

# The *Tonneau*

LAND O'LAKES REGION, SPORTS CAR CLUB OF AMERICA



## RE<sup>PORT</sup>

Doug Dill  
scca\_lol\_re@yahoo.com

What an Awards Banquet did we have! If you didn't make it, you missed a good time, good food and the latest news. Please try to make it next year.

There has been talk of LOL racing returning to BIR in 2004. I will say that the Track Relations Committee is working on a deal with the BIR management to staff their NASCAR race in August. The final details have not been worked out, but this a golden opportunity for us, because we will be getting a SCCA certified track and support races for this event.

Now before everyone starts getting their cars on to trailers, or packing their bleached white corner worker suit. Let me make a couple of things clear: First, there is a long way to go and a lot can change before there is the final deal is signed. Second, there is some required work to be performed to bring road racing back to Minnesota. This work isn't just on the part of BIR, because SCCA, CenDiv and all of us in LOL need to be prepared to make things happen.

If LOL is going to hold up our end of any agreement, we will need the membership to step up to help in the pre-event planning and staffing during the weekend.

"How can I help?" I am glad you asked. To start with:

Attend the General Membership meetings, watch the *Tonneau* and the LOL web site to keep up with the latest details. Signing up for the LOL e-mail list would help also.

Attend the BIR Track Clean-up Day

on April 17 & 18. I am looking for a person to coordinate the LOL workers for this weekend, so call me or another Board of Directors if you can help.

Brush up on your specialty skills, (get your staffing license or get it renewed or upgraded)

Once the Road Race Committee appoints a race chair, let them know you are ready to help in the planning and/or staffing of the races.

Sounds simple enough, you're right, it is. To make anything fun and successful requires proper planning and first-rate execution. I have said LOL has the fun, smart, and dedicated people to get LOL back on the track and wheel-to-wheel racing again.

Now for something completely different, but related to road racing, there has been some important changes to the minor waiver requirements at club level road racing. These changes do not affect rally or solo. I am not going to get into them right now, but if you have a minor going to club racing events, check out the SCCA or LOL web sites and the *Tonneau* in the future.

The *Tonneau* is the not-for-profit newsletter for our region, but we need to make it a brake even venture. I am asking for you to place an ad in the *Tonneau* for your business or a business that you work for.

You maybe thinking, "The *Tonneau* is such a journalistic magnum opus, why clutter it up with capitalism. With the wonderful articles by Harvey West, Rick Albrechtson, and Tony Foster and with that brilliant RE Report every month."

Well let me tell you something interesting, I placed an ad three

months ago for my heating and air conditioning service company. Last month, after seeing the ad, Pat Whitney and Bob Carter of Twin Oak Management, a property management company called for heating plant service at some of the properties they handle. My ad generated some income for the *Tonneau* and has now paid for itself. Anyway you look at it, it's a "Win,Win" for everyone.

Give it a try, for \$70 you can get a 3"x4" ad that runs for three months. If you like that or want an even larger ad call Doug Davenport (1-763-389-2242) to get more details on placing your ad in our "tour de force", the *Tonneau*.

Well, I guess that covers the *Tonneau* for this month.

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

# BOD MINUTES

December 9th, 2003

Doug Dill called the Meeting to order at 7:30PM with no quorum.

BOD members present: Doug Dill, Mark Knepper, John Glowaski and Steve Olson. Other members present: JB Lewis, Mark and Mary Utecht, Artis Olson, the Friends and Brad Odegard.

The November meeting minutes were unable to be approved as we lacked a quorum. These will now be part of the January meeting.

## **Treasurer's Report**

Deb Dahl sent the report to the meeting, but due to the lack of a quorum they could not be approved.

## **Tonneau Report**

JB gave the Tonneau report. 650 copies printed, 642 mailed. One paid ad. Mailed before 12/1.

## **Comp Board**

Mark Utecht gave the CB report: A Solo II meeting was held to discuss the series in LOL

Classroom training was held to train additional safety stewards. Approximately 6 people attended.

LOL will have one co-sanctioned Solo II.

LOL will have one stand alone event, possibly at Elko Speedway.

A RallyX meeting was held to discuss the series and rules.

An Eventmaster checklist is being developed.

Possible change to some of the series rules

Allow only 2 (rather than 3) drivers per car

Allow skid plates on SS cars

Start a permanent car number system

Changes will require approval by the BOD

Mark talked with Dwight from Mn Autosports about the possibility of LOL purchasing their equipment trailer.

Sponsorship for the RallyX series. Any proposal will need to be in written form when presented to potential sponsors.

The Comp Board appreciated all

the award nominations.

## **Track Relations**

No report (as Rob was under the weather, in more ways than one).

## **Membership Report**

837 members, 25 up for renewal. 24 renewed last month. 15 new members ( 7 from Subaru).

This year we will have 115 continuous membership awards. Two 45 year awardees.

## **Old Business**

Black Hills Sports Car Club is leaning toward becoming an LOL chapter. They would like to see the paperwork that is required first. John Glowaski to investigate.

At the January BOD meeting, Mary Utecht hopes to have a schedule of General Membership meeting themes. Mary will look into the possibility of another Elko event this summer. There was also discussion about possibly rotating the location of the General Membership meetings.

Doug brought up his draft of the 1 and 5 year plans for LOL. The BOD needs to buy into this in order to get started.

## **New Business**

Doug Dill officially announced that Tom Fuehrer will be the Asst RE, Deb Dahl will continue as the Treasurer and John Glowaski will take the position of Secretary.

Brad Odegard presented his proposal of a Club Rally on 6/26/03. He has lined up a \$3000 sponsorship with the Shooting Star Casino. He presented a business plan that projected an \$800 profit.

Part of the sponsorship was a favorable room rate for competitors and workers. It was hoped that this may help in pulling in workers for the event.

There was discussion about the date, as it conflicts with the Pikes Peak event. There was concern that some of the potential participants (competitors and workers) would be at Pikes Peak and unable to participate in this new event. This could possibly be an annual event so scheduling in the future should look at other events so conflicts are kept to a minimum.

There was also some concern

(Continued on page 3)

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# The Tonneau

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The official print 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.

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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Classified ads for LOL members are free. Non-members pay \$5 for each month. Classified ads are for one month. If you would like to place an ad or would like to renew your ad, please contact one of the editors above, or email [tonneau@scca-lol.org](mailto:tonneau@scca-lol.org)

**Deadline for**  
 next month's Tonneau is  
**Friday after the BOD Meeting.**  
 Please submit your materials  
 to the editors  
 or bring it to the  
 LOL Board Meeting on  
**February 10th, 2004.**

*(Continued from page 2)*

that this rally may use some of the same course as Headwaters and/or Ojibwe. Brad will check with SCCA about a waiver for the 90 day performance rally rule if any of the same course is used.

It is hoped that since this is a darkness rally, that any required crowd control will be at a minimum.

Doug would like to see a Public Relations committee set up ASAP. Steve, Artis Olson, Breon Nagy and Mark Knepper volunteered.

The meeting was adjourned at 9:32PM

## Are racing expenses deductible?

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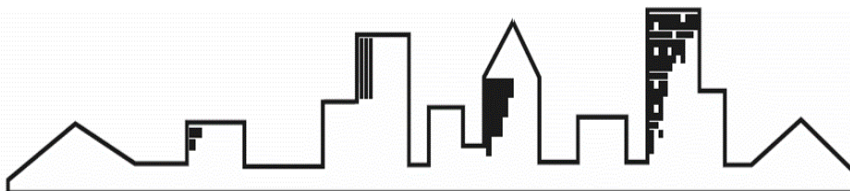
**Beryl Ann Burton**  
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## Hey!! Davenport Racing also has and does things for Track and Street cars! DMS, Leda Suspensions, Hella, KC lighting and carbon fiber bits!! Just to name a few



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# MOTOR SPORT MEMO RIES

Harvey West  
teamwest@mnrc.net

## No. 20—Thinking Small

Back in the late forties, one of our neighbors had odd-looking little cars frequently parked in their driveway... sometimes a sedan, sometimes a tiny station wagon. They were Crosleys, and our neighbor was a dealer for them.

Powel Crosley of Cincinnati made his fortune in the twenties by developing the first affordable radio for home use, becoming the world's largest radio manufacturer by 1922, when radio was still a novelty. He later produced the "Shelvador" refrigerator, and acquired the Cincinnati Reds major league baseball team. He still had one unfulfilled dream, that of building a small, very affordable car that we'd call a "subcompact" today.

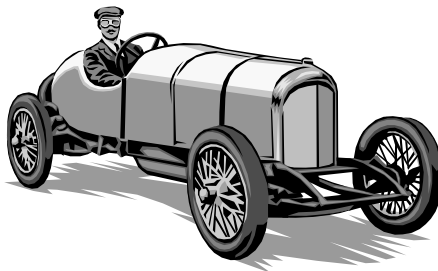
The dream became reality in 1939, as over 2,000 80-inch wheelbase cars were sold through local hardware, appliance and department stores, the same outlets that sold his other products. Later an auto dealership organization was created. The prewar cars were powered by a 12 h.p. Waukesha four-cylinder engine, which offered extremely modest performance. Clearly, something better would be needed for success in the postwar market. Crosley introduced disc brakes in 1939, possibly the first volume manufacturer to do so.

Under one of his wartime government contracts, Crosley had developed the single overhead cam, four-cylinder "Cobra" engine for the U. S. Navy, intended as a stationary unit. It seemed a natural for the postwar Crosley vehicles. Its construction was unique. The 44 cubic inch power unit had a block fabricated of brazed copper and sheet steel. Developing 26.5 h.p., it weighed just 60 lbs. Problems quickly

developed. Electrolysis resulted in holes in the cylinders, so the same engine design appeared with a conventional cast iron block as a remedy in 1949.

It didn't take racing people long to discover this neat little engine, once its bugs had been worked out. Sometime during the fifties, I remember attending indoor three-quarter midget auto races at the St. Paul Auditorium and the Minneapolis Armory at which Crosley-powered cars did well. A specialty manufacturer named Braje developed speed equipment for the little motor. Having five main bearings, it was durable enough for serious modification and substantial power output gains.

In 1949, Crosley introduced the Hotshot, a homely yet cute little roadster with an 85-inch wheelbase. This car found a place in SCCA club racing, but its most famous appearance was at the first Sebring 12 Hour Race in 1950. As at LeMans, an Index of Performance handicap award was offered, which a Hotshot won. Inspired by this success, Phil Stiles and George Schrafft approached



Crosley with the intention of competing at LeMans. The factory donated a chassis and engine, and noted Indy car craftsman Floyd Dreyer created a nifty body that looked like a miniature version of the Duesenberg two-man Indy racers of earlier years. They got 45 h.p. out of the 45 cu. in. motor, an impressive feat in 1951. The car was doing well in the race until a generator seized up.

The potential of the Crosley engine was even noted overseas, as the pretty Italian Siata roadster had the 725 cc engine as one of its power plant options. However, the

Crosley motor probably made its most significant competition mark as drivers of home-built, small displacement sports racers realized its possibilities.

In those days, H Modified was the equivalent of today's D Sports Racing class, one for innovative tinkerers. Probably the best known of these was Martin Tanner. He was an advertising executive with no formal technical training, but of obvious talent, since he designed and built cars reflecting flawless workmanship. Best of all, they worked. He created his own tube frame, to which were attached magnesium panels for the floor, trunk and firewall. He crafted an aluminum body. He also obtained 45 h.p. from the Crosley, at 7,000 r.p.m. He employed motorcycle carburetors, tuned exhaust and a special camshaft. Fiat suspension pieces were used, but the Crosley rear axle was retained, located by leading parallel links and a Panhard rod.

Tanner was also an accomplished driver, and did well with the Crosley, but had his greatest success, including an SCCA national championship in HM, after a 750 cc 2-stroke Saab engine was fitted.

The most unusual Crosley-powered special was built by James Rattenbury. He located the engine crosswise behind the driver, with a chain driving a sprocket on the rear axle. He also fitted a supercharger, giving intermittent power peaks of up to 60 h.p. at 12 pounds of boost. The car was possibly too complex, since it didn't have an impressive competition record, but Rattenbury enjoyed the challenge of building it

**Check out these great resources !**

**LOL Hotline  
952-885-6888**

**LOL Online  
www.scca-lol.org**

## 2004 LOL Region Solo II Championship Rules

- 1 **Introduction:** The Land O'Lakes Region Solo II Championship is to provide incentive for LOL members to compete in LOL sponsored Solo events
- 2 **Purpose:** To recognize achievements of drivers competing in LOL events. To promote and encourage participation in LOL solo events by SCCA members.
- 3 **Scope of Season:** The Solo II season shall be from November 1, 2003 through October 31, 2004.
- 4 **Applicable Rules:** All LOL sponsored Solo II events will be conducted in accordance with the SCCA National Solo 2004 Rule Book. Events will be run according to the mandatory provisions in the Solo rules, 1.1. In addition, LOL Championship events will require adherence to mandatory sections. Karts will be classified per the 2004 WKA Rule Book.
- 5 **Governing Body:** The Governing Body is the LOL Competition Board. The Governing Body shall record points and distribute awards. The decisions of the Governing Body shall not affect any other Regional Programs.
- 6 **Competitor Eligibility:** All members of SCCA are eligible to compete in the Solo II Championship. Competitors must be SCCA members by the final event of the season. Competitors must compete in at least half of the Championship events (2 of 4, 3 of 5 etc.) to be eligible for a year-end award.
- 7 **Event Eligibility:** All LOL sponsored Solo II events will be included in the series. Events must be calendared by March 1, 2004 to be included in the Championship series. Non-Championship event additions may be made with prior notifications by publication in the regional publication.
- 8 **Points System:**
  - a Points are determined by finishing order within class for each event. If a competitor(s) is bumped to a different class for event trophies/awards, that competitor will earn LOL Region Championship points based on the finishing place within the actual class, not the grouping created for event trophies/awards.
  - b All the competitor's finishes shall be counted unless more than four (4) events are scheduled in which case no fewer than 4 and no more than the number of events minus 1 events shall be counted.

Finishing Place	Points Awarded	Finishing Place	Points Awarded
1	20	8	7
2	17	9	6
3	15	10	5
4	13	11	4
5	11	12	3
6	9	13	2
7	8	14 and below	1

- c Points are awarded according to the table below.
- 9 **Protests and Appeals:**
  - a The ONLY protests that the Governing Body will hear shall be those dealing with the eligibility of a competitor, or inclusion of an event in the Championship.
  - b Protests of eligibility must be made to the Chairman of the Governing Body in writing. Such protests must be postmarked within ten (10) days of the posting of official results.
  - c Protests can be made only by a member of SCCA who is a competitor in the event in question.
  - d The Governing Body shall not have the authority to modify, change, or in any way alter the OFFICIAL results of an event.
- 10 **Awards:**
  - a Awards will be given according to the General Competition Rules and Specifications section 3.13.4 in each class to a maximum of three (3) places
  - b Notification of final standings and award distribution will be made at the annual LOL Awards Banquet.

- 11 Conflicts:** In the event a situation arises, not contemplated by the published rules, the Governing Body of the Championship shall be the final arbiter. The Governing Body will use the appropriate rulebook as a general guide in making decisions affecting the Championship.

**LOL Competition Board**

Chairman	Mark Utecht	651 408 1203
SoloII Chair	Rick Albrechtson	608 785 1773
Points Keeper	Rick Albrechtson	

**Members at Large**

JB Lewis  
Brenda Lewis  
Scott Parrott  
Greg Smith

Watch the calendar in The Tonneau or check the LOL Web Page [www.scca-lol.org](http://www.scca-lol.org) for the schedule and which events will be included in the LOL Solo II Championship Series.

Revised October 29, 2003

2003 Region Champion  
G Stock - Dan Hampton

## 2004 LOL Region Rally Championship Rules

- 1 **Introduction:** The Land O'Lakes Region Rally Championship is made up of two parts: a Road Rally Championship and a ClubRally Championship. The Championship is to provide incentive for LOL members to compete in LOL sponsored rallies.
- 2 **Purpose:** To recognize achievements of drivers and co-drivers/navigators competing in LOL events. To promote and encourage the participation in LOL Rallies by LOL members.
- 3 **Scope of Season:** The rally season shall be from November 1, 2003 through October 31, 2004.
- 4 **Applicable Rules:** All ClubRally events shall be conducted under the 2004 Performance Rally Rules as published by the SCCA. All Road Rally events shall be conducted under the 2004 Road Rally Rules as published by the SCCA.
- 5 **Governing Body:** The Governing Body is the LOL Competition Board. The Governing Body shall record points and distribute awards. The decisions of the Governing Body shall not affect any other Regional programs.
- 6 **Competitor Eligibility:** All members of LOL are eligible to compete in either (or both) Rally Championship(s) subject to SCCA licensing requirements.
- 7 **Event Eligibility:** All LOL sponsored championship road rallies and all LOL sponsored ClubRallies will be included in the series. Events must be calendared by March 1, 2004 to be included in the Championship Series. Non-Championship event additions may be made with prior notification by publication in the regional publication.
- 8 **Classes:** Class determination of entrants is at the discretion of event Rallymasters.
- 9 **Points System:**
  - a Points shall be awarded as specified in the Road Rally Rule Book for the Road Rally Championship and as specified in the Performance Rally Rule Book for the Club Rally Championship.
  - b One (1) point shall be awarded for starting a Club Rally event.
  - c Points for each class shall be based on all performances in class during the rally season.
  - d Ties in the final point totals shall be resolved according to the event tie breaking rules specified in the appropriate SCCA rulebook for the Championship incurring the ties.
  - e For the LOL ClubRally Championship, two out of region Club Rallies per class may also be counted. It is the member's responsibility to provide the Chairman of the Governing Body or Points Keeper with a copy of the results of out of region events to be counted towards the Championship.
- 10 **Protests and Appeals:**
  - a The ONLY protests that the Governing Body will hear shall be those dealing with the eligibility of an entrant, or inclusion of an event in the Championship.
  - b Protests of eligibility must be made to the chairman of the Governing Body of the Championships in writing. Such protests must be postmarked not more than ten (10) days after the posting of the official results of the event in question.
  - c Protests can only be made by a member of SCCA who was a competitor of the event in question.
  - d The Governing Body shall not have the authority to modify, change, or in any way alter the OFFICIAL results of an event.
- 11 **Awards:**
  - a Awards will be given according to the General Competition Rules and Specifications section 3.13.4 in each class in each Championship to a maximum of three (3) places. Duplicate awards shall be given for Driver and Co-Driver in the ClubRally Championship and for Driver and Navigator in the Road Rally Championship.
  - b Notification of final standings and award distribution will be made at the annual LOL Awards Banquet.
- 12 **Conflicts:** In the event a situation arises, not contemplated by the published rules, the Governing Body of the Championship shall be the final arbiter. The Governing Body will use the appropriate rulebook as a general guide in making decisions affecting the Championship.

## LOL Competition Board:

Chairman:	Mark Utecht	651 408 1203
Rally Chair:	JB Lewis	763 502 8561
Points Keeper:	Kerry Freund	612 926 1722
Members at Large:		
Rick Albrechtson		
Brenda Lewis		
Scott Parrott		
Greg Smith		

Watch the calendar in the regional publication or check the LOL Web Page [www.scca-lol.org](http://www.scca-lol.org) for the rally schedule and which rallies will be included in the LOL Rally Championship Series.

Revised October 8, 2003

## 2003 Region Champions

## Production

Driver - 1st - Jim Cox

CoDriver - 1st - Greg Donovan

## Production GT

Driver - 1st - David LaFavor

## Group 2

Driver - 1st - Micah Wiitala

2nd - Larry Warrington

3rd - Steve Irwin

CoDriver - 1st - Phil Schmidt

2nd - Mike Wren

3rd - Ted Weidman

## Group 5

Driver - 1st - Dave Sterling

1st - Tyler Dill

CoDriver - 1st - Stacy Sterling

1st - Doug Dill

## Open

Driver - 1st - Steve Gingras

2nd - Ryan Heidcamp

CoDriver - 1st - Doug Bradford



## 2004 LOL Region RallyCross Championship Rules

- 1 **Introduction:** The Land O'Lakes Region RallyCross Championship Series consists of RallyCrosses sponsored by the Region. The series provides an incentive for LOL members to compete in all of LOL's RallyCross events and serves as an introduction to Performance Rally.
- 2 **Purpose:** To recognize achievements of drivers competing in LOL RallyCross events. To promote and encourage participation in LOL RallyCrosses by SCCA members.
- 3 **Scope of Season:** The RallyCross season shall be from December 1, 2003 to November 30, 2004.
- 4 **Applicable Rules:** All RallyCross events shall be conducted under the 2004 RallyCross rules as published by SCCA in the Performance Rally rulebook.
- 5 **Governing Body:** The Governing Body is the LOL Competition Board. The Governing Body shall record points and distribute awards. The decisions of the Governing Body shall not affect any other Regional programs.
- 6 **Competitor Eligibility:** All members of SCCA are eligible to compete in the RallyCross Championship. Competitors must be SCCA members by the final event of the season. Competitors must compete in at least half of the Championship events (2 of 4, 3 of 5 etc.) to be eligible for a year-end award.
- 7 **Event Eligibility:** Only events designated as Championship events will be counted. Events must be calendared by March 1, 2004 to be included in the Championship Series. Non-Championship event additions may be made with prior notification by publication in the regional publication.
- 8 **Classes:** Classes will be per the 2004 Performance Rally rulebook. Stock and Prepared groupings will be allowed in each class.
  - a Cars will be moved to a prepared class for exceeding the modifications allowed in the 2004 Solo II stock category.
  - b Cars equipped with tires intended for stage rally competition will be moved to a prepared class.
  - c Skidplates (alone) shall not be grounds for moving an entry to prepared class
  - d Any three entrants may create a class at any given event. If the class meets the minimum competitor eligibility requirements a championship trophy will be awarded.
- 9 **Scoring:** Event scoring shall be based on the accumulation of the best score of each run set. In the event of a single run set, that score will be counted toward the total. Drivers are only allowed to enter once per event.
- 10 **Points System:**
  - a Points will be awarded as specified in the Performance Rally Rule Book for the ClubRally Championship.
  - b Championship point totals will be awarded on the competitor's best six (6) finishes in Championship events.
  - c Points awarded to a non-eligible driver will not affect the remaining points. (If an ineligible driver places first, the second place finisher will still only get second place points).
  - d Ties are ties and will be awarded accordingly.
- 11 **Protests and Appeals:**
  - a The ONLY protests that the Governing Body will hear shall be those dealing with the eligibility of an entrant, or inclusion of an event, in the Championship.
  - b Protests of eligibility must be made to the chairman of the Governing Body of the Series in writing. Such protests must be postmarked not more than ten (10) days after the posting of the official results of the event in question.
  - c Protests can be made only by a member of SCCA who was a competitor of the event in question.
  - d The Governing Body shall not have the authority to modify, change, or in any way alter the OFFICIAL results of an event.
- 12 **Awards:**
  - a Awards will be given in accordance with the General Competition Rules and Specifications Section 3.13.4 in each class to a maximum of three (3) places
  - b Notification of final standings and award distribution will be made at the annual LOL Awards Banquet.

- 13 Conflicts:** In the event a situation arises, not contemplated by the published rules, the Governing Body of the Championship shall be the final arbiter. The Governing Body will use the appropriate rulebook as a general guide in making decisions affecting the Championship.

LOL Competition Board:

Chariman:

Mark Utecht

RallyCross Chair:

Scott Parrott

RallyCross Co-Chair:

Breon Nagy

Points Keeper:

Kerry Freund

Members At Large:

Rick Albrechtson

J.B.Lewis

Brenda Lewis

Greg Smith

Watch the calendar in the regional publication or check the LOL Web Page [www.scca-lol.org](http://www.scca-lol.org) for the schedule and which events will be included in the LOL Rallycross Championship Series.

Revised October 8, 2003

## 2003 Region Champions

### Group 2 Stock

1st - Jim Boen

2nd - Joel Hubbel

3rd - Breon Nagy

### Group 2 Prepared

1st - Karl Biewald

2nd - Ted Weidman

3rd - Pat Whitney

### Group 5 Stock

1st - Kerry Freund

2nd - Bob Carter

2nd - Mark Carter

### Group 5 Prepared

1st - Scott Parrot

2nd - Greg Donovan

3rd - Tyler Dill

### Open Stock

1st - Eric Dahl

2nd - JB Lewis

2nd - Dan Moore

### Open Prepared

1st - Mark Utecht

1st - Jim Cox

## 2004 LOL Region Road Racing Championship Rules

- 1 **Introduction:** The Land O'Lakes Region Road Racing Championship Series consists of all Regional Races sponsored by or affiliated with the region. The series provides an incentive for SCCA members to compete in all of the Land O'Lakes Region's regional races. It also serves to provide a competitive series for and an excellent training ground for new drivers, offering competitive racing within the region.
- 2 **Purpose:** To recognize achievements of drivers competing in LOL events. To promote and encourage participation in LOL Road Racing events by SCCA members.
- 3 **Scope of Season:** The Road Race season shall be from November 1, 2003 to October 31, 2004.
- 4 **Applicable Rules:** All regional road races shall be conducted under the 2004 General Competition Rules and Specifications (GCR) as published by the SCCA.
- 5 **Governing Body:** The Governing Body is the LOL Competition Board. The Governing Body shall record points and distribute awards. The decisions of the Governing Body shall not affect any other Regional Programs.
- 6 **Competitor Eligibility:** All LOL members who have completed the Driver's School requirements and hold a valid SCCA racing novice permit, regional, or national license are eligible to participate in the championship.
- 7 **Event Eligibility:** Only events designated as Championship events will be counted for the 2004 season only, there shall be no deadline for the scheduling and calendaring of Championship Events. Non-Championship event additions may be made with prior notification by publication in the regional publication.
- 8 **Points System:**
  - a All starters will receive 1 point. In addition, all finishers will be awarded points as specified in the GCR for National events as to the number of starters, values, and method of awarding. Points awarded to a non-eligible driver will not affect the remaining points. (If an ineligible driver places first, the second place finisher will still only get second place points)
  - b It shall be the responsibility of the Competition Board Road Race Chair to submit to the Series Points Keeper an official entry list, a copy of the supplementary regulations, and a certified, complete copy of the official results of the races, using the same format used for National races.
  - c Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes, then, if necessary, second place finishes, etc., until all positions contributing to the point totals have been considered. In the event the preceding does not resolve the tie, the winner will be the competitor who raced against the largest number of starters for the races in his class. In cases where further tie breaking is necessary, ties will be broken on the basis of which driver earned the points first.
- 9 **Protests and Appeals:**
  - a The ONLY protests that the Governing Body will hear shall be those dealing with the eligibility of a competitor, or inclusion of an event in the Championship.
  - b Protests of eligibility must be made to the chairman of the Governing Body in writing. Such protests must be postmarked not more than ten (10) days following the posting of official results.
  - c Protests can only be made by a member of SCCA who is a competitor in the event in question.
  - d The Governing Body shall not have the authority to modify, change, or in any way alter the OFFICIAL results of an event.
- 10 **Awards:**
  - a Awards will be given in accordance with the GCR Section 3.13.4 in each class to a maximum of three (3) places.
  - b Notification of final standings and award distribution will be made at the annual LOL Awards Banquet.
  - c Drivers who start less than three Series races (four for classes eligible for a Restricted Regional, if offered) are ineligible for year-end awards.
- 11 **Conflicts:** In the event a situation arises, not contemplated by the published rules, the Governing Body of the Championship shall be the final arbiter. The Governing Body will use the appropriate rulebook as a general guide in making decisions affecting the Championship.

## LOL Competition Board:

Chairman:	Mark Utecht	651 408 1203
Road Race Chair:	Greg Smith	763 559 3582
Points Keeper:	Kerry Freund	612 926 1722
Members at Large:		
Rick Albrechtson		
J.B.Lewis		
Brenda Lewis		
Scott Parrott		

Watch the calendar in the regional publication or check the LOL Web Page [www.scca-lol.org](http://www.scca-lol.org) for the schedule and which events will be included in the LOL Road Race Championship Series.

Revised October, 8, 2003

## 2003 Region Champions

## Formula Ford

1st - Michael Majenza

2nd - Bill Bergeron

3rd - Tom Stillwell

## Club Ford

1st - Bruce Drenth

## Formula Continental

1st - Scott Hutchinson

## Spec Racer Ford

1st - David Watson

2nd - Jim Gray

3rd - Brian Kennedy

## E Production

1st - Bill Tapper

2nd - James Brandberg

## Improved Touring B

1st - Steve Dahl

2nd - John Glowaski

# AD LIBS

Classified ads for LOL members are free, non-members pay \$5 per month. Classified ads run for two months. To place or renew an AD-LIBS, please e-mail [tonneau@scca-lol.org](mailto:tonneau@scca-lol.org).

**For Sale** - 1985 F500 Red Devil- Updated to new specs, legal for SCCA road racing. Ready to race! Log book current. Complete with 440 Kawasaki (with Wiseco pistons), dual EGT gage, engine tach, water temp gage, fire extinguisher system, bladder type 5 gal fuel tank, brake bias adjustment, and 5 link rear suspension. Has electronic speedometer/odometer/trip/timer display. Clutch system is Polaris P85 primary and secondary. Rain light is high-tech LED type, will not burn out or fail due to vibration. Mounted rain tires.

Spare include: Rebuilt 440 Kawasaki (complete - ready to bolt in), several ignition modules, flywheel, several Ignition coils, recoil (ready to bolt on), clutch belt, final drive belt, and voltage regulator. Also included is a Kawasaki 440 owners manual, complete history of the car, a compete 440 short block and several cylinders that are repairable.

You have enough parts to build a third engine.

This is a great car to get started in formula car road racing. A very reliable and easy to maintain car.

Asking \$5,500.00

Contact Richard Schmidt  
763-473-8984 or e-mail:  
[reddevilsix@msn.com](mailto:reddevilsix@msn.com)



## DICK'S RACING SOUTH OF THE BORDER

By  
Dick Schmidt

This trip follows a very successful trip to BlackHawk Farms in May, 2003 where we challenged fate and changed everything. Smaller diameter tires, huge changes in suspension settings, carburetors, and other things I'm sure I have forgotten. It all worked, we went amazingly fast, 6 seconds per lap faster than ever, and it all was working until about  $\frac{3}{4}$  way through the race on Saturday when just exiting turn 3D, the car did a 180 so fast that I had no time to react. Just enough time to see the tire wall coming up real fast in the rear-view mirrors, (objects are closer that they appear), and put my head firmly against the head rest just in time for the big bang. Finished the race but with a bent defusser. Sunday was less dramatic and a lot slower without the bodywork.

Summer came and passed. Repair work on the car was completed, just some bent panel mounting brackets and sheet metal. Brackets were bent straight and sheet metal hammered back into shape. Also the one remaining Achilles heel, rear break overheating, was tackled again. All previous attempts to keep this brake cool have failed. Only the complete removal of rear bodywork would allow enough air around the brake to keep it cool. This was unacceptable as it prevented the use of the defusser panel which is critical in getting some down-force on the rear wheels. Also it destroyed the aero package that we worked so hard to get. Not too critical at BlackHawk, but very important at tracks like Road America and as I was to find out, at MAM (Mid America Motorplex).

This is the story of Dick's Racing trip south of the Border to MAM at Council Bluffs, Iowa. Dick's Racing is currently running a Red Devil in the F500 class.

For those who have not been there, it is a rather unimpressive 2.23 mile track laid out in what must have been a farmer's field at one time. The track is absolutely flat, devoid of any landmarks, (trees, hills or anything else that would let you know which corner you are approaching.) If you lose count of the turns, of which there are 15, your whole lap is a loss, (is the next turn the decreasing radius to the right or the sharp left?) When viewed from 2  $\frac{1}{2}$  feet from the ground in a car that seems possessed and determined to shake your brains into soup, losing your place on the track is not a good feeling.

As this Double Regional was on the first weekend in October and knowing how bad the weather can be this time of the year, our whole plan and the trip was contingent on the weather. Racing in the rain in 40 deg temperature did not sound like a good idea to me. The car was prepped and loaded on the trailer, all the tools, spare engine, parts and what ever we thought we might need was also loaded on and in the trailer. Crew help was secured, and my brother Marlin was ready with his motor home to haul everything to Iowa. The plan was to go if the weather was to be anything other than rain. I watched the national weather reports daily the week before the race. I check on the internet for the closest national weather observatory which was in Omaha, just across the river from Council Bluffs. As the week progressed things started looking good for the area. On Thursday afternoon the decision to go was made. I called Marlin and told him to be ready to go at my place, Plymouth, MN, by 9AM on Friday. Everything went good and we were on the road heading south by 10:30.

We stopped for gas just west of Des Moines on interstate 80, Marlin had traveled this route many times and warned us that gas stations are far between and far off the road between Des Moines and Omaha. Things were going according to plan until about an hour out of Des Moines. I was driving the motor home and as my usual practice, I checked the mirrors to see how the trailer was doing. I noticed a lot of vibration on the left wheel of the trailer, and asked Marlin to look at the right wheel. Trying to control his voice, he said "Dick, you might want to slow down and pull over." Later he confessed that the

(Continued on page 14)

(Continued from page 13)

right wheel appeared to be bouncing up and down about a foot! After coming to a stop at the side of the freeway, (we had just missed a rest stop by about ¼ mile), we discovered that the belt on the tire had slipped to one side and a huge bump appeared on the other. We were grateful that it was the right side tire as having cars and trucks whiz by at 70 plus was very uncomfortable. We dug out the jack and tools needed to change the wheel with the spare and were on our way in about 15 minutes. Not a bad delay in the grand scale of things, but this brought up a problem we would have to deal with later, no spare!

After what seemed like forever, we finally arrived at the track about 5 PM. Driving the unpaved road, about 2 miles from the freeway exit to the track, was an experience. I think I have only seen dust like this in movies until now. The motor home, trailer and car were covered in a thick silt-like dust by the time we arrived at the registration office. Unlike other tracks I have been to, there was no line at registration and the people there were friendly and helpful. Having never been at this track before, the answer to "where can we park?", "Oh-just any place" left a very vague feeling in my stomach. As motor homes can't turn-on-a-dime, I scouted ahead with a two-way radio. After asking some of the veteran MAM racers, I was informed that you could indeed park just about any-place you wanted except in the areas with permanent shelters that had yellow (police style), tape strung around them as these were reserved. We found an excellent place close to the false grid area that was paved.

## Who says there's no racing in LOL winters?



Alan Murray is Kicking Off the  
2004 Racing Season  
with a Potluck and party to watch the

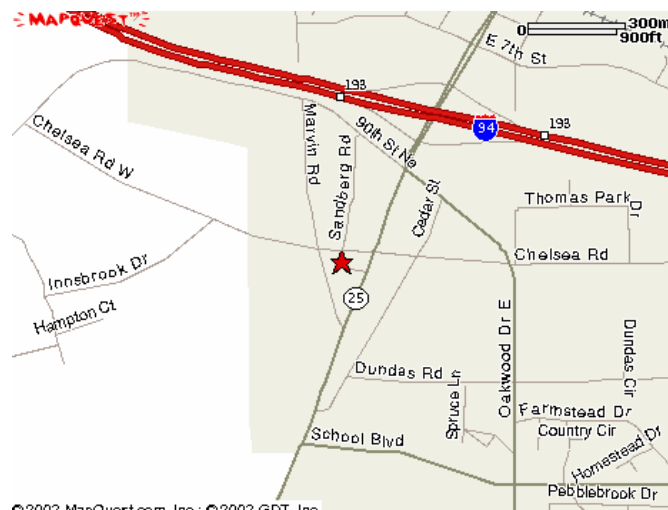


**Sunday, February 15, 2004**  
**11:00 a.m. to ???**  
**at Murray Motorsports**  
**215 Sandberg Road**  
**Monticello, MN 55362**  
**763-295-0811**

**Bring a favorite dish to share and lawn chair**  
**Alan will provide big screen TV, and Racing games**  
**It will be armchair racing at its best!**

### Directions:

1. Take I-94 (West for most of us!) to Exit 193, Hwy 25, Monticello.
2. South on 25.
3. Right at second stoplight on Chelsea.
4. Left at first opportunity (on Sandberg.)
5. Shop is in the second building on your right...  
Find a place to park and come on in!



# SOLO SCENE

Rick Albrechtson  
ralbrech@mail.sdlax.k12.wi.us

The weather may be cold and the lakes frozen over, but Solo season is heating up as you read this. I had several comments directed at the tardiness of posting the 2003 rules and the problems that created. I'll try to get things to the webmaster in a timely manner this year and I'm looking for a smoothly run Solo program for 2004.

Here's the timeline: The rules will be approved and posted on LOL's website <scclac-lol.org> and on SCCLAC's website <scclac.org> in February. The schedule will be finalized and posted on both websites in March, earlier if I can get dates and sanctions out before then.

The schedule is a bit more ambitious than in the past 2 years. My take on this is that we are generating more enthusiasm (read more entrants) and the program is starting to take off. SCCLAC is anticipating 5 dates in La Crosse and one date in Eau Claire with the Chippewa Valley Sports Car Club. We will be designating one of the MAC events in the Twin Cities as a champ event, and LOL will do one event at Elko (pending track approval). There may also be a champ event in South Dakota. If LOL designates all of SCCLAC's Solo events as Champ events, we have a potential of 9 events in the series. This should make competition tighter and with a good rules package in place, allow for many more season ending awards to be won. I do want to remind potential candidates for year end trophies, the rules state that to be eligible, competitors must be SCCA members "before the final event of the season". Of course, by joining earlier, all SCCA members receive a healthy discount on entry fees, so it would be best to sign up early and save money while you compete for class trophies.

In the meantime, take advantage of the Rallycrosses this winter and keep those finely honed car control skills at a peak for the Solo season.

## WANTED!

### Volunteers

Please volunteer some of your time to help promote your club!

### Photographs

This year we will have a new backdrop! We'd love to include some recent photos of LOL cars and people in action.

### Racecars

We are looking for few good cars, *preferably alive*.

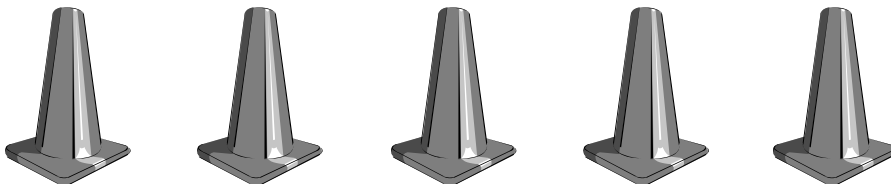
Contact "Marshall" Tom Fueher for more information and to join the posse.

TFUEHRER@mn.rr.com / 952-937-8601

## 2004 SololI Schedule

<u>DATE</u>	<u>EVENT</u>	<u>EVENTMASTER</u>
<b>May 23</b>	<b>Solo II</b>	<b>Dan Hampton</b>
June 27	Eau Claire Solo II	Rick Albrechtson
<b>July 25</b>	<b>Solo II</b>	<b>Dan Hampton</b>
<b>August 15</b>	<b>Solo II</b>	
<b>September 26</b>	<b>Oktoberfest Solo II*</b>	<b>Rick Albrechtson</b>
<b>October 17</b>	<b>Solo II</b>	

Bold events are at racetrack facilities.

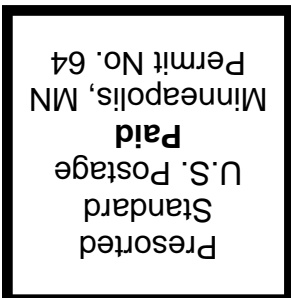


# Calendar

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

- |        |  |        |  |
|--------|--|--------|--|
| Feb 7  | Northwoods Drift ASCC<br>Duluth, Minnesota<br>Jon Anderson 218-729-9390                | Feb 21 | Lucas Flamethrower—ASCC<br>Red Wing, MN<br>Ed Solstad - 612-822-0569             |
| Feb 10 | Board of Directors Meeting<br>Parrish's Supper Club<br>St. Paul 7:00 PM                | Mar 14 | Luck O' The Irish RallyCross<br>Princeton Speedway<br>Scott Parrott 952-492-3695 |
| Feb 15 | Daytona 500 Potluck<br>Murray Motorsports<br>Alan Murray 763-295-0811                  | Mar 26 | Membership Meeting<br>Open House & Silent Auction<br>Mary Utecht 651-408-1203    |
| Feb 15 | Treadin' on Thin Ice<br>Princeton Speedway<br>Scott Parrott 952-492-3695               | Apr 4  | Tax Brake RallyCross<br>Scott Parrott 952-492-3695                               |
| Feb 20 | Membership Meeting - SAE Presentation<br>Plymouth Radisson<br>Mary Utecht 651-408-1203 | Apr 16 | Membership Meeting - LOL Rally Night<br>Location TBD<br>Mary Utecht 651-408-1203 |

**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**



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

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