

MILWAUKEE REGION

Drift

JANUARY/FEBRUARY 2003

THIS COULD BE YOUR LAST ISSUE OF THE DRIFT

This will be the last issue of the DRIFT to be mailed to the membership. Starting with the March issue, the DRIFT will become an on-line publication. The DRIFT will be available on the Milwaukee Region Website, which is: <http://www.scca-milwaukee.org/> by the 5th of every month.

For those members who do not have on-line access capabilities, the region will mail a "DRIFT-LESS" version of the newsletter on request (same great information, in a slightly different form).

If you do not have internet access and need the newsletter to be mailed, please complete the form on page 4 and mail it to the address indicated on the form.

In This Issue:

RE View
Solo Schedule
Winter Party Reservation Form
Annual F&C Worker Training Info

The Tupper Chronicles
Need an ID?
IT& New CenDiv Class

2003 Solo Schedule

Unless otherwise noted, all events are held at **Miller Park**

April 6 – Drivers School
Classroom
(Best Western, 5105 S. Howell)

April 12 – Drivers School
Driving Phase
(classroom session required)

April 12 – Event 1

May 11 – Event 2

June 14 – Advanced School
(limited entry)

June 13 – Event 3

Aug 2 – Event 4 (CenDiv Series)

Aug 3 – Event 5 (CenDiv Series)

Aug 24 – Event 6
(at MGA Research Facility, Burlington)

Sept 7 – Event 7

Oct 5 – Event 8

Event registration: 7:15 am to 8:30am
Course walking 8:00 to 9:15am
Tech inspection: 7:45 to 8:45am
Drivers meeting: 9:30am
First car off at 10:00 am
\$20 pre-registered SCCA members
\$30 pre-registered non-members
\$25 SCCA member on site registration
\$35 for non-member on site registration
Late registration fee – \$10 after 8:45 am
Please be prompt!



R.E. View

Sorry for the delay in my first monthly column, but I had been quite busy recovering from open-heart surgery. I would like to take this opportunity to publicly thank Mike Engelke, your previous regional executive, who served as Interim Regional Executive from November 21st to December 3rd.

Enough of that depressing stuff. I would like to share my basic philosophy of how I intend to conduct myself as your Regional Executive. I do not intend to change anything that is working fine as it is. My basic philosophy in that regard is “that if it is not broke, let us not attempt to fix it.” Having said that, I intend to improve our region in any way that I can, in those areas that need improvement.

The Milwaukee Region Board conducted a retreat in November, which identified a number of areas for improvement. Some of the items identified have already been addressed in the form of two new committees. One of the committees, chaired by the Vice-Regional Executive, is the new Marketing Committee, which will raise the awareness of the region and seek both in-kind and financial support for region activities. I will chair the other new committee, which is the Finance Committee, which will assist the board in financial matters such as financial investment decisions, and short-term and long-term budgeting. I have appointed

board members with the necessary skill sets to serve on this committee, but we still need two additional external members to round off the necessary skill requirements. We are hoping to recruit region members to fill these very important volunteer positions.

We need to broaden the input from our membership to help in running the region. The Milwaukee Board and I are very interested in receiving member input, to guide the region into the twenty-first century. Feel free to call or e-mail me with your concerns, suggestions, and/or complaints.

I intend to continue the same level of cooperation between regions in Area 5, that has been established by my predecessor and the other Regional Executives in Area 5. However, I will work very hard to maintain the individual identity of Milwaukee Region as those goals are met. The real advantages to this new spirit of cooperation include both economic and staffing issues. The reality of the situation is that very few racing regions have sufficient active members to staff races at either of our area 5 race-tracks, in all specialties. The economic advantages include the ability to not duplicate resources, such as radio systems, rescue vehicles, etc. An additional economic advantage is the ability to continue to offer a quality Driver's School, with four regions sharing

the costs of doing so. Even with the addition of a regional race on Sunday of the Driver's School weekend, the economic reality is that the weekend stands a better than even chance of losing money. I would like to welcome three very important Chairpersons on board that will be heading up the three activity areas of Milwaukee Region. They include Marc Knippel, Road Racing Competition Committee Chairperson; Jason Dembosky, Chairperson of Solo; and Tim Craft, Chairperson of Rally.

Marc Knippel is on board as our new Road Racing Competition Committee Chairperson, and I pledge to support him in any way I can to continue the excellent road racing program the region offers our members. The road racing side of the region will be offering a Driver's School/Regional, two double regional, and two national races during the 2003 racing season. In addition Road Racing will be supporting two vintage races for a total of seven races during the season. I would also like to thank Mike Alexander for his service as the previous Chairman for the last two years.

Jason Dembosky is on board as our new Solo Chairperson, and I pledge to support him in any way that I can to continue the fine performance we have enjoyed from Solo over the last few years. Solo is an area where we had improvements to make, and I want to publicly thank Jason and the entire Solo Board for their willingness to address the areas of needed im-

provement and move to make the necessary changes to improve administration of the Solo Program. I would also like to thank Steve Wynveen for his service as the previous Chairman of Solo.

Tim Craft is on board as our new Rally Chairperson, and I pledge to support him in any way that I can to grow the Rally Program into a much more significant role within the region. I would also like to thank Peter Klinger for his many years of service as Rally Chairperson, and wish him well as a competitor in the Rally Program.

I look forward to meeting and getting to know as many of our region members as possible, over the next year. I intend to attend as many events as possible during the 2003 season.

Angelo

WANTED

Two region members needed to serve on the **Milwaukee Region Board Finance Committee.**

One member needed in each of the following areas:

Financial Investments
Financial or Managerial Accounting

Pay is poor, but rewards are great. Please call Angelo Gazzola at (920) 740-3805 or (623) 465-8485. You may also send an e-mail to

It's a Circus



Winter Party
February 22, 2003
See page 5 for details

WELCOME TO NEW MEMBERS

Jeremy Altschaft
Wingate Clapper
Carl Fawcett
Austin Fawcett
Sam Gillis
Todd A. Jones
Melissa Logsdon
Roy Mueller
Russell Peters

THE REGION MAILBOX

Vernon W. Fitch

1003 Maple Tree Ln
Mahomet, Illinois 61853
vernfitc@hotmail.com

December 20, 2002

Members and Board of Directors,
Milwaukee Region, SCCA

Judi and I were unable to attend this year's annual meeting and awards dinner, so I was not present to personally accept and properly respond to the award given to me by the region—Worker of the Year. I would like to take this opportunity to thank each and all of you for the honor. The response is unforgivably late and the only thing I can say in my defense is that, while usually not at a loss for words, it took me quite a while to organize these.

Over the last several years, Milwaukee Region has given me the opportunity to meet and work with many really great people in the process of providing me with an outlet for my life-long love of sports car racing. The idea of it also allowing me, a member whose primary region is hundreds of miles away, to serve as the Regional Administrator of its race scrutineers was daunting. That it would then present me with what I consider to be its most important annual award, is not only humbling but unbelievable.

I can only say, "thank you so very much for this honor" and suggest that the real recipients should be the really, very excellent men and women who work every Milwaukee Region race as technical inspectors. I did little, they did all the work. Again, thank you.

Vern Fitch

Milwaukee Region Calendar

Feb	4	Competition Committee
	11	Board Meeting
	22	Winter Party (Circus theme)
	25	Solo Committee
Mar	1-2	Steward/Worker Seminar
	4	Competition Committee
	11	Board Meeting
	23	EDITOR'S BIRTHDAY
	25	Solo Committee
	30	Open House (Hobb's Honda)
Apr	1	Competition Committee
	8	Board Meeting
	25-27	Quad Drivers School/Regional
	29	Solo Meeting
May	6	Competition Committee
	13	Board Meeting
	24-25	Mueller National
	27	Solo Meeting

Competition meetings - 7pm at the home of Marc Knippel

Board Meetings - 7pm Best Western, 5105 S. Howell

Solo Meetings - 7pm, Italian Community Center, 625 E. Chicago.

Please send me a printed copy of the Drift/Driftless

Name _____

Address _____

City, State, & Zip _____

Membership Number _____

Please mail to:

DRIFTLESS Mail Request
Milwaukee Region SCCA
PO Box 1282

Return this to
get a newsletter
mailed to you





WINTER CIRCUS PARTY



SATURDAY, February 22, 2003

Best Western
5105 S. Howell

(across from the Airport)

Note: If you need overnight accommodations, a block of rooms is being reserved. Mention SCCA for a reduced rate.

Cocktails at 6pm

Beer, soda, and wine provided all evening.
Cash bar.

Dinner at 7pm

Buffet (Carved round of beef, Lemon Baked Cod, Jamaican Chicken, roasted potatoes, veggies, tossed salad, 3 pasta salads)

\$22.00 per person
minus any credits

Figure out your credits using the handy dandy tables and **respond by February 14!!!**

Return the form and any payment to:
Chris Cwiklinski
2327 N. 55th Street
Milwaukee, WI 53210

Or: Call (414) 449-3862 or email **ccwikl@yahoo.com** with your response and make any payment at the door.

Please make checks payable to:
SCCA Milwaukee Region

Road Racing Workers

Date	Credit	
(DS @ BHF)		
April 26	\$2.00	
(DS @ BHF)		
April 27	\$1.00	
(REG @ BHF)		
April 28	\$1.00	
(DS/Reg @RA)		
May 11	\$2.00	
May 12	\$2.00	
(BRIC)		
July 19	\$2.00	
July 20	\$1.00	
July 21	\$1.00	
(Cat @ RA)		
July 27	\$2.00	
July 28	\$2.00	
(DS/Reg@BHF)		
Aug. 10	\$2.00	
Aug. 11	\$2.00	
(Nat @ BHF)Aug	\$2.00	
Sept. 1	\$2.00	
Sept. 2	\$3.00	
(VSCDA)		
Sept. 20	\$3.00	
Sept. 21	\$2.00	
Sept. 22	\$2.00	
	TOTAL	

SOLO (Workers & Drivers)

Date	Credit	
4/14	\$3.00	
5/26	\$3.00	
6/1	\$3.00	
6/2	\$3.00	
6/30	\$3.00	
7/21	\$3.00	
9/2	\$3.00	
9/29	\$3.00	
	TOTAL	

Road Racing Drivers

Date	Credit	
April 26 (DS at BHF)	\$4.00	
April 27 (DS at BHF)	\$4.00	
April 28 (Regional At BHF)	\$4.00	
May 11 (Regional at RA)	\$5.00	
May 12 (Regional at RA)	\$5.00	
July 31 & 29 (Cat Nat & Reg)	\$4.00	
Aug. 10 (Drivers School at	\$5.00	
Aug 11 (Regional at BHF)	\$5.00	
Aug 31- Sep 2 Event 2	\$5.00	
Aug 31- Sep 2 Event 2	\$5.00	
	TOTAL	

Please respond by **February 14, 2003.**

Please use a separate form or column for each person using credits. Maximum usable credits per person is \$22.00. Credits are not transferable.

Dinner and Party	\$ 22.00	\$ 22.00
Total Credits	_____	_____
TOTAL (\$22.00 minus credits)	_____	_____
Guests (\$22.00 per person)	_____	_____
TOTAL ENCLOSED	_____	_____

NAME _____
NAME OF GUEST(S) _____

It's a Circus Party, so dress in something Circus-y. Prizes for best circus theme costumes will be awarded.

THE TUPPER CHRONICLES

(or Chronic-Ills)

By Steve Tupper

Road Rally Ramblings

I got lost!...No, I didn't get lost DURING the 2002 Milwaukee Region Fall Fest Rally. I got lost ON MY WAY TO the rally. I should have taken I-43 to Mequon Rd. and simply headed west to Sportscar Services at 10903 N. Industrial Rd. which was to be our registration and starting point. I thought I'd take a scenic route, but ended up somewhere in Germantown, far west of my destination. Boy, I need to get out more often! Anyway, I stopped at a gas station to check my bearings when I noticed region members and Tracey Gauper fueling up. \ Luck! I made some bonehead excuse about how I ended up th Greg suggested I follow him. I'll back to this later.

I've watched the WRC International Rallies on SPEED channel when drivers hurl their cars through verdant forests and/or picturesque villages at well over 100 mph. Then they'd toss their vehicles into unpaved turns at about 60 mph. Throngs of appreciative spectators stand at the edge, or even ON the course waiting for the next projectile to arrive only to leap to safety at the last second . . . and they do this ON PURPOSE! We observe through the in-car camera while the navigator barks out instructions to the driver in Anglais, EspaHol, or Norwegian via a two-way radio, "Bear flat right 100, crest 50 left to stones and trees . . . TREES, Yikes (or in Spanish, "Eeyow")!" Thump, flip, thump! Luckily, no one is hurt this time. The same channel airs a program called "Legends of Motorsport" which is

hosted by famous former Formula One drivers Alan Decadenet (Day-ca-den-ay) and David Hobbs (a Milwaukee Region member). They reminisce about fantastic old racing footage. One particular film, the 1977 East African Rally (or "rallye" as the Brits spell it), showed competitors crossing a lake three feet deep and three hundred feet across, driving slowly to avoid soaking the insulators. They had in-car cameras and two-way radios, great technology for that era. Yet, with speeds exceeding 50-70 mph., most of the



called "gimmick" rallies; an excursion where one follows written directions while driving at the speed limit and recording certain markers such as taverns or church signs on the answer sheets provided. In about three hours one should arrive at the final destination and then have a party and, maybe take home a trophy. In 1967 I was co-driving with a friend in his rusty '59 Austin Healey which had no floor. No foot dragging during that trip (pun), but all I remember was nearly flinging the car off a cliff! In 1975 my wife and I did a Corvette club run at night. We finished 5th and was the only non-Corvette to finish so high ("What's THAT, a Honda?"). They only gave

out four trophies. Hmm!

Twenty-five years later, I finally entered the 2000 Milwaukee Region Fall Fest Rally and have done it ever since. Driving in the scenic southern Kettle Moraine forest has been such a treat. The late fall weather seems to always start out cloud covered and cold, but it ends up sunny and mild by mid-afternoon. Last year we made rest stops at places like Holy Hill, an internationally famous shrine near Hartford where people from all walks of life pay their

s. Another stop was the Auto n in Hartford, home of the Car Co. Kissel manufactured cars in the 1920s. There are 00 vintage cars displayed on rs. All this just minutes away ilwaukee. We'd follow our ck" charts and if we'd missed r, such as "What kind of o they raise on this farm?", op and turn around . . . and maybe turn around again; casually gazing until we discovered the answer. Ah-ha! Then, we were off to the next challenge. Local residents curiously peered through their windows . . . were we a bewilderment or a nuisance? On occasion a more buoyant local would come out to join the fun; "Hey, the answer just might be on that barn!" Did they realize, in all fairness, that they should stay outside to inform the next 20 or so participants? Gleefully, I looked forward to this year's festival.

The Gaupers and I arrived at Sportscar Services. I spotted region member Ernie Husmann who

frequents the place often because he is a registered Triumph Club member. "What! You've never been here?" he quipped. "Let me show you around." Man, there were some nice vintage British MGs, Austin Healeys, and a pristine, race ready Aston Martin DB4. There were a Lotus sports racer and a Lister still in their transporter after a practice day at Road America. I gazed lovingly for about 15 minutes but it was time to sign in and get ready for the rally. Rallymasters Peter Klinger and Valerie Peterson gathered us together as they have for the last four years. Dave Parps was also involved in designing this rally. Dave introduced the TSD (Time speed distance) legs of this rally, something not done for a few years. Therefore, during the timed legs each car would depart at 60 second intervals and one must maintain that 60 seconds between vehicles by the next check point or one can accumulate points for arriving too soon as well as too late. By "accumulate" I mean that, perfect score being zero, the lowest score wins. This would be interesting for me because I had no navigator. I decided I will just run as well as possible without a stopwatch and don't expect to score much; it's a safety issue. I'm just here to supply the Tee shirts and have some fun. Right? So, maintain safe speed and keep eyes open for road hazards first and look for roadside clues second.

Start time was 12:00 noon. There were seventeen starters. Considering the late October date, some of them have been known to show up in Halloween costumes. Don't be fooled; they have also been known to finish at or near the top. Some arrived in their cabriolets with rag tops down, roadster lovers defying the elements. There were famous region race drivers and solo participants who have won their share of trophies. Others, too many to men-

tion here, are workers for our many club events. However, I'd like to mention one participant. Hannah Roliff arrived as the navigator for her mom, Liz Gauper-Roliff. Hannah was named the Milwaukee Region Worker of the Year in the Registration specialty.

My car started second to last, car #16, just behind Mark and Kim Hanson. OK, it's my turn . . . wait 60 seconds after the Hansons and go. On the road, I promptly missed the first two clues. Unlike last year, the spec sheet read, "Do not stop or go back to answer a question." Well, I cheated a couple of times but I'm sure it got me nowhere. And besides, I found myself trying to catch Hanson instead of staying 60 seconds behind. We approached the end of the first leg and stopped at an Amoco station. The conversation between us was comical. "Did you see the geese on the side of the road?"... "A wild turkey crossed our path!"... "Hey, did you see the poodle without a leash take a dump at the roadside?"... "No, but I almost hit a deer!" This all happened in a short 12 minute leg between four drivers who are one minute apart. Think about that for a moment.

Next was our first of four TSD legs. Surely the others were recording their times and such. I just breezed through and caught Hanson at the first check point. Stupid! I was supposed to be 60 seconds behind. Are you getting this? On the next leg I approached a railroad crossing and, sure enough, a freight train arrived at the crossing before me. I got out to converse with the people in car # 17 behind me while we waited for the train to pass. These two nonmembers just happened to sign up for the rally at the last minute in curiosity. I mused, "Hey, look yonder at that church up on Holy Hill; isn't that a beautiful site!" That's when one of

them said, "Yeah, I heard the place is haunted!" I pondered there for a moment about the strange and varied observations and beliefs we all have about human existence. It seemed like 15 minutes had passed, but it was probably a three to a five-minute wait. All I could do now was try to wing the next TSD legs and enjoy the scenery. My last leg time was not all that bad. I finally figured the gist of all this and only got lost once for about two minutes.



We arrived at our destination, the Breeze Inn in Richfield. There we enjoyed free pizza and were awarded our prizes. I scored a healthy 168 points while the best score was somewhere below 40. Mark and Kim Hanson did quite well overall scoring first place in TSD and taking a third in gimmick. Jason Dembosky and his dad Joseph won first in gimmick while Mike Shesky and Pat Geiger placed second. In TSD, after the Hansons were Anne Kumor and Chris Cwiklinski taking the second place trophy while Greg and Tracey Gauper finished in third. We had lots of laughs and languished in the late autumn afternoon before departing for home. Greg and Tracy proceeded to give me the proper directions to I-43 north back to Sheboygan. I thanked them as I bid them farewell, but you know, wandering through Big Cedar Lake and those small towns around West Bend was too much of a temptation. An hour later I found I-43 north.

Love and Thanks,

Steve

Do You Need an I.D.?

For a "Hard Card" photo I.D., e-mail your picture and the following info to jules1333@charter.net: Name, SCCA#, Region, Allergies, and Special Conditions. Cost is \$8.00. I.D. will be mailed when check is received. Make check payable to Milwaukee Region SCCA and mail to Julie Komp, 40 Dove Ave, Chilton, WI 53014.

 MILWAUKEE REGION PARTICIPANT ID June Paulson SCCA# 199518 Milwaukee Region	 Allergies: Bee Stings Special Conditions: Diabetes If found, please return to Milwaukee Region SCCA, P.O. Box 1292, Milwaukee, WI 53291-1292
--	---

Hard cards will also be made at the Open House, March 30th

IT7 – NEW SCCA CENDIV CLASS FOR 2003

FOR IMMEDIATE RELEASE (Jan. 2003): After approval by the SCCA Central Division, the Division will officially recognize IT7 as a regional-only road racing class. The CenDiv is the SCCA's second division to sanction this popular class for ITA-prepared 1979-1985 Mazda RX7's. The Southeast Division has also included the class in its intra-Divisional series, which culminates in an annual championship race at Road Atlanta's American Road Race of Champions. Due to the existing popularity of the first generation RX7 within the Central Division, this model specific IT7 class will encourage camaraderie and competition, bring retired ITA race cars back to the tracks, provide a great entry-level class for new members, and increase race entries for the hosting Regions.

Several corporate partners have agreed to assist IT7 racers in their inaugural 2003 season. G-Force Engineering (www.gforceengineering.net), a manufacturer of RX7 suspension components and trophy sponsor of the 2002 Mid Ohio IT7 series, will provide the 2003 season championship trophies. Contingency sponsorship plans will also be provided by Holliday Canopies (www.holidaycanopies.com) and RX7 Heaven.com (www.rx7heaven.com), an internet business specializing in new and used RX7 parts.

With the success of the grassroots-organized 2002 Mid Ohio IT7 Road Racing Series and the existence of the class at Michigan's Waterford Hills Road Racing club since the 2000 season, over 40 different ITA-prepared RX7's have recently raced at Central Division tracks. The class has also proven its viability within the Southeast Division, where over 80 different IT7 racers participated during the 2002 season. At the time of the Central Division Roundtable in mid-November 2002, over twenty series registration forms had been received from IT7 entrants for the 2003 Central Division season.

For the 2003 season, the IT7 class will be an optional Central Division Regional-only class that is not associated with the current, low-entry SpecRX7 class. However SpecRX7 cars are eligible for IT7 competition. As an optional class, IT7 is not eligible for Central Division Regional Road Racing Series season championship awards, but will be eligible for individual race trophies from the hosting Regions. However, 2003 season points will be tracked as a method of measuring class participation with the goal of full eligibility for the 2004 season.

For schedule information or to register for the IT7 series, go to the SCCA Central Division website, www.cendiv-scca.org. And for more information about the IT7 class, please visit the Midwest & Central Division forum section of www.improvedtouring.com.

Neohio Competition Clinic

Plan ahead for better competition in 2003

**Come to the Competition Clinic
Hosted by Neohio Region, SCCA**

Saturday, March 22, 2003
IX-Center
Cleveland, Ohio

\$25 for registration before March 14, 2003, (\$30 thereafter) for a full day of workshops on engine building, suspensions, brakes, tires, and many other competition subjects. Students even less!

For further details and registration information, go to the Neohio web site at www.neohio-scca.org

6th ANNUAL WORKER TRAINING

Join us in our annual spring event to kick off the 2003 racing year. Catch up on the fire extinguisher training that we had to cancel last year due to adverse weather. The GCR says that at least 20% of the F&C personnel should have experience in handling actual or simulated vehicle fires. Improve your skills, share your experiences, and receive helpful insights in the exciting world of Flagging and Communications. This event is open to all F&C personnel. New Workers are welcome. This is an interactive experience not to be missed! Join us and share your thoughts and ideas. Your attendance counts as one regional day of track work toward your license renewal and helps to meet our fire training requirement, per the GCR

Hands-on Fire Extinguisher Training
Administrator Updates
When to leave a car or move it
Flagging Review
First Aid and Insurance
Corner and Morning setup
Driver/Steward Panel

Questions? If you have questions about this session or whether you should attend, please feel free to call your regional contact: **Blackhawk** Wayne Foss (319-954-0362); **Chicago** Mike Smith (708-452-4486); **Milwaukee** Doug Johnson (414-545-8929)

Directions: Take Hwy 50 west (from Hwy 94) to Hwy 83 (Paddock Lake) South to Fire Station. Go east on road immediately south of the fire station to park

**Sponsored and Supported by Generous Contributions from the
Blackhawk, Chicago and Milwaukee Regions of the SCCA**

March 15, 2003

Registration: 7:30 AM

Green Flag: 8:00 AM

Checker Flag: 3:30 PM

Salem Fire House, Kenosha Wisconsin

SCCA Member Cost: \$10.00 (Includes Light Breakfast and Lunch)

Detach and Mail Bottom Portion with Your Payment

Name: _____ Region _____ Regional, Divisional, National
License Level

Name: _____ Region _____ Regional, Divisional, National
License Level

Please mail payment by February 22, 2003 to Bob Robinson, 1039 E. Jefferson Ave., Wheaton IL 60187
Be sure to include your check for \$10.00 per each SCCA Member (NON-SCCA Members \$20.00), Payable to: **BOB ROBINSON**

.....And Another Thing

taking over the management of Blackhawk. Auto Concepts is staying at there. The

Ladies and Gentlemen! Boys and Girls! Children of all ages! The Circus is coming! The Circus is coming! Don't forget the annual Winter Party on February 22 at the Best Western by the Airport. Come dressed as your favorite Circus attraction. Lions, tigers, bears (Oh My), clowns, strongmen, lion tamers, etc. The list is endless. We hope to see you there. See page 5 for registration form.

The interesting thing is that the real Circus is in town the very same weekend.

Don't forget - if you want to keep receiving a printed copy of the Drift, you must return the request slip on page 4.

Late Breaking news!!!! Ray Irwin has purchased Heartland Park in Topeka. The deal was just finalized. Ray and Nancy are moving to Topeka. Things will remain the same at Blackhawk and Eugene Krause is

concession has also changed hands once again and the new person is working to bring back some of the items we've missed.

Former Milwaukee Region member Ross Fossbender sent us information for websites about racetracks that have figured in the Region's past. If you're interested, check out these websites.

www.meadowdaleraceway.homestead.com

www.wilmothills.homestead.com

www.lynnedalefarms.homestead.com

Here's something fun. You can listen to Ferrari engine play "When the Saints Go Marching In"

<http://astro.temple.edu/~kmr/Chauffe2.mp3>

Here's a piece of "equipment" every driver and crew may find helpful. We are not endorsing this product, but are only passing along the information.

<http://www.creativedice.com/>

Please send all address and member information changes to Toby Schuster at the address below. If you are a spouse member whose last name differs from that of your spouse, and you would like a separate directory listing, please note that on the sheet below with the correct information and send it in. Please complete the necessary information/changes on the form below and return it to:

Toby Schuster
1150 N. 50th Street
Milwaukee, WI 53210

NAME: _____

NAME OF SPOUSE: _____

NAME(S) OF CHILDREN: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: _____ WORK

PHONE: _____

Classifieds

FOR SALE: '92 Toyota MR2. NA 5 speed. Rare hardtop, built by Per Schroeder. Florida car, never seen snow. 118k miles. Fully prepped for ES SCCA autocrossing. Tinted Windows, New floor mats, New OEM Clutch at 98k, Koni SA Struts, TRD front bar, Custom Stainless Steel exhaust, Kenwood detachable face CD, Polk speakers, Redline tranny fluid, K&N drop in filter, Crash Bolts for camber and full autocross alignment, Nology wires, Engine mounts replaced at 98k 15" Kosei K1's for street. Located in Milwaukee, WI. Asking \$6000 Also have two sets of wheels for race rubber with used Hoosiers, trailer hitch, and shop manual, all negotiable. peter.kazaks@cobalt-corp.com 414.807.7277

FOR SALE: Please buy my Porsche! 1987 944, red, 5spd, non-Turbo. I want to see it in the hands of an enthusiast who knows and understands this car. Asking \$5600.00 Ken @ indycar1@dotnet.com or 920-921-0875 leave a message

FOR SALE: Richmond T10 4-Speed Transmission for sale. MFR built and maintained. No mile since refreshed, complete with Hurst shifter and linkages. \$2,000.00 or best offer. Contact Randy Rosenmerkel at (414) 817-1558 or (414) 803-8076, or spdfkr84@aol.com.

FOR SALE: 1995 MAZDA MIATA: Very well prepared Miata race car. Has been running IT-S, and Motorola Cup, but would be great for SPEC miata. Professionally tuned engine by sunbelt performance engines, Tokico shocks and springs, Oversized adjustable front and rear

sway bars, Momo carbon fibre/kevlar seat, Sparco wheel, Hard top, Hallon fire system, competition spark plug wires, limited slip diff, NASCAR cage, Hawk pads, oil cooler, remote oil filter, Racing Beat intake W/ cold air box, exhaust w/ cherry bomb, Optima racing battery, chin spoiler 3 sets of rims, hoosiers + rain tires. All the best! New paint. e-mail for pictures. great condition. \$11,000. AUTOMETER PRO-COMP 2 .5" PLAYBACK TACHOMETER Model 6861. 4-run memory, shift light w/ 2 programmable settings. All mounting hardware. Great condition, barely used. \$150.00

ATL OVERHEAD REFUELING RIG: Model RE126- no more hassles - quick, clean, gravity refueling. Great for endurance racing. \$2,300.00 OBO

MOMO SEAT: Red Model NASCAR, carbon / Kevlar construction with suede bolsters. Never used, never installed, new in bag. \$650.00 KONI SHOCKS: Model 8041-1203 (front), model 8041-1204 (rear), used, but work well. Height adjustable, gas hardness adjustable, make offer.

PENSKE SHOCKS; 8700, 16.00" + 20.00". gas adjustable, remote reservoir. Full ride height adjustable. Used. 1 shock has a small leak in the braided hose, and needs to be serviced. All others working in good condition. make offer.

FUEL DRUM W/ FILLRITE HAND PUMP: All hoses included, along with gas nozzle. \$160.00 24 FT. TRAILER: fully enclosed, and set up for racing. CAMPOUT. well set up with tables, shelves, tire rack etc.. make offer.

Please contact me for more info and pics on any of the items. Call (954)437-6854, (305) 820-4490 or

Have an idea for an article for the Drift? Want to contribute photographs? Contact the Editor, Chris Cwiklinski 414-449-3862 ccwikl@yahoo.com

Advertising Rates

Non-commercial classified ads are **FREE** to Milwaukee Region members. Non-commercial classified ads for non-Milwaukee Region members are \$15 per insertion.

OTHER RATES

	Once	Three Times	Annual
Full Page		\$200	
\$165		\$100	
2/3 Page	\$150		\$120
\$75			
1/2 Page	\$125		\$100
\$62.50			
1/3 Page	\$80		\$
65		\$40	
1/4 Page	\$75		\$
60		\$37.50	
1/6 Page	\$40		—

Special Column.....\$125
Inside Front Cover.....\$250

Deadline for submission of advertisements is the 1st of the month.