

# The Tonneau

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



## REPORT

Doug Dill  
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### Happy New Year to all!

With the start of a new year and the start of a new season of racing, here is a quick update on a few important items:

The Board of Directors, with the help of others is working on one and five year plans for the Region. The plans are being designed to help give the Region direction for the future.

The Public Relations Committee has been re-activated after a long time off. I don't even know how long ago the committee last met. Steve Olson, your newest Board of Directors member will be chairing the committee. We will keep you informed on their progress. Hopefully, you'll see their handywork soon. Don't forget, they can use your help, even if it's just a little help now and then. Connect Steve, if you can lend a hand.

The Rallycross program, lead by Scott Parrott turned a nice profit last season. Good job to everyone who made it a success. Breon Nagy will be assisting Scott for the 2004 season. If you have any questions regarding Rallycross please contact Scott or Breon. They are looking into buying a trailer, which will carry the Rallycross equipment. Solo II events will benefit from the use of this trailer as well. Scott and Breon have leads on a couple of enclosed trailers, so we should see some progress soon.

The Membership Committee is planning the General Membership Meetings for 2004. Mary Utecht is coordinating locations and themes. Some of the themes I know of are Tech Night, Rally Night and a presentation by the Society of Automotive Engineers from the University of Minnesota. I am very excited about this year's meetings.

There have been rumors of another club rally in Minnesota next summer. Well it's not a rumor any longer. Brad Odegard and Dan MacDonald presented their plan to the Board in December for the 'Shooting Star Casino Club Rally.' Brad and Dan have secured sponsorship from the Shooting Star Casino, organized a core committee and set a date. They are looking for plenty of volunteers to help get this event off the ground. If you are interested in helping please contact either Brad or Dan and watch for more information in future Tonneaus.

Do not forget the Award Banquet is on Saturday, January 17. Brenda Lewis, Kristi Anderson and Heidi Meyers are making this event something you shouldn't miss. Send them your RSVP, you won't be sorry.

Feel free to contact me with questions or if you want to help out and make our region even more fun and successful.



### The 2004 Land O' Lakes Board of Directors

At the General Membership meeting on November 21, 2003 all votes were finalized and counted. 125 ballots were received, 322 votes were cast. Results are as follows.

Doug Dill was reconfirmed as Regional Executive. Tom Fuehrer will take on the duties of Assistant Regional Executive. John Glowaski will take over Tom's duties as the region's Secretary. Rob Woolston and Dan Moore were re-elected for another 3 years.

Rob Woolston - 79 votes  
Dan Moore - 59 votes  
Steve Olson - 56 votes  
Eric Dahl - 48 votes  
Geoff Woolston - 36 votes  
Breon Nagy - 22 votes  
Claire Fuehrer - 13 votes  
Howie Fuehrer - 9 votes

Please join us in welcoming Steve Olson to the Board of Directors. He has been an LOL member since 1999 and has taken on duties as the Chairperson of the Region's newly re-organized Public Relations Committee. His goal is to promote racing and develop a fan base to help develop the region. Steve road races Club Fords and Formula Fords.

If you are interested in helping on the Public Relations Committee, please contact Steve at (760) 478-3540.

# BOD MINUTES

November 11, 2003

Meeting was called to order at 7:00 PM by Doug Dill. BOD members present: Doug Dill, Tom Fuehrer, Deb Dahl, John Glowalski, Greg Youngdahl, Mark Knepper, Dan Moore Al Kintigh. Other members present: JB and Brenda Lewis, Mark and Mary Utecht. October meeting minutes were reviewed, Allan Kintigh motioned to accept, Deb Dahl seconded. Minutes were approved.

## **Treasurer's Report**

Deb Dahl gave the treasurer's report. She reported that National has finally started making direct deposits to our account.

Motion to accept report was made by Doug Dill, and Seconded by Allan Kintigh. Report was approved.

## **Tonneau Report**

JB gave the Tonneau report. 651 copies printed (**Ed. - mailed**). One paid ad. JB mentioned he now submits the Tonneau electronically to Kinko's for printing. Workabilities is still the best solution for assembling the pages and mailing the newsletter.

## **Comp Board Report**

Mark Utecht gave the Comp Board report. The sanction application for the November event appears to have been lost. Event is now rescheduled for November 16. JB Lewis is checking into the status of the sanction application and insurance for the event. Mark also announced there will be a meeting at the Utecht's home on November 22 to discuss year-end awards and Solo 2 safety steward training.

Other items mentioned: The Tombstone event was very successful. There will be a Rallycross scheduling meeting December 6. The Rally Chilifest was held this past weekend and was "A resounding gastronomical success".

Deb asked to be copied on sanction applications. That was thought to be a good idea since a

record of events should be kept by the treasurer for tax purposes. Deb will check with our accountant to verify.

Tom raised a concern that the location of the awards meeting might impact contributions and participation. Mark explained that people could call with input if they couldn't make it to the meeting.

Mark Knepper attended the CenDiv Roundtable meeting in Indianapolis and gave us his report. The biggest problem was about the conflict of back-to-back national road races, one at Road America and one in the east. The RA event finally won out. There was also a discussion about how an incident was handled by race staff during the SSB Run-Offs race.

## **Track Relations Report.**

Rob is been trying to connect with BIR management. Deb mentioned there has been a change of management at Mid-America Motorplex.

## **Membership Report**

No report this month.

## **Old Business**

BOD candidates - Breon Nagy and Erick Dahl introduced themselves to those present and each gave a speech about why they should be elected to the BOD.

Possible new Chapters (Chippewa Valley and Black Hills) and Drifters Underground were discussed. John Glowaski has forwarded Solo event information to the Black Hill's group and is waiting for a response from them.

Doug Dill is talking to National about guidance in organizing Drifting events. SCCA National has gone on record in support of Drifting events. We discussed the similarities and differences between drifting and other, established events. Some of the items discussed: crowd control, how to judge events and if drifters would benefit the rest of the organization.

We also discussed the 1 year and 5 year plan for the region created by Doug Dill.

## **New Business**

A discussion was started about 2004 membership meetings,

## **LOL Board of Directors**

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

Please submit your materials at the LOL Board Meeting or send it to [tonneau@scca-lol.org](mailto:tonneau@scca-lol.org)

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**Deadline** for next months Tonneau is **Friday after the BOD Meeting.**

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

*(Continued from page 2)*

specifically about adding content to the meetings. Mary Utecht "volunteered to be appointed" as an assistant membership chairperson to help organize these meetings. Mark Knepper motioned to appoint her, Allan Kintigh Seconded. The motion was approved.

We discussed organizing an Annual Tech day in April. Tom Fuehrer volunteered to organize that event.

Other events discussed: the April Membership meeting will probably be another "Rally Night". We are also in favor of another event (picnic, solo 2 and possibly a rally cross) at Elko during the summer.

The Awards Banquet was discussed. Brenda Lewis gave us a

status report. The invitations have been printed and should be mailed by early December.

Other discussions: Doug Dill informed us his son Tyler is enrolled in the Formula SAE program at the U of M and would like to involve LOL in this program.

The SCCA national convention is February 5-7, 2004. A motion was made by Allan Kintigh to send 4 LOL members to the meeting with the region paying for lodging and gas money. Dan Moore seconded. Motion was approved.

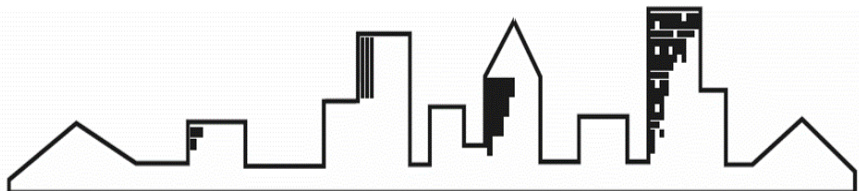
Meeting was adjourned at 8:45 PM. Next BOD meeting is December 9th, 2003.

Respectfully submitted  
Tom Fuehrer

## Hooray for Volunteers!

Paul Bleimeyer and Julie Culver have asked to step down as the LOL Web Stewards. They have done an excellent job maintaining our web site for the past number of years. Thank you, Julie and Paul for your hard work!

The Region is now pleased to announce the appointment of Dave and Stacy Sterling as the Land O' Lakes Region Web Site Stewards. Both Dave and Stacy have redesigned LOL Rally site over the last three months, creating an exciting new look and a great resource for the region. Stacy and Dave will now also be responsible for the General LOL web site, along with the LOL Rally site, which includes the Headwater Club Rally site and the Rallycross site. Greg Youngdahl will still do the Road Racing site. Thank you to everyone for the hard work and dedication.



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# MOTORSPORT MEMO RIES

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## No. 19—The Mighty Midgets

Whenever we race at Blackhawk Farms, we hope that our race takes place early on Sunday. For years, Sharon and I have attended the Sunday night midget auto races at Angell Park Speedway in Sun Prairie, WI. So, we load up the Mustang quickly after our race, and hit the ground running in order to get to Angell Park in time for hot laps.

Angell Park is the only active racetrack in the country that has run weekly midget races since before World War II. In fact, other types of cars have rarely raced at this neat little dirt track. Appropriately, it's now the home of the Midget Auto Racing Hall of Fame.

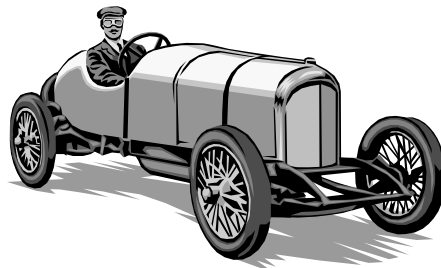
Not being one of those road racing types who looks down their noses at oval track racing, I am awed by the close-quarter, take-no-prisoners competition you see at a good midget or sprint car race. In recent years, midget racing is rarely, if ever seen in Minnesota. I recall watching the midgets race at a temporary oval at the Parade Stadium in Minneapolis in the 50's, and midgets were sometimes booked at Twin City Speedway near New Brighton. They also appeared at county fair racetracks occasionally, and even at the Minnesota State Fair once or twice.

Midget auto racing originated in California in 1933, with the first events being held at small, makeshift circuits. Despite the fact that it was launched during the depths of the Great Depression, midget racing was popular from the start, and drivers could race several times a week. In 1934, it received sanction from the AAA, and began to spread across the country. Many

early midgets were powered by modified 2-cycle outboard motors or motorcycle engines, and a great deal of power plant variety was in evidence.

In those days, only rare tracks such as Legion Ascot Speedway in the Los Angeles area booked weekly sprint car shows, but the midgets gave promoters a chance to lease small tracks on a weekly basis, and develop a regular spectator following. Gilmore Stadium, site of the annual Turkey Night classic, was probably the most famous midget track operating before and after World War II. Indoor midget racing took place at the Boston Garden and elsewhere during the 1930's, and still happens at events like the Chili Bowl in Tulsa.

The midgets were affordable to build and race, and helped launch the careers of many drivers who eventually reached Indy, including "500" winners Bill Vukovich, Johnny Parsons and Sam Hanks. They provided the training ground and stepping stone for yesterday's drivers that go-karting offers for today's aspiring youngsters.



The greatest boom in midget auto racing occurred just after World War II. The public was starved for motorsports entertainment after a four-year dry spell, auto racing being the only sport banned by the government during the war years. Drivers were able to run seven nights a week in some areas without extensive travel, and make serious money. Midget races were run at such prominent venues as Soldier Field in Chicago and the Los Angeles Coliseum, as well as at countless small tracks, many of them built expressly for midget racing. With so

much racing going on, and with roll bars and other effective safety equipment lacking, the midgets quickly extracted a heavy toll of drivers, with about 40 fatalities being recorded one year during the late forties. Still, midget racing continued to soar in popularity despite this sobering development.

The good days couldn't last forever. Too many events were booked in some areas, and technology played a role in diminishing the sport's popularity. In the early days, cars were primarily home-built. That changed when talented designer and builder Frank Kurtis noted the popularity of midget racing, and brought a more sophisticated level of technology and construction to the sport. The Kurtis-Kraft midgets were beautiful, well-engineered vehicles that dominated competition from the start. They were an ideal platform for the 91 cubic inch Offenhauser engine, a scaled down version of the motor which dominated the Indy "500" for so many years. Prior to the Offy's appearance, the Ford 60 V-8 had been a popular midget power plant, despite its tendency to overheat.

The races were soon dominated by Offy-powered Kurtis entries, and all too often became parades of almost identical cars. The advent of stock car racing also played a key role, as promoters could attract large fields of pre-war Ford junkyard coupes without paying the higher purses that midget racing required, and the public liked the smash and bang action that the stockers delivered.

Midget racing never vanished, but its great popularity did. In recent years, nationally-televised events from Indianapolis Raceway Park and elsewhere have helped the sport make a comeback. Today's NASCAR luminaries Jeff Gordon, Tony Stewart, Ryan Newman and several others have had seat time in midgets, so the sport that celebrated its 70<sup>th</sup> birthday in 2003 is still around to entertain people like me, and to nurture new driving talent.

# FU BAR

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## Runoffs Report

This year marks the 10th anniversary of the Runoffs at Mid Ohio and the 40th year that SCCA has crowned its' National Champions in a single race format. This year I'm told total entries in 24 classes approached a record with over 700 total cars bringing average fields close to 30 cars with several classes fielding 40 plus. Evidently the slow economic times which have hurt entries at SCCA races throughout the country haven't had negative effects on this year's week-long event. The Runoffs not only offer the opportunity for the top amateur drivers from across the country to strut their stuff, but also is the big reunion for SCCA members who likewise can come from all 50 states.

Despite the continued lack of a local track for LOL racers, our number of qualifiers was impressive and quite a few workers also made the trip. The weather featured beautiful clear blue skies up until Thursday afternoon. It rained hard into Friday morning but the only sessions really affected were the warm-up groups and first 2 races. For those who haven't visited Mid Ohio, the track and grounds are beautifully maintained although for some reason I find it easy to get turned around as both racing surface and paddock areas wind around the hilly terrain. I have never driven M-O but have walked the track and watched from just about every vantage point. This year SCCA was running the "pro course" for the first time. This variation removes the chicane just in front of the keyhole turn and is intended to offer another passing area into what is now turn 2. The track length is shortened by .15 miles and lap times are considerably quicker. A consistent complaint about M-O has been the difficulty in completing a sane pass at the track as virtually

every turn past the hard right into the esses is narrow and difficult. This holds especially true for a banzai move into the carousel that usually ends up with several cars in the weeds, sand or tire wall. It may come as no surprise that almost everyone crashes to some degree during their first race weekend at this extremely challenging track. It also comes as no surprise that race winners frequently are from nearby regions and have had considerable experience at M-O while west coast and out west cars make up a very small percentage of Runoffs entries. Those who venture from afar are typically very experienced drivers with top rate efforts. Qualifying position becomes extremely important and it is unusual for a winner in a highly competitive class to move up from beyond the first three rows of the grid. Under these circumstances our drivers generally fared quite well.

Starting from the top, James List was 12th in CSR; perennial Runoffs qualifier Dean Johnson was set to start 17th in GP while former RE Lona Bradbury was gridded 35th in her venerable Sprite. The exploits of young FM driver Noah Bystrom were detailed by his father Mikeal in last month's Tonneau and he was poised to start 15th in that competitive class. For Saturday's races Steve Jondal qualified 11th in a large field of 34 F500 cars; Pete Looby was 12th on the almost all Corvette T1 program; and Harvey West had his AS Mustang positioned 28th in another large grid. For the final day of racing our Region's best bet was certainly in EP where Jon Brakke held the pole in his Miata while Mark Brakke gridded 12th in a 40 car field; Steve Jondal showed up again set to start from 18th in DSR; Mike Vrchota was 12th among 40 FV contestants in an always hard fought race; and SRF had Scott Goolsbey starting 10th, Gary Maas 21st, David Watson 27th and Eden Praise's Tim Gray (running out of RM) 31st in a typically crowded and competitive field where just a little more than 2 seconds covered all of those 31 cars. Dan Bruggeman was disappointed with his 17th in FC as he played musical

tire brands while Gerry Kraut (picked for the podium by Sportscar) was a no-show after extensively damaging his car in a serious August shunt at Watkins Glen. Steve Thomson's schedule precluded his running any SCCA Nationals this year so he was present as spectator and providing moral support as Dave Bowman serviced the Vrchota FV.

My primary area of interest was obviously FF, I was also interested in the efforts of former local Don Sievenpiper's DF5 which was on the pole in the most capable hands of last year's winner Justin Pritchard. Since the car appeared at the June Sprints and spun off in a bid for the lead, revisions to the front suspension (a separate spring/damper controls pitch) have apparently worked well and Pritchard had a .6 second gap over second qualifier and '97 champ John LaRue in his familiar red Citation. Home field advantage comes into play in this class as CenDiv cars made up 3 of the top 5 grid positions while NEDiv cars had the remaining two slots. In the "manufacturers championship" there were a total of 12 Swifts to 11 Van Diemens entered.

On Friday LOL started strong with James List making a great run to finish 6th in CSR. Dean Johnson did not start in GP nor did Lona Bradbury finish, but in FM Noah Bystrom never put a wheel wrong and moved up to 9th at the finish. In other Friday racing action FA offered a strong field and interesting dice for the lead between some fast California RT-41s. GT-2 closed out the day and despite a small field (Ken Patterson says the class could lose National status next year) had close racing at the front with a complete shuffle of the top three on the final lap won by James Goughary's 350Z.

Saturday was clear and cool for early warm-ups and Pritchard got into a major spin at turn 4 but although he jumped the curb avoided damaging the Piper. In the paddock it was apparent that "special fuel" is again being used by many competitors. Depending on engine type, horsepower may be

*(Continued on page 7)*

## 2004 Land O' Lakes Region RallyCross Schedule

Treadin' on Thin Ice RallyCross	2/15/2004
Luck O' the Irish RallyCross	3/14/2004
Tax Break RallyCross	4/4/2004
Spring Fever RallyCross	5/23/2004
June Bug RallyCross	6/20/2004
Dog Daze RallyCross	7/11/2004
!!! RallyCross	8/22/2004
Harvest Moon RallyCross	9/19/2004
OktoberFest RallyCross	10/3/2004
Dirty Jack O' Lantern RallyCross	10/31/2004

For more information on the RallyCross Series, contact Scott Parrott or Breon Nagy, or refer to the Region webpage at [www.scca-lol.org](http://www.scca-lol.org)

## 2004 Sports Car Club of LaCrosse Schedule

DATE	EVENT	EVENTMASTER
January 4	Rallycross	Doug Fischer/Kim Gibson
January 18	Rallycross	Erik Lawson
January 24	Nite Ice (Rallycross)	
January 25	Rallycross	
February 8	Rallycross	
March 21	Spring (Local Road Rally)	Rick & Barb Albrechtson
April 17	Yucatan Safari (Regional Road Rally)	Mike Thompson
April 25	Solo II	Dan Hampton
May 23	Solo II	
June 12	Mopar Club School	
June 27	Eau Claire Solo II	Rick Albrechtson
July 10	Lost In Wallyland (Local Road Rally)	John Emmons
July 25	Solo II	Dan Hampton
August 15	Solo II	
August 28?	(Regional Road Rally)	Mike Thompson/Dave Sterling
September 18-19	Oktoberfest Rally's (National Road Rallys)	
Mike Thompson/John Emmons		
September 26	Oktoberfest Solo II	Rick Albrechtson
October 17	Solo II	
October 30	Halloween Rally	Eric & Shannon Thompson
November 6	Annual Banquet	Eric Thompson
November 7	Red Eye Rally	

Eventmasters are needed for several events. LOL will designate some, but not all of the Solo IIs as part of the LOL Championship series. Sanctions for all events past the Rallycross series will need to be completed and mailed off to SCCA and/or LOL before the end of February. Events will have to have an event chair indicated before the sanction application is sent to SCCA. Solo II events will also need to have several safety stewards listed as well.

*(Continued from page 5)*

increased 1-2% right out of the can and the fuel will pass all current SCCA tests. In addition to health hazards, fuel cost jumps ten-fold. I typically figure \$30-35 for a weekend worth of 100LL avgas but at this rate you would spend well over the entry fee just for fuel.

I then headed to the tower to watch F500 and Steve Jondal moved up to 5th while the top 3 qualifiers all came to grief in a most interesting race. I watched the Corvettes circulate in T1 and Pete Looby had a solid run moving up to 8th as John Heinricy ran away from pole to his third straight win in class. In the paddock Gibson and the Piper crew were still chasing an elusive oil leak but seemed to have things under control as a large cheering section of Pritchard family and friends assembled. I hitched a ride with Thomson and Bowman on their golf cart and we headed out to the turn 4 stands in time for AS. There Heinricy made it 2 for 2 this time in a Camaro while Tonneau contributor Harvey West moved steadily forward

to finish 13th in what should be one of his best Runoffs performances. Formula Fords were halfway through the warm-up lap when we were joined by Don and Joan Sievenpiper. His efforts as car builder and head mechanic were justly (no pun) rewarded as Pritchard pulled steadily away from LaRue and the rest of the field to win by almost 5 seconds. Jason Byers pulled a neat pass on Tom Schwietz in the closing laps to secure the final podium position. Jim Roberts was knocked out of the running on the first lap while John Vlasis had a steady run in the older Piper (17th). One of the really good guys in FF Mark Davison did a very nice job moving his beautifully prepared DB-1 to 10th from 20th on the grid

DSR started off the next day featuring clever aerodynamic Stohr cars with polesitter Mark Jaremko turning laps faster than FC! Jaremko won in a walk away while Steve Jondal moved up to 13th. I don't have the details in FV but pole-sitter and two time previous champion

Stevan Davis was "excluded" before the race leaving second qualifier Steve Oseth to a narrow victory over Brad Stout. Mike Vrchota finished a most respectable 14th. In the EP shootout, Jon Brakke was not unchallenged but pulled away at the finish to win by 8 plus seconds. Mark Brakke made remarkable progress through the field to narrowly miss joining Jon on the podium, finishing 4th. LOL drivers turned in another great showing in SRF with Goolsbey 8th, Maas 12th and Watson knocked out on the 9th lap when running 22nd. Mike Anderson was untouchable from the pole in FC despite the best efforts of runner-up Dave Weitzenhof. Dan Bruggeman had progressed almost into the top ten when he came to grief on lap 8 and I have yet to receive details. All in all it was a great weekend for LOL competitors and it is certainly an honor just to qualify for the event among a list of "amateur" drivers who could certainly challenge the top professional racers were they to choose an alternate career.



### Identify this Motley Crew...

and we'll pretty much have to take your word on it! The Tonneau Editors have to figure them out! Let us know and, well, we'll give you some sort of recognition!

# Dirty Jack-O-Lantern RallyCross Results

held on November 16, 2003

Final scores based on best run in each group

Pos	Pos in				Final		Run 1		Run 2		
OA	Class	Car No.	Class	Entrant	Score	Time	Cones	Total	Time	Cones	Total
1	1	558	OP	<b>Jim Cox</b>	42.18	42.18		42.18			
2	1	157	G5P	Jason Beck	46.91	46.91		46.91			
3	1	624	G2S	Jason Holst	47.72	45.72	1	47.72			
4	2	625	OP	Michael Wray	47.82	45.82	1	47.82			
5	1	83	OS	<b>Mark Utecht</b>	49.50	46.50	4	54.50	47.50	1	49.50
6	1	612	G2P	<b>Karl Biewald</b>	50.18	51.03		51.03	50.18		50.18
7	2	542	OS	<b>Dan Moore</b>	50.31	50.62	3	56.62	50.31		50.31
8	3	509	OS	<b>Scott Parrott</b>	50.81	52.47		52.47	50.81		50.81
9	4	55	OS	Kelly Dueus	51.00	53.37		53.37	51.00		51.00
10	5	520	OS	<b>Eric Olson</b>	51.41	52.31	1	54.31	51.41		51.41
11	1	7	G5S	<b>Kerry Freund</b>	51.62	51.62		51.62			
12	2	507	G5S	Paul Lechner	52.03	52.03		52.03			
13	3	78	G5S	<b>Mark Carter</b>	52.57	52.57		52.57			
14	6	22	OS	<b>Richard Donovan</b>	52.63	55.47		55.47	52.63		52.63
15	2	672	G2P	<b>Ted Weidman</b>	53.09	56.03		56.03	53.09		53.09
16	2	71	G2S	John Nordlie	53.50	55.03	2	59.03	53.50		53.50
17	3	717	G2S	<b>Joel Hubbell</b>	53.57	55.63		55.63	53.57		53.57
18	7	169	OS	Matt Naumann	54.15	63.69		63.69	54.15		54.15
19	4	144	G2S	John Mensch	54.28	58.38		58.38	54.28		54.28
20	5	111	G2S	Rick Becker	54.56	54.56		54.56	56.72		56.72
21	8	77	OS	<b>Denny McGinn</b>	54.63	57.19		57.19	54.63		54.63
22	9	900	OS	Kyle Greene	55.08	58.38		58.38	55.08		55.08
23	10	13	OS	<b>Erik Dahl</b>	55.62	55.62		55.62	56.37		56.37
24	3	501	G2P	<b>Mark Knepper</b>	55.65	55.66	1	57.66	55.65		55.65
25	4	50	G2P	<b>Pat Whitney</b>	55.66	56.07	10	76.07	55.66		55.66
26	11	710	OS	<b>Mark Holden</b>	56.72	57.15	2	61.15	56.72		56.72
27	5	576	G2P	<b>Doug Davenport</b>	56.94	54.54	3	60.54	50.94	3	56.94
28	12	177	OS	<b>Joseph Reithmeyer</b>	57.03	60.32		60.32	57.03		57.03
29	6	122	G2S	Larry Bereuter	59.19	57.19	1	59.19	57.53	1	59.53
30	7	65	G2S	<b>Breon Nagy</b>	59.69	60.03		60.03	59.69		59.69
31	2	210	G5P	Mark Pankratz	60.06	56.06	2	60.06			
32		582	G5P	<b>Tyler Dill</b>	DNF	DNF					
33		582-	G5P	<b>Doug Dill</b>	DNS						

## FEED BACK

Hi JB and Brenda,

After reading your newsletter on the LOL website I wanted to compliment you on a great job. I live in Central California and belong to San Francisco Region so get "The Wheel" which is a huge publication that goes mostly unread. Yours seems so much more interesting and personal. My wife and I spent a lot of years

autocrossing and later many years of my racing a MGB. Now I spend most of my time Vintage Racing Elva Couriers and MGBs and restoring old racecars. Through racing I have met many great people, your Bob Youngdahl is one of those that I count as a friend. I have been trying to track down an old MGB racecar which was last seen racing out of your area in the early 80's. It was an early left hand drive MGB with a single hoop rollbar that was painted orange with blue trim. Last I heard it ran at Indianapolis Raceway Park in 1981 but I don't know the name of the

driver. The car was one of a three car team owned by Kjell Qvale that ran the 1964 Sebring 12 hour race. When it ran Sebring it was white with red and blue stripes but unfortunately DNF'd after 15 laps. I have the other two cars from that team so would like to know where the third car is today. If anyone owned the car in the past or has the car now or knows where it went I would appreciate hearing from them.

Butch Gilbert  
Westley, CA  
209-894-3950  
bsgil99@direcway.com

## HAVE YOU EVER WONDERED: "Am I safe?" OR "How can I go faster?"

**The answers to these and other questions can be yours at the  
SCCA NATIONAL CONVENTION  
KANSAS CITY, MO  
FEBRUARY 4-7, 2004**

See and hear the latest research as our panel of experts share the Best Practices in keeping yourself safe from racing injury.

**Dr. John Melvin:** Researcher and Consultant in Crash Safety and Injury Biomechanics

**Dr. Bob Hubbard:** Creator of HANS

**Mr. Hubert Gramling:** Safety Consultant for the FIA Foundation

**Mr. Arnie Kuhns:** President, SFI Foundation

**Topics will include:**

- Biomechanics of injuries
- Safety Restraint Systems: why safety restraint is a system of effective components, not just one component of a system
- How's and why's of equipment standards

**Racing is better when you know how to go faster.**

Special topic seminars will be provided

**Tires:** think they're just about the rubber? Think again.

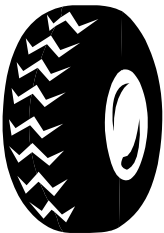
**HANS:** Pains in the Neck. How to keep yourself safe.

**Seats:** are they just a place to put your backside?

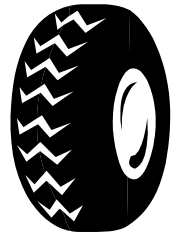
**PR/Marketing:** It might not make you go faster, but they'll know you're out there when you do.

CELEBRATE SCCA'S 60<sup>TH</sup> DIAMOND ANNIVERSARY. WE'LL SAVE A SEAT FOR YOU.

**Check SCCA.com for registration, schedule, and updates on seminars. See you there!**



### CenDiv Road Racing Championship Area 5 Award Recipients



David Gray

1st

GT 2

Greg Smith

1st

Showroom Stock C

Steve Dahl

1st

Improved Touring B

Tom Koetter

1st

American Sedan

Scott Hutchison

2nd

Formula Continental

William Tapper

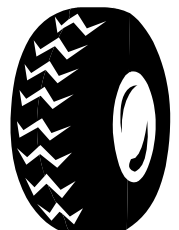
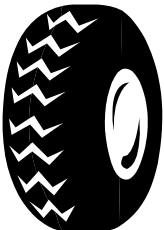
2nd

E Production

James Brandberg

3rd

E Production



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## LOL Club Rally Championship Award Recipients

**Production Driver**

1st Jim Cox

**Production Co-Driver**

1st Greg Donovan

**PGT Driver**

1st David LaFavor

**PGT Co-Driver**1st Chris Huntington  
2nd Jeff Burmeister**Group 2 Driver**1st Micah Wiitala  
2nd Larry Warrington  
3rd Steve Irwin**Group 2 Co-Driver**1st Phil Schmidt  
2nd Mike Wren  
3rd Ted Weidman**Group 5 Driver**1st Tyler Dill  
1st Dave Sterling**Group 5 Co-Driver**1st Doug Dill  
1st Stacy Sterling**Open Driver**1st Steve Gingras  
2nd Ryan Heidcamp**Open Co-Driver**

1st Doug Bradford

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## LOL Road Racing Championship Award Recipients

**Formula Ford**1st Michael Maienza  
2nd Bill Bergeron  
3rd Tom Stillwell**Club Formula Ford**

1st Bruce Drenth

**Formula Continental**

1st Scott Hutchison

**Spec Racer Ford**1st David Watson  
2nd Jim Gray  
3rd Brian Kennedy**E Production**1st William Tapper  
2nd James Brandberg**Improved Touring B**1st Steve Dahl  
2nd John Glowaski  
3rd Tom Daly

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## LOL RallyCross Championship Award Recipients

**Group 2 Prepared**1st Karl Biewald  
2nd Ted Weidman  
3rd Pat Whitney**Group 2 Stock**1st Joel Hubbell  
2nd Jim Boen  
3rd Breon Nagy**Group 5 Prepared**1st Scott Parrott  
2nd Greg Donovan  
3rd Tyler Dill**Group 5 Stock**1st Kerry Freund  
2nd Bob Carter  
3rd Mark Carter**Open Prepared**1st Mark Utecht  
2nd Jim Cox  
3rd Doug Havar**Open Stock**1st Eric Dahl  
2nd Dan Moore  
2nd JB Lewis  
3rd Dennis McGuinn



## 2003 Award Nominees

### Skogmo Memorial Award

Most Improved Driver

Mark Brakke

Brooke Kinnard

Doug Dill

Dave Sterling

Mark Utecht

Judy Krause

Outstanding Worker

Mark Larson

Crew Member of the Year

Jon Brakke

Lisa Brakke

Mary Utecht

Darin Cross

Road Racing Driver

of the Year

Jon Brakke

Steve Dahl

Rally Driver of the Year

Steve Gingras

Doug Havir

Mark Utecht

Rally Co-Driver/Navigator

of the Year

Scott Putnam

Jeff Secor

Stacey Sterling

Road Race Rookie

of the Year

Ron Boltik

Tom Stilwell

Rally Rookie Driver

of the Year

Ted Weidman

Karl Biewald

Rally Rookie

Co-Driver/Navigator

of the Year

Ted Weidman

Karl Biewald

It's not too late  
to be a part of this  
year's banquet!

You are cordially  
invited to the  
Land O' Lakes Region  
2003 Season Awards  
Presentation

Please join us on Saturday,  
January 17th, 2004

8:30 in the evening

to celebrate the accomplishments  
of our fellow members and look  
back on 50 years of  
racing memories

The St. Anthony Main  
Event Center

219 Southeast Main Street,  
Minneapolis, Minnesota

**Need to know what's  
going on in YOUR  
region?**

**Check out these  
great resources !**

**LOL Hotline  
952-885-6888  
LOL Online  
www.scca-lol.org**

# Calendar

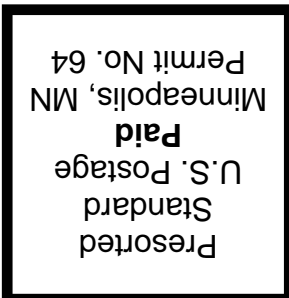
January  
February  
March  
April  
May  
June  
July  
August  
September  
October  
November  
December

Jan 4	Rallycross Sports Car Club of Lacrosse Doug Fischer / Kim Gibson LaCrosse, Wisconsin	Jan 18	Rallycross Sports Car Club of Lacrosse Eric Lawson LaCrosse, Wisconsin
Jan 10	Wisconsin Winter Rallye ASCC Superior, Wisconsin Tim Winker 218-729-0821	Jan 18	Nite Ice Rallycross Sports Car Club of LaCrosse LaCrosse Wisconsin
Jan 13	Board of Directors Meeting Parrish's Supper Club 7:00 PM	Feb 5-7	National Convention Topeka, KS
Jan 17	2003 Season Awards Banquet St. Anthony Main Events Center Minneapolis, Minnesota	Feb 7	Northwoods Drift ASCC Duluth, Minnesota Jon Anderson 218-729-9390

**Check the LOL website and/or hotline for last minute additions/corrections to the calendar. [www.scca-lol.org/calendar](http://www.scca-lol.org/calendar) or 952-885-6888**

Address Service Requested

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



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