

Volume 102, Number 1 January 2002

# The Tonneau

*Land O'Lakes Region, Sports Car Club of America*



## Report

**Randy Van de Loo**  
Regional Executive

Hello Again!

As I write this, I can almost not believe this is December. Our record warm temperatures through November and December are a welcome sight to many of us. Then again, many more of us have skates, skis, snowmobiles or ice fishing shacks just sitting in the driveway. You just can't please us all.

As your R.E. I am supposed to write an article every month that basically outlines the state of the Region. I am afraid that there has not been much change since I last wrote to you. This is not bad news. It's just not NEW news. We have got a few things in the works at this time to help solidify the CenDiv schedule for 2002. We have received a waiver to hold the third national race at BlackHawk Farms, but we are still struggling with

Report continued on page 6

### 2001 YEAR END AWARD NOMINEES

#### SKOGMO AWARD:

Tom Daly  
Scott Goolsbey

#### BROOKE KINNARD AWARD:

Tom Daly  
Bob Nielsen  
Randy Van de Loo  
David Watson  
Harvey West

#### SPORTSMANSHIP AWARD:

Todd Jarvey

#### CREW MEMBER OF THE YEAR:

Grace Anderson  
Ben Faber  
Lexy Glowaski  
Dan Page, Jr.

#### ROOKIE RALLY DRIVER OF THE YEAR:

Jim Cox  
Bob Olson  
Mary Utecht

#### ROOKIE RALLY NAVIGA- TOR/CO-DRIVER OF THE YEAR:

Kaari Cox  
Konrad Kedelson  
Heidi Meyers  
Scott Puttnam

SOLO II ROOKIE OF THE  
YEAR - RESTED

RACING ROOKIE OF THE  
YEAR - RESTED

RALLY DRIVER OF THE  
YEAR:

Todd Jarvey  
Bob Nielsen  
Mark Utecht

RALLY NAVIGATOR/CO-  
DRIVER OF THE YEAR:

Kaari Cox  
Rich Faber  
Al Kintigh

SOLO II DRIVER OF THE  
YEAR:

Steve Jones

RACING DRIVER OF THE  
YEAR:

Wally Butler  
Scott Goolsbey  
Steve Jondahl  
Randy Van de Loo  
Harvey West

**Dan Moore**  
was appointed by the Board  
of Directors to fill the  
vacancy left on the Board of  
Directors by  
John Daniels

## **MEMBERSHIP MEETING NOTICE:**

*The January General Membership Meeting will be the Awards Banquet on Saturday, January 19th. The location is yet to be determined.*

## A P O L O G Y

My sincerest apologies to Jeff Johnk for the lateness of his letter in *The Tonneau* - I found it when I unburied the kitchen table for cookie bake - it somehow got in with the junk mail and I honestly didn't see it until a few days ago. Thanks for the great letter, Jeff, and again, I'm sorry!! I owe you a backrub at the next race.  
Lois



May 25, 2001

I am a vintage racer who is a member of both SCCA & VSCR. For years I have raced with little understanding of the "behind the scenes" effort required that others and I may experience our time on the track. It was never an issue of I didn't care or was unappreciative, but that I was as usual busy with the car both on and off the track to understand what was going on in full measure. My understanding received serious adjustment this last weekend when I "Volunteered" to be Shannon Murphy's assistant (read gopher, slave, I point-you run). The job was not only enjoyable but also real enlightening. Corner workers are always visible and appreciated by me but what I never realized was the staggering amount of details that Registration, Medical, T & S, Race Control, Communications, Sound Control, Hospitality, Security and others each have to deal with. Heck - just the amount of paper shoved through the copying machine that weekend would astonish most drivers. None of this racing of course would happen without dozens of selfless volunteers.

There were, by my conservative count, 85-90 full-time volunteers that weekend. Most starting work by 7-8

am and ending at 5:30-6 pm with only a very short lunch break in between. If you do the math, this means that for nearly every driver registered there was one full-time volunteer willing to burn up an entire weekend at his or her expense, and I have not accounted for all the pre-event effort! Now contrary to what most of us drivers would like to think, these volunteers do not spend a sun-burnt, rain- drenched, mosquito-bitten weekend that they may observe the incredible amount of raw talent that drivers display at each and every corner. Nor do they expect to see Roger Penske come running out on the track, contract in hand, to sign up 1/2 the grid. They do not do this for their health - but for ours. They are our cohorts and partners in this crazy thing we call racing.

So, to every driver who can not remember the last time you made an effort to say thank you to a corner worker - you are way, way overdue. Next race, instead of rushing off to stand in line at the Black Bear, go to the track party, have a glass of suds and say thanks to those workers you bump into.

Finally, to every SCCA worker that has so responsibly cared for me lap after lap, that I have unintentionally neglected for so long, Thank You! You are the finest group of people I have ever had the privilege of association with.

To Shannon Murphy, thank you for your incredible dedication and giving this boy an education.

Respectfully,

**Jeff Johnk**

### LOL Board of Directors

#### Regional Executive

Randy Van de Loo  
Home: 612-729-1949  
SCCA\_LOL\_RE@yahoo.com

#### Assistant Regional Executive

Rob Woolston  
Home: 651-739-7837  
Robert.Woolston@UNISYS.com

#### Secretary

Michael Allen  
Home: 763-557-6934  
michael.allen@visi.com

#### Treasurer

Deb Dahl  
Home: 952-435-1617  
dahld@earthlink.net

#### Members at large

Doug Dill  
Home: 612-925-1731  
doug\_dill@yahoo.com

Tom Fuehrer  
Home: 952-937-8601  
tfuehrer@mn.rr.com

Mark Knepper  
Home: 651-464-7613  
markknepper@earthlink.net

Dan Moore  
Home: 763-421-0742  
sc00by928@aol.com

Greg Youngdahl  
Home: 507-332-0297  
gregy@deskmedia.com

## A Mini History of Ice Racing Part 2: Coming of Age

By Harvey West

I'm indebted to Bob Youngdahl, former ice racing stalwart, past LOL R.E., club racer and present vintage racer for the use of his archive of ice racing information and photos. I'd hate to have to rely solely on my fading memory to prepare this article.

In the early days cited in the last article, racers at Lake Phalen and elsewhere relied on a sanded surface for traction, but as racers will, many began looking for an advantage. The practice of tractionizing began in the mid-sixties. Tires were run against a spiked cylinder which resulted in a roughened tread surface and enhanced grip. In those days, winter tires featuring imbedded walnut shell particles were also available. Studded tires were later to increase speeds and cornering ability to much more racy levels than these primitive methods allowed.

The endurance concept, introduced in 1964 at the inaugural Minnesota Cup Race near Cloquet, gave the sport the visibility and appeal that attracted new competitors. Ice racing was somewhat more affordable than road racing, and therefore appealed to the grassroots participant. Some ice racers, such as the writer, were bitten by the ice racing bug initially, and later migrated to SCCA racing when budget allowed.

A 100-mile endurance race was held at the Surfside Club in Mound in 1966. This site had seen a number of icekhanas and sprint-type ice races held earlier. The Thunder Bay Autosport Club added a third 100-mile event the following year, and the

CanAm Ice Race Series was born in 1968. A few years later, SCCA took umbrage at the use of this tradename, which they had copyrighted, the International Ice Racing Association was created, and the CanAm identity dropped.

Studded tires began to make their appearance in 1969, and Winnipeg was added to the series. I began my ice racing participation in 1971, which saw the Corvettes of Minnesota sponsor a race at Gull Lake near Brainerd. The series chief steward at that time was long-time LOL member John Proshek. While the race organization, promotion and staffing were handled by the hosting club, the organization which was to become the IIRA formulated the rules, sanctioned the events and provided key series personnel for oversight. At times, this led to some friction between the local club members and series officials, but by and large everybody pretty much got along.

Classes expanded during these years. Front-drive vehicles such as SAABs and Mini-Coopers predominated, but there were classes for rear-drive vehicles as well. The classes differed from SCCA in that modifications were pretty much wide-open, with classes being based on drive configuration and engine displacement. Turbos were fitted on a few vehicles, and sprint car type wings even appeared for a season or two.

During the seventies, other venues such as Eau Claire, Forest Lake and Fort Frances appeared on the schedule. A typical season saw from five to seven races held, depending on ice conditions and local club involvement. Ice racing required a strong level of commitment. Competitors often fought their way through blizzards to reach a race destination. And, trying to start a race car which had sat

outside the motel in 25-below temperatures could cause one to question his sanity. At some races, local garages took pity and opened their heated facilities to us for Saturday night race car servicing and storage. The lot of the corner workers was a hard one, indeed. In addition to the usual corner duties, they had to push out cars which had been stuffed into snowbanks by drivers who were either over-aggressive or had lost their way in the white-out conditions which were often present, especially during the early laps when cars were bunched together.

A typical race weekend consisted of Friday night registration and tech, Saturday practice and qualifying followed by a driver, crew and worker party and the Sunday race. Quite similar in format to an SCCA race weekend, actually. The difference was that the same people were involved at every race, and quite a bit of camaraderie developed. The Canadian drivers were especially skilled at partying, and some epic evenings resulted, followed by monumental hangovers.

Huge fields traditionally appeared at the St. Paul Winter Carnival event, which was probably the flagship of the series. I recall entries of over 60 cars, ranging from Corvettes to such exotic hybrids as an Olds Toronado-powered VW Karmann Ghia in the X (Open) Class. In 1974, nearly 80 American and Canadian drivers were registered for the IIRA 6-race season.

At the top of the food chain were well-funded drivers such as Jerry Hansen, Tom Jones of Thunder Bay and Peter Kitchak. Some entrants fielded extremely low-dollar vehicles and ran only the races near their localities. During these years Hansen

**ICE RACING cont. on page 5**

## Vintage Perspective



by **Brian Kennedy**  
President, VSCR

New officers for VSCR were elected over beer and pizza at our December meeting. John Daniels will serve as Vice President, Walter Duffy will continue as Treasurer, Keith Lindstrom is our new Secretary and Brian Crombie our Competition Chair for 2002 racing season. A big Thank You to outgoing President Jeff Ingebrigtsen for our successful 2001 racing season.

The annual banquet will be February 16, 7:00 pm at the Ramada Airport Inn at 2500 East 79th Street, Bloomington. A buffet of London Broil and Chicken Marsala, with cake-to-die-for, is planned by Michele (give me chocolate or give me death) Kennedy. Suggestions for entertainment will be discussed at our next general meeting.

I joined VSCR in 1997, attending the LOL drivers' school and double regional, breaking and replacing my transmission to help keep things interesting. I autocrossed and drove high-speed touring for several years. Racing with the VSCR was the next step. Wheel-to-wheel racing of vintage cars is the essential purpose of our club.

The race schedule for 2002 was the main topic of discussion at our club

meeting. The easy part was the test day dates at the St. Cloud track, set up by Bill Groschen. This 1.3 mile track is a terrific opportunity to prepare our cars prior to competition. My motor was saved another disaster when oil smoke and a follow up leak down test showed valve guide wear, allowing the car to be fixed just prior to the BRIC at Road America. This facility allows us to bed in brakes, change differential gears, test alignment settings, etc., prior to arriving on race day. Proper preparation prevents piss poor performance. Four test dates have been scheduled. The first date on May 11th, will offer an opportunity for annual tech. Last year most test days offered had open spots for additional cars and ended early as drivers grew weary and/or ran out of gas. All drivers are welcome. Street cars are allowed, however convertible cars must have a roll bar. It is a great place for aspiring new drivers to get a feel for high-speed car control. Drivers out of control will be shown the exit. Pre-Registration and car preparation is appreciated.

The test days are fun, but they are not wheel-to-wheel racing. Many of our drivers race with VSCDA, SVRA, & Midwest Council at Road America & Blackhawk Farms. These events allow groups for each specific car. We see old friends at these annual events, compete on the track, and then relive it in the pits.

The meeting's discussion was centered on racing at BIR. BIR is my home track and I have driven there for 15 years or more. Most of our VSCR drivers build their summer race season around Labor Day & Memorial Day weekends, to race at BIR with the LOL region. Most VSCR members attending our December

*The Tonneau* is the official publication of the Land O' Lakes Region of the Sports Car Club of America. Opinions expressed are those of the authors and do not necessarily represent those of the Land O' Lakes Region, its members, officials, or board of directors. Letters to the editor are always welcome. *The Tonneau* staff reserves the right to edit letters for length.

### Editorial Staff

**Editor 'N Chief**  
Lois Bjelke  
Home: 651-633-7096  
Email: testarossa@visi.com  
Fax: 651-635-9473 8am-5pm

**Assoc. Editor & Publisher** Lynn Anderson  
Home: 612-724-9302  
Email: Lotos61FF@juno.com

**Contributing Editors:**  
Dick Dickinson  
Tony (FUBAR) Foster  
Jeff Ingebrigtsen  
Greg Youngdahl  
Harvey West

**Advertising Manager:**  
Doug Dill  
Home: 612-925-1731  
Email: dougd@edisonline.com

For commercial advertising rates, please contact Doug Dill

Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads run for one month. If you want to place an *AD-LIB* or if you want your ad renewed, please call Lois Bjelke, 651-633-7096 or Email: testarossa@visi.com

**Vintage** continued on page 6

**ICE RACING** cont. from page 3  
 and Jones had a strong rivalry. Jones raised the ante when he showed up with a beautifully-crafted Saab Sonnet replica built by Canadian Indy car driver Eldon Rasmussen. Both Ford and Porsche engines were tried in this car, and there were teething problems as the high-buck vehicle was sorted out. But when it was working, it was unbeatable for overall honors.

Fate stepped in one year, I believe it was 1977. At the start of the Lake Phalen race, a tremendous pile-up occurred on the first corner of the first lap. At least 20 cars were involved, if not more. Several were completely demolished and there were driver injuries. Thankfully, none of them were life-threatening. Many drivers never returned to the sport, and the huge fields became a thing of the past.

As a strategy to attract new drivers, a development of the eighties was the adoption of a Showroom Stock class. Street studs were used, rather than the expensive and highly effective Lindorfer ice racing studs. When driving a vehicle equipped with Lindorfers, the sensation was similar to dirt track racing. The high-powered cars often threw the studs, but our MGB never lost a single one. With speeds limited by the use of street studs, the Showroom Stock vehicles could compete without a roll bar being fitted. They had their own race on Saturday, and didn't share the track with the faster cars. The Showroom Stock fields weren't as large as hoped for, and the domination of the field by Tom Jones in a Ford Fiesta had a discouraging effect.

During the early eighties, a rival ice

racing group emerged. The Ice Challenge Endurance (ICE) entity sanctioned a number of events. Those promoting the races sanctioned by ICE were successful in attracting several professional drivers for guest involvement as competitors at their events. These included Geoff Brabham and Herm Johnson, if memory serves. There was also some factory involvement in the series. The IIRA continued to function, and the same cars and drivers ran under the aegis of both organizations. The sport was far too small to support two sanctioning bodies, however, and ICE was fairly short-lived.

Ice racing survives today, although the size of the fields doesn't begin to approach that of the past. And, the sport's visibility is of a much lower profile than during its heyday.

## Who's new in Membership?

by Lois Bjelke

We have 1046 members, including six dual members. We gained 12 new members in October and 20 in November. Denver has dropped 19 people who were due to renew in October and have not yet done so.

**Please be sure to keep us informed of changes in name and/or address.**

Send changes to Lois Bjelke, 251 16th Ave. N.W., New Brighton, MN 55112-7173, 651-633-7096, testarossa@visi.com. All other membership questions/concerns should be directed to John Parizek, 5646 Cedarwood Trail NE, Prior Lake, MN , 55372-1330, 952-496-1919, spinout@uswest.net.

**ADDRESS AND / OR PHONE NUMBER CHANGE FORM**

NAME \_\_\_\_\_

NEW ADDRESS

STREET ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

(\_\_\_\_) \_\_\_\_\_  
 PHONE

## 2002 CenDiv Permanent National Numbers

If you currently have a Cendiv Permanent Number, wish to keep it, and have participated in two National Races in Cendiv, you automatically retain your number.

If you would like to obtain a Cendiv Permanent Number, call Lynn Anderson at 612-724-9302 evenings, and I will send you an application.

Note: These numbers are only good for CenDiv NATIONAL Races.

**WANTED:** Your articles, pictures, "Letters to the Editor" etc. to publish in *The Tonneau*.

A big thank you to **Steve Thomson** and *Graphic Link Technical Services, Inc.* for providing the halftones for this month's issue.

**LOL Web Page:**  
[www.scca-lol.org](http://www.scca-lol.org)  
**LOL Hotline:**  
**952-885-6888**

## Vintage cont. from page 4

meeting want to race at BIR this summer. There is a motion to look into the possibility of VSCR sponsoring a Vintage race at BIR in 2002. The idea of a VSCR Vintage Festival at BIR sounds great, but will certainly require help from everyone. In addition, we are considering a race to be run, in conjunction with the BMW club outing, in May 2002.

Our next general meeting will be Jan. 10th at 6:30pm at Diversified Cryogenics, to finalize our race schedule. Mark your calendar and attend if possible, or call me with your input.

My best to you for the holidays,

**Brian Kennedy**

---

## Report continued from page 1

getting overall acceptance from the remainder of CenDiv, and we will still need to get a sanction for the event on Labor Day. Things are still pretty much status-quo at CBIR. We still hope to gain this track as a viable venue for our events again, and our Track Relations Committee is still in touch with CBIR management to work out all of the kinks.

In the last installment of The Tonneau, I spoke of the need to control rumors with validated information. One very quick way to gain information from myself and many members of the LOL Board of Directors is through the eGroups list server SCCA-LOL. It's free and we try to maintain a good flow of substantiated information. There are a great group of folks that already maintain a pretty

good flow of messages, many of which are pretty interesting and some are even entertaining. Cleaning out the garage and want to unload some of those old spare parts? Drop a quick ad on the eGroup - your fellow LOLers will likely come to your aid! It wasn't long ago that one LOLer needed a trailer to go pick up a car. He posted a "help" message on the eGroup, and it wasn't long before one of you stepped up to help out!

For information as to how you can join this group, please go to LOL's homepage at: [www.scca-lol.org](http://www.scca-lol.org). There is a link at the bottom of the front-page that will direct you to the subscription to the eGroup. While on the subject, the LOL website will be maintained by a new group of volunteers that will share in its maintenance. Tom Fisk has worked diligently at the maintenance of this site for a long time, but as we all know - sometimes real work gets in the way of fun work and Tom needs to tend to what puts food on the table. More information will be forthcoming soon on your new WebWorkers. Thank you Tom for your efforts and dedication to your fellow members of LOL and the racing community in general.

Speaking of email - I have a started up a new email account specifically geared toward communication with me. The new email address is: [SCCA\\_LOL\\_RE@yahoo.com](mailto:SCCA_LOL_RE@yahoo.com) My personal email box was already quite full (I need an electronic housekeeper if you know anyone looking for work!) and I did not want to take a chance on missing any email from you or anyone else. This email account will be passed to successive RE's. Please put this email address in your address book for future reference!

I am looking forward to representa-

**Report continued on page 7**

## Report continued from page 6

tion of the different facets of LOL at our future membership meetings. Wouldn't it be great to have guest speakers from the different "corners" of our great association? I want to learn everything I can about LOL and I have only just scratched the surface. Let's hear from the Workers of LOL. Those unsung heroes of our events! I want to hear about Rally and Solo. I want to hear about RallyCross and Ice Racing. With great interest, I read Harvey West's articles on the early days. This made me thirsty for more.

Over the last couple of years I have been writing a book, and I will share parts of it with you. This is actually just a collection of what I call my "Chronicles" - so, the book will likely be titled "The Club Racer Chronicles". In my Chronicles, I share with you the feelings I had while preparing for and racing at many events. They are generally written shortly after an event so the subject material is still fresh in my memory. If, after reading one of my Chronicles, you are interested in reading more, just drop me an email or give me a call. I work off of feedback and will endeavor to supply more Chronicles if they are desired. I am also aware of others that do something similar. If you wouldn't mind sharing your "Chronicles", I am certain that they would be well received!

Well, that's about it for this installment. Keep the shiny side up and have a wonderful Holiday Season. Until next month, I am;

## Randy Van de Loo

SCCA - Land O Lakes Region - R.E.

## NOV. 2001 NEWS FOR THE MEMBERS OF AREA 5

### From Ken Patterson, Director

223 Bregstrom Blvd.  
Cedar Falls, IA 50613  
Ph. & Fax. 319-277-6333  
Web Site [www.kenpatterson.org](http://www.kenpatterson.org)  
E-mail [ken.patterson@cfu.net](mailto:ken.patterson@cfu.net) or [ken@kenpatterson.org](mailto:ken@kenpatterson.org)

### After the Roundtable Roundup

I was happy to see the growth of Solo participation and look forward to next year when we will do a better job of getting our Club racers there to accept their hard-earned awards.

The R.E.s sent a clear message that these meetings should be held at an establishment that is of a quality level so they can concentrate on the club issues and not the accommodations. The trick here is to not send the price so high we lose participation.

I was asked by the R.E.s to look into property damage insurance for Club races. Here is what I found out. According to Pete Lyon, we have that insurance now and there is no intention to drop it, however the future could hold a deductible or even dropping the coverage if we file a bunch of small claims that will drive up the rate. A self-imposed deductible may be the way to go here. If you still have questions about this, call Pete Lyon at the Club 800 number.

Our scheduling meeting was less than I hoped and we are submitting a schedule that will need two waivers from the BOD. Pete Hylton said that to some people around the club, Cen-Div is perceived as a rogue and un-governable. Well, when you are the 800-pound gorilla of Club Racing you are always the one everyone is shoot-

ing for. Our problem is not new or different from that of any other division. We are a family of individual regions that are independent and free-thinking, who run a pretty successful business. We need to remember that together we can be the leaders of club racing and the division of innovation. We will continue to grow. New tracks are being built even now. Our schedule will require more work, not less, in the future. We may be able to support more than eleven nationals when we have the driver base to support it. Understanding that with a constant number of drivers, adding more events only lowers the entry level for all the events. It just does not make sense to me to do this to each other. I understand that some of us have a great history of holding the best races in the nation, but to knowingly stand by, or worse, knowingly allow your own region to go into a race knowing you may cause yours or another region to go out of business is un-conscionable.

Please, rethink your positions and understand that together we are unbeatable and divided our future is left to someone else.

I truly do not believe that any of us want to have someone else tell us how to run our division. We will not submit the request for waivers to the BOD without a plan to insure that we do not need to ask for waivers again.

**Deadline for the February  
Tonneau is January 8th.  
Please submit your material at  
the LOL Board Meeting that  
night or send it to Lois Bjelke.**



**Letters**



**Jan. 8** LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.

**Jan. 19 (Saturday) LOL AWARDS BANQUET.**  
Time and location to be determined.

**Feb. 5** Comp Board Meeting. Location to be determined. everyone is invited to attend.

**Feb 12** LOL Board Meeting, 7:00 pm, Parrish's, 2176 W. 7th St., St. Paul, MN. Everyone is invited to attend.

## 2002 IIRA Ice Racing Schedule

For your wintertime amusement, here is the latest information regarding the IIRA 2002 season racing schedule: Racer/worker contacts,

Jan. 12-13 Clam Lake, Siren WI. Dave Kapaun, (alternative site, Ashland WI) 612-281-4082

Jan. 20 Lake Neshonoc, LaCrosse, WI. Rick Albrechtson 608-785-1773

Jan. 26-27 Lake Lindstrom, Lindstrom, MN. Mark Knepper, 612-309-6866

Feb. 2-3 Lake Phalen, St. Paul, MN. Pat Whitney 652-631-9611

Feb. 9-10 Lake Altoona, Eau Claire, WI. Doug Christeansen, 715-832-0136 days

Feb. 16-17 Centerville Lake, Centerville, MN. Dave Billingsley 651-407-9682 F e b .

23-24 Chippewa Park, Thunder Bay, ONT, CAN.  
Thunder Bay Autosport Club, (alternative site, Mud Lake) FAX 807-625-5539

Mar. 2-3 Lake Mille Lacs, Garrison, MN. (Tentative)

---

# AWARDS BANQUET RESERVATION FORM

January 19, 2002

**Ed Note:** At the December 11th Board of Directors Meeting, the BoD was unable to reach a decision on where to hold the Awards Banquet.

I have held this space open until 7:00am December 17th, which is the absolute deadline to get *The Tonneau* to the printer and into the bulk mail before January 4, 2002. The workshop that assembles and mails *The Tonneau* is closed from Dec. 22 through January 1.

**Therefore. there will have to be a special FIRST CLASS mailing about the Awards Banquet if a decision is ever reached!**