Lakes reunion will be held on November 3rd at the New Brighton Legion. See the last page of the Tonneau for exact details.

Remember, we have our LOL Board of Directors election of officers coming up soon. We have three openings. Maybe you have an interest in helping to guide our club through the next year.

Speaking of next year, we have a lot to look forward to. I know I've talked a lot about BIR in this column but it remains the biggest "deal" we have. A couple weeks ago I had the opportunity to drive the new "Short Course". Ok, so I really just road in the back seat of Utecht's pickup and maybe the course was still gravel, but I did get a very good sense of the new track.

The new course creates a carousel out of the exit of turn 8. I'm really looking forward to sliding my Mustang through this turn, holding the car tight through the next sweepers and gaining on a German car or two to set up a pass at the end of the new main straight. I believe there will also be a couple different options for how the new course will merge back onto the

existing course in turn one. This will essentially be a new course for all of us to learn and I'm really looking forward to it.

Another cool thing that is taking shape is the talk of a big 40th anniversary celebration at BIR next year. The actual date is during the NHRA event in August but the Copham's are the first to point out that the track was built as an SCCA track first and want to recognize the entire history the track during any celebrations - this could be really fun.

History is about to repeat itself. Just as LOL was without a home track 40 years ago, actions at Brainerd solved that. Here's to the next 40 years racing at our home track!

Club Contacts

Snow States Autosports Club (SSAC) Board of Directors

Chairman

Mark Utecht 651-408-1203 mayhem83@earthlink.com

Vice- Chairman - Membership

John Parizek 952-496-1919 qlerkofcourse@msn.com

Secretary / Treasurer

Ardis Olson 763-478-3540 sebringmx@aol.com

Land O' Lakes Region SCCA Board of Directors

Regional Executive and Acting Newsletter Editor

Tom Fuehrer 952-937-8601 scca_lol_re@yahoo.com

Assistant Regional Executive

Randy Van de Loo 612-729-1949 rvandeloo@mn.rr.com

Secretary

Jim Gillen gillejp@yahoo.com

Treasurer

Mary Utecht 651-408-1203 mayhem83@earthlink.com

Members at Large

Eric Dahl 651-470-0371 turboawd@lycos.com

Jimmy Griggs 612-916-4562 jimmygriggs@gmail.com

Aaron Jongbloedt jungle@hickorytech.net

Justin Parizek qlerkofcourse@msn.com

Steve Olson 763-478-3540 sebringmx@aol.com

LOL-SCCA Rally Cross Coordinator

This position is currently open

LOL-SCCA Solo Contact (Metro Area)

John Parizek 952-496-1919 qlerkofcourse@msn.com

LOL-SCCA Solo Contact (LaCrosse Chapter)

Rick Albrectson (608)790-6494

LOL-SCCA Membership Coordinator

John Parizek 952-496-1919 qlerkofcourse@msn.com

LOL-SCCA Flagging and Communication Chiefs

Chris and Ann Hefty

(651) 786-1164 ahefty@usfamily.net

LOL-SCCA Road Racing Contact

Jimmy Griggs 612-916-4562 jimmygriggs@gmail.com

Land O' Lakes Region SCCA Board of Directors Meeting Minutes

The Land O' Lakes BOD meets every second Wednesday of the Month. 7PM at Westside VW. St Louis Park

Land O Lakes Board of Directors Meeting Minutes September 12, 2007

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

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

Members Absent: Joe Axberg, Justin Parizek,

Guests: Mark Utecht, John Parizek

August's meeting minutes were accepted (distributed by email prior to meeting).

Treasurer's report was accepted as presented (distributed by email prior to meeting). .

Web/Tonneau Report: Transferring responsibilities to the new editor is still delayed. Discussed labels needed (John can help with those), and the need to develop a publishing schedule. Tom would like to see it scheduled every two months. For the remainder of this year we need a Reunion edition and Election edition.

Web forum should be used to post minutes and treasurer's reports (in the Director's Forum section). All BOD members will have access.

Competition Board Report:

RallyX: Next rally is postponed indefinitely. Still need a venue for this event..

Road Rally: LOL/LaCrosse rally mid-September. Tombstone Rally last weekend in October.

Stage Rally: Ojibwe Rally had 45 entrants and covered expenses.

Road Race: SSAC/BIR recap. This was looked a as a learning experience. We did not have enough participants and we need to find a partner for future events. Several logistical areas need improvement, such as Registration, T&S, Gridding. Car Control Clinic went very well (only destroyed 2 cones). Autocross needs better timing, but all the driver's commented on the different experience it was from normal venues. Discussed next year's hopes and scheduling. First thought is Memorial Day weekend and Labor Day weekend. More discussion is needed though

Solo: We have no representative on the Met Council. Do we need one? No decision made.

HPDE/TT: .

Membership Report: 521 members, 24 expired, 10 new.

Old Business:

No old business discussed.

New Business:

1. Need to start a candidates list for elections. 3 positions to fill.

2008 Quad participation? Is this too much for our region to participate in? More discussion to follow.

Meeting adjourned at 8:50 pm.

Land O Lakes Board of Directors Meeting Minutes July 11, 2007

Meeting called to order by Tom Fuehrer at 7:06 pm.

Members Present: Tom Fuehrer, Mary Utecht, Jim Gillen, Joe Axberg, Eric Dahl, Aaron Jongbloedt, Justin Parizek

Members Absent: Randy VandeLoo, Jimmy Griggs

Guests: Mark Utecht, John Parizek, Dan Corguard, John Brandburg, Tim Bleed, Don Halverson

June's meeting minutes were accepted (distributed by email prior to meeting).

Treasurer's report was accepted as presented (distributed by email prior to meeting). Additions to emailed report: Headwaters

Rally made about \$500 profit. Shooting Star Rally made about \$1500 profit – mostly due to Musketel Auto Group sponsorship. Expecting about \$4000 from Rally America and about \$800 from Quad Regional events.

Web/Tonneau Report: No change with Tonneau. Tom Fuehrer still needs to get with Lois Van Vleet to complete transition.

Competition Board Report:

RallyX: Next divisional event July 28-29. Saturday is RallyX, registration closes at Noon. Sunday is RallyX school.

Road Rally: No report

Stage Rally: Next (after Ojibwe) is Coefficient One.

Road Race: Discussion deferred to follow up meeting.

Solo: No update

HPDE/TT: No update.

Membership Report: 522 members/28 expired/8 new. June renewals 31 regular, 5 spouse, 3 family, 1 First Gear.

Old Business: The hotline/answering service is shut off.

New Business:

1. Elections coming up. We need 3 replacements.
2. Street Smarts – Monticello HS. Looking for someone to manage or coordinate this with Allen Murray. Similar to SCCA program? Mark Utecht will contact Allen Murray.
3. Car Show at Workabilities. Mark Utecht was contacted about this. The show had a racing theme this year, so Mark brought his car there.

A clarification on board member reimbursements was requested. The program was begun to help defray some of the additional costs assumed by board members that are directly related to club promotions. This includes transportation and lodging costs. Receipts are required and mileage must be documented. Further discussion was deferred until next month's meeting.

Meeting adjourned at 8:00 pm.

**Land O Lakes Board of Directors Meeting Minutes
June 13, 2007**

Meeting called to order by Tom Fuehrer at 7:00 pm.

Members Present: Tom Fuehrer, Mary Utecht, Jim Gillen, Jim Griggs, Joe Axberg, Eric Dahl, Randy VandeLoo, Aaron Jongbloedt, Justin Parizek

Members Absent: None

Guests: Rob Woolston, Chris Hefty

May's meeting minutes were accepted (distributed by email prior to meeting).

Treasurer's report was accepted as presented (distributed by email prior to meeting).

Web/Tonneau Report: No change with Tonneau. Tom Fuehrer still needs to get with Lois Van Vleet to complete transition.

Competition Board Report:

RallyX: Next event Divisional in Corcoran. 2-day event July 28-29.

Road Rally: Laker Rally Recap. 10 student teams participated. The students raised \$1000 for the Cancer Kids Fund..

Stage Rally: Headwaters a success this year. Hopefully can get another one planned for this year also.

Road Race: See discussion documented below.

Solo: No update

HPDE/TT: No update.

Membership Report: 527 members/24 expired. SSAC 13 members/5 expired (renewal notices being sent)

Old Business: Discontinue the old answering phone line. There was an email discussion about this, and it was agreed by all we do not need this. In fact most did not even know we had one, plus no one is sure we even have the password to get into it. Mark will handle getting rid of it..

New Business: Tom mentioned it is time to start planning for the next election. We have 3 members who have reached their limit for participation and will need to be replaced. Everyone needs to start thinking of possible replacements..

Final Topic – BIR Race September. The sanctioning is not completed and we have no expectation that it will be. Last word we have is that CenDiv wants FIA barriers and BIR has decided they will not try and justify that cost. They have installed DOT barriers. New track (short track) construction has not started yet. This is an issue between CenDiv and BIR and we (LOL) are not involved in any way.

So, what does that leave us to do for our event? There was a good discussion on possibilities. These included Time Trials, Lapping, PDX, and a timed AutoCross event. We also believe we can include a 1 hour Enduro event. Without SCCA sanction this will have to be a SSAC event. More to come.....

Meeting adjourned at 8:20 pm.

Land O Lakes Board of Directors Meeting Minutes May 9, 2007

Meeting called to order by Tom Fuehrer at 7:05 pm.

Members Present: Tom Fuehrer, Mary Utecht, Jim Gillen, Jim Griggs, Joe Axberg, Eric Dahl, Randy VandeLoo, Aaron Jongbloedt, Justin Parizek

Members Absent: None

Guests: Mark Utecht, John Parizek

April's meeting minutes were accepted by email prior to publication in last Tonneau.

Treasurer's report was accepted as presented (distributed by email prior to meeting).

Web/Tonneau Report: No action on Tonneau. Tom Fuehrer still needs to get with Lois Van Vleet to complete transition.

Competition Board Report:

RallyX: Rally last month completed with 23 cars participating. Next rally May 20th, Arkansaw, WI.

Road Rally: Laker Rally May 18th. Currently expecting between 25 to 40 high school teams. Additional information on the web page. Adult/social rally to follow that evening.

Stage Rally: Headwaters rally May 12th. Workers/volunteers needed. Mark Utecht asked for all BoD members to participate if possible.

Shooting Star rally currently has 17 entries (break even point). There is concern we are not seeing an increase in entries even with meeting previous years suggestions for events.

Road Race:

Tech Day went well. 10 cars were presented to be teched. Now to decide if next year we use the same location?

BIR Update – Still a question on track status. Also a question on who will be Race Chair. Tom preferred it not be a BoD member. He would like to see others step up to help. Discussed how to get the word out, and what exactly is needed. Will create a list of tasks needed and post them on the website. Also discussed a email program to get word to all of our current members. May need to start planning meetings before the Race Chair is known as time is already getting short to complete everything before the scheduled date. At this time we need to at least get the different chiefs together to get this started.

Solo: No update

HPDE/TT: No update.

Membership Report: Latest weekly report 530 members. (12 SSAC).

Old Business: No old business.

New Business: No new business.

Meeting adjourned at 8:00 pm.

In place of the Snow States Plow, Mark Utecht suggested we print his account of his recent participation at the Ojibwe Stage Rally. I have also included Jim Cox's account of his Ojibwe adventure. Even if you have not competed in Stage Rally I'm sure you will enjoy and relate to much of their stories.

Mayhem Racing Covers Both End of the Results in One Weekend.

Ojibwe was a rally of extremes for the Mayhem Racing team. We went from winning the Paul Bunyan's Ride rally overall to being "dead f-in' last but finished" in the 10,000 Lakes rally.

Our event started with replacing a front rotor and rear caliper after some testing shenanigans at Brainerd International Raceway a week before. After the brakes were up to snuff, we were ready. Stage one at the speedway was fun. I really like this venue for the super special. I also kept true to my word that I would not jump the car big. It flies fine but it lands like the Queen Mary.

The second stage gave me the biggest grin of the rally. Matthew Johnson had rolled and was out of the event. He and his co-driver, Jeremy Wimpey, were one corner upstream of the car to give ample warning with the OK sign. Matthew made the mistake of mooning me too early. I had plenty of road and time for payback.

I pitched the car left then right and got into the foot deep gravel sloop on the outside of the corner. I stomped the throttle while in the sweet spot of third gear and sent a WALL of gravel toward Matthew and Jeremy. Matthew told me later that he saw me go off line and knew what he was in for. I must have been quite the sight with Matthew trying to run up the berm with his suit at his knees.. I should maybe apologize to Matthew but he did freely offer the target to me and ought to know I don't pass up an opportunity like that.

Stages 3 and 4 went without major incident and we made it to the Akely service. At service we had nothing out of the ordinary to do so I set about telling the gravel spray story to anyone that would listen. Then we found out we were leading the regional overall. Nobody was more surprised than I was.

Off to the last set of stages. I am very worried at this point that we can make it on fuel. The Mustang is sort of thirsty in that department. We drive a steady pace and have no major issues. On the last stage, the low fuel pressure light flashes a couple times so I know we are getting low. We pull into the final MTC with the fuel gauge under the E but we made it in and took the OA win.

Saturday morning comes and we are ready after washing the car. The first three stages are without incident. The fourth stage brings a flashing fuel pressure gauge with a third of a tank left. Soon the light is on solid and we are not getting fuel to the carb. We limp to the spectator point and that's where the car finally stops. We get out and quickly diagnose no fuel in the carb (really, I hadn't noticed).

Two photographers offer to go get us some fuel and they are back quickly. Rob and I get in and buckle up while they pour in the fuel. As an aside I would like to thank the photographers for their help. Without them we would have been a DNF.

I also need to let all the competitors know about an important lesson we learned. In our haste, we did not get a fire bottle out while we were fueling. That is a clear violation of the rules and we were appropriately fined for the infraction. Remember that whenever you put fuel into the car during the rally, whether you are in service, at a gas station or on a stage, you must have a fire bottle out in a person's hand monitoring the fueling process.

Back to the saga. We finished the 4th stage and got to service. After doing some diagnosis, the crew dropped the fuel tank and found the fuel pick-up tube had broken loose from the flange. We clamped the tubes to bind them in place as best we could. Since we had already lost 26 minutes on stage 4, Rob and I decided we were going to drive the rest of the rally with the primary goal of saving fuel and finishing. We ran the rest in 4th and 5th gear never opening the secondaries in the carb. It's a good thing as the fuel light began to flash again on the last stage.

We made it to the final service and ultimately the final MTC to finish last but still take 2nd place G5 points.

Rob and I would like to thank all the organizers and workers for a great rally. We also want to thank our crew of Alyssa, Amanda, Kevin, Kyle, Mary, Megan and Ryan. In addition, thanks to Dave and Sam from the crew of Kendall/Friberg. They helped us greatly after Cary and Scott had dropped out with a similar but more complete fuel system failure. See you all at LSPR!

Motorsports Memories

Harvey and Sharon have been a little busy lately—Harvey is gearing up for his 17th appearance at the SCCA Run-Offs.

Team #558 Ojibwe 2007 Rally Story By Jim Cox

Ojibwe has provided me a much needed rally re-energizing. I've been getting burned out by working too long on my rally junk, spending too much and having too many frustrations dating back years to when I last ran in the Production class.

There were many challenges leading up to Ojibwe. For starters, the company I work(ed) for abruptly closed it's doors without warning a few weeks before race weekend... right after I'd just put a deposit on a shiny new trailer... Bad timing.

My motor had given its last breath to get us through LSPR last October, and some new rules required cage updates, so I'd been working hard all winter and spring on major automotive surgery including swapping in a different engine that didn't really fit and an extensive set of cage updates, in addition to the usual lengthy list of more minor upgrades and maintenance.

I missed two rallycrosses, including the school I hosted where I could have gotten a great deal of valuable shake down time.

As the event date neared, I seemed to make negative net progress; I'd finish one thing and two new things would explode. The only intake that will work won't fit under the hood, so now I have to put on a hood scoop, the new motor requires unplanned fire-wall and tunnel mods, etc. etc. etc. Two days before we leave the tranny springs a huge leak. The next day the passenger side catalytic converter self destructs.

I missed the Rallyfest, which I really wanted to attend.

Then we missed the shakedown stage (I never have made one of those).

I was bummed out and ready to quit. I called my Co-driver, told him the status, and offered to withdraw or keep grinding away with little chance of making the event and almost no chance of finishing if we did somehow get there. He wanted to keep going, so I kept pushing and he came over and helped in the shop for a some of late nights.

We still had not driven the truck as of Wed night, the night we needed to be packed and ready to go. All we knew for sure was that the tranny leaked, the hood was ready to break off at the hinges, and the motor wouldn't idle. Not wanting to let down my new and excited co-driver, or my friends at Ojibwe who were low on entries, I decided to load it and go anyway. Ojibwe was likely to be not much more than a really expensive and short lived shakedown, but what the heck, it would be more fun than sitting at home feeling sorry for myself. I just hoped not to stupidly damage anything expensive due to combining red misted competition with the first drive after a major re-build.

After all the pre-event drama, we remarkably had one the smoothest, most fun and trouble-free rallies since I ran the Production class truck. Special thanks go out to my Dad, Brent Carlson and Scott Parrott for their very significant help.

The first problem didn't take long to show itself. Driving the truck off the trailer at tech the front differential made a new, sick, shrieking noise. After checking the fluid to verify it was full and clean, I chose to ignore the noise.

Tech went smoothly and we were off to the super special.

Ojibwe was really dusty. I'm really glad my wife sewed up a pre-filter for the truck's air filter at the last minute. We oiled it and put it on at park expose.

At the speedway, I was able to stick to my no-jumping pledge, but unable to stick to my use-the-throttle-in-moderation pledge, which resulted in driving some really bad lines and huge grins on my face. Since I was convinced we wouldn't get far, I had a

great time; I didn't care about stage times.

The just-for-fun attitude continued into the first stages. This worked well with Brent's first try at stage notes. We went slow as we both figured out how he would do. He did really well, needing very little timing adjustment and not getting lost much at all. By the end of the first leg he was reading like a veteran.

I almost hadn't noticed that the truck was working just fine. Low coolant temps, good power, no stalling.

The truck's suspension has never received any tuning, ever. The suspension was bought used from a much lighter desert truck. It's way too soft, like less than half the spring rate it should have, especially in the rear where you can almost bottom it by simply standing on the rear bumper. My suspension is magic at soaking up small chop, but is scary-bad on g-outs, big bumps and jumps. Ojibwe highlights its problems because the event is soooo fast. The truck gets unstable whenever it gets over about 100 MPH on smooth roads, and much sooner whenever the road goes up, down, or has bumps. High speed jumps are absolutely out of the question and feel like they could result in kite-like random flight, possibly landing on a completely different stage, much like when I attempt golf and have to go looking for my ball on another fairway.

We were giving up time to the class leaders almost everywhere, but I was having a great time since the truck was running unbelievably trouble-free.

The service stop in Akeley started out easy. Nothing to fix. But when time came to leave, the truck wouldn't start. I knew right away what it was, something I'd worried about since I put this motor in. There is a low-oil-pressure shut down switch meant to protect the motor from oil starvation and to cut the fuel supply in the event of a crash (both good features). However the switch won't let the fuel pump run until it sees 25 psi. of oil pressure, and the service break was long enough to let the oil pump lose its prime but not long enough to let the oil cool enough for easy pumping... so it wouldn't start. A frantic wiring project began. I must thank to Mark Utecht for giving us a toggle switch so I could wire a temporary bypass of the switch instead of a less safe permanent one. Then to top off our chaotic departure from service, a bee/wasp/hornet was hanging out on my steering wheel, so as soon as I grabbed the wheel in the dark, I got stung. I'm allergic to bee stings... I almost died from one that closed my airway during a motorcycle race... This is why finishing a rally is so cool, there are soooo many things that can take you out. After I stopped swearing, I told Brent, "If I pass out, stab me with the epi pen that is in my drivers' bag next to the seat". I told myself if I was feeling any effects, I wouldn't start the next stage and we'd find the medical crew. (Note from wife who is proofreading this for Jim...that's another cool thing about rally, all the neat near-death experiences your spouse has—and doesn't tell you about—while you're sitting peacefully in service...) It turned out to be no big deal, just a sore hand. We baaaaarely made it to the control in time, I'm not sure how we got that wiring done in time.

Just to be absolutely sure we wouldn't win anything, and thus keep the event just-for-fun, we took a right instead of a left in downtown Akeley and piled up an impressive load of road points.

Between the oil switch, the bee, and the transit snafu, I was now crabby and must apologize to Brent for being unfriendly for a little while. Sorry.

Due to my poor suspension, the stage I liked the least was the one with the wash-outs/pot holes at the bottom of each hill. Ouch. It was the stage one that had the rough section at the start. Even at ridiculously slow speeds the truck bottomed with sickening force over even the modest holes. This also made me crabby. When I quizzed the car guys after the stage, they couldn't even remember hitting bumps (or they were lying)! Suspension tuning is quickly rising to the top of my to-do list.

There were two transited stages one scrubbed due to local traffic on the stage, one due to a rolled competitor blocking the road. These turned out to be great practice sessions for Brent's note reading. We made many events-worth of progress on these two stages by running at low speed with time to talk about each note.

Day 2 was less eventful and more competitive. We were running stage times comparable to the teams I'm used to running with, and inside the top 10 teams entered in the Regional event.

The days of creating start orders with the "Speedfactor" system have really cut down on the number of times we must pass other cars, but it still happens. On stage 4 of day 2 we started seeing "white dust" instead of the brown stuff we'd been sucking all weekend. That meant a dying car was ahead, and we'd need to catch and pass in blinding dust, or lose LOTS of time. I entered the dust cloud as safely as I could, and luckily there was a less dusty spot right when we needed to pass. Yurek Cienkosz saw me quickly and pulled over (very professional/nice of him)--there wasn't much room, both cars had to put wheels in the grass to make it happen, passing is always scary, but we got by cleanly and were on our way (hopefully without any roost damage to Yurek).

The closest "moment" of the weekend is likely captured somewhere on film and/or video. We were almost in the lake on Height of Land. I'm not sure where the grass stops and the lake begins, but we used up all the road and were mowing the grass I'd guess 3' off the road. We may even have had a wheel in the water. Drivers will know that "decision time" feeling you get when if you give up, you can stop safely, but will be certainly be DNF/off the road, or you can stay in the gas and have one of two outcomes:

Save it

Lose it really bad

It was one of those moments. Last time I remember one of those was on the "W"s on Pikes Peak in 2005 with the right rear wheel off the edge spinning in air like Wiley Coyote. (Hmmm, note from wife again—this is the first I've heard about EITHER of these two near-offs. I've either got to stop reading these post-event updates or question Jim more closely after each event!)

Two stages stand out as my favorites. The first was the two-track stage. I think it was the only non-graveled road we ran on. It wasn't even rough. I just love the feeling of ripping through the woods dodging trees, stumps, bumps, rocks and whatever else nature puts in your way. The less rally is like road racing, the more I like it!

The second stage that I really liked was 15, the really long one at the end. I can vividly remember sitting at the start wondering if I had enough brakes and cooling for a stage like this. I turned to Brent and said something like "are you ready to go 100% for over half an hour?" I like all the elements that make rally about how fast you CAN go not how fast you DARE go. Any stage longer than about 10 miles gets tough to go 100%. It's hard to explain if you have not felt it because most people would just think, "What's so hard about driving fast for 10 minutes?". But our brains just don't seem built to run 100% for periods longer than this and it becomes difficult (at least for me) to not have my performance drop off. The feeling of me still driving at my full speed, the truck still giving 100% and ready for more, and Brent still being right-on with the notes after 22 miles was quite a rush.

Thanks again to all who made Ojibwe possible.

Event Report—Donnybrooke Road Racing Revival 2007

By Tom Fuehrer

Our Snow States Staff put together another great event at BIR on September 7th and 8th. We got a late start organizing the event since we had held out hope this would be an SCCA event well into the summer. This was the single most negative part of the event. Getting a late start meant that we didn't reach nearly as many participants as we needed to make the event a financial success. None the less—everybody who participated got their monies worth and had great fun.

Since the weekend conflicted with the area's Vintage racing schedule, Snow States was on it's own to hold the event and we decided to try some new events this year. We held a High Speed Autocross, starting at turn 3 and finishing near turn 8. This gave many people their first opportunity to compete on a (portion of a) real race track. The other new event was a low speed Car Control Clinic held on the asphalt between turns 9 and 10. These events were added to our lapping program and road races.

I had the privilege to test drive a prototype sports racer in the group 1 races. I drove the Fenske G2 to gather real word data for Steve Fenske, the car's developer. The car performed flawlessly and was a blast to drive. This car is a 2 seat DSR, powered by a Toyota 16 valve motor. After finishing the Group 1 races I jumped into my Mustang and competed in the Group 2 road races. Randy Van de Loo had "Sally" performing very well and I was able to hold Matt Lawson's 944 Turbo at bay both Saturday and Sunday. I did feel like a celebrity having 2 cars to drive and having a separate crew chief for each car. The weekend was even more special since it was the first time I finished first overall in an event and had my mom and entire family there to share it. Another benefit to racing on one's home track I guess.

The Snow States Staff is grateful for all the people who helped stage the event—thank you all!

Help Wanted—Your Club Needs YOU!!

Tonneau Editor

The Land O' Lakes Region is in need of a Newsletter Editor. Starting January 1st Tom Fuehrer will be stepping down as "acting" editor. This is a great year to get involved with the Tonneau. If you can use Microsoft Word use can create a newsletter—it's as easy as that!

Tonneau and Website Contributions.

Do you have an experience that other's would enjoy reading about? Do you have photos of club events that you are willing to share? The Tonneau is always looking for print and online content!

F+C Workers, Equipment Chief, Tech Inspector Trainees

Even though we are in the off season, this is an ideal time to step forward and get ready to help stage next year's events. The spring training weekend will be held in February. Any club member looking to gain knowledge in any area is invited to attend and learn more about specialty positions.

Project Coordinator – The Gopher Restoration Project

We are still looking for a person to look after our club Icon - The Gopher. wouldn't it be great to see this old freind up and running at BIR next year? Some window replacement, a fluid change and a little TLC will get it up and running. This would be a great father/son project - anybody out there want to lend a hand?

Ad Manager

We have an ongoing need for a member who can coordinate advertizements in the Tonneau as well as ad space on our Web-site. Contact the Tonneau editor for more details.

Central Division Board of Directors

The Central Division Board of Directors is made up of a representative from each region within CenDiv. We will need a new person to represent LoL in CenDiv related business decisions in 2008. The ideal candidate would be familiar with Road Racing events and be willing to travel to the annual spring training event each spring. They should have the ability to communicate via email to the rest of the CenDiv BOD and give regular reports back to the LoL Board on divisional business activities.

Auto Show Staff

LoL typically has a booth at the two major indoor Auto Shows during the winter months. It is our best method to connect with potential new members. Our Auto show program can really use a shot in the arm! Do you have ideas to help promote our club and events? Do you have the ability to create graphics for our booth? Can you compile video to show off what we do? Do you enjoy talking with complete strangers? Yes? Help us succeed!

Met Council Representative

Are you and SCCA member who Autocrosses? LOL needs a representative on the Met Council Board. Although all the SCCA Solo events are out of the Twin Cities area, coordination of SCCA events is still important within the realm of Met Council. You can also help us look for opportunities to stage new SCCA solo events.

None of these positions require much more than willingness to help—please contact a BOD member for more details



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Upcoming LOL / SSAC Membership Activities

Land O' Lakes 2nd Annual Reunion November 3rd New Brighton Legion
Contact Terry Clark for Details **651-222-5543**

SCCLAC Annual Banquet – Saturday, November 10 – La Crosse

LoL / SSAC Awards Banquet – Saturday, January 5, 2008

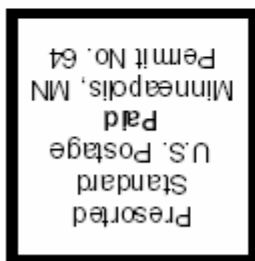
World Of Wheels Autoshow Xcel Arena St. Paul February 2008

Central Division Spring Training Milwaukee February 2008

GMADA Autoshow Minneapolis Convention Center March 2008

Central Division Driver's School Blackhawk Farms - April 27-29 2008

**Check the LOL website for last minute additions/corrections to the calendar.
www.scca-lol.org — Please visit the LoL Online Discussion Forums often.**



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