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# MILWAUKEE REGION

# Drift



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April, 2003

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## Open Letter to all Central Division Members

From: Blackhawk Valley Region  
Chicago Region  
Land O'Lakes Region  
Milwaukee Region

As the four Regional Executives met to plan the Quad Double Drivers' School/Regional, we quickly determined that the original goal of having a co-chief of every specialty from each of the four regions would not be very practical. The two concerns that surfaced were; the fact that the co-chiefs and their assistants would come close to outnumbering the workers at the event, and identifying co-chiefs in all specialties was not possible in most regions. The additional problem would be in the area of race administration, as having multiple chiefs would be a headache for the Chief Steward and others. We have therefore appointed a chief of each specialty, based on the recommendations from Regional Executives, and availability of personnel.

The realization of this problem reinforces the reason that cooperation between the regions was undertaken in the first place. Not only does the cooperation pool physical assets for use by all four regions, but it also helps to reduce the possibility of worker burn-out. As you have noticed, we have not been extremely successful in recruiting new workers over the last ten years. It has now become very difficult for any of the Area Five racing regions to put on a race without assistance from fellow regions. In addition to the efficiencies from sharing physical and personnel assets, there are a number of financial benefits that accrue to the regions.

One financial benefit is the reduction in cost of putting on

multiple drivers' schools. Another is the fact that driver's schools are seldom a financial success. The multiple region cooperation allows the anticipated loss to be shared by more than one region.

We felt compelled to write this letter, as a number of region members were not sure if they were welcome to attend the Quad Drivers' School/Regional. We want to assure all members of the four sponsoring regions, as well as any other Central Division workers, that they are all welcome. In fact, not only are they welcome, they are a necessary part of the success of the event.

We look forward to welcoming you to Blackhawk Farms Raceway, for the first SCCA event of the year on April 26-28<sup>th</sup>.

Sue Green  
Regional Executive  
Blackhawk Valley Region

Peter Olivola  
Regional Executive  
Chicago Region

Doug Dill  
Regional Executive  
Land O'Lakes Region

Angelo Gazzola  
Regional Executive  
Milwaukee Region

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## What's in the Online Version of the Drift and What's Not

This is the second issue of the Drift that is not being mailed to all Region Members. Not everything that had been published in the printed copy will be in the online version.

There are several things that are on the Region website that had been duplicated in the hard copy of the Drift – CenDiv Schedule, entry form information, classified ads, Board member and Regional Administrator contact information, sometimes a membership form, etc. This information will no longer be included in the online Drift as it would just be a duplication of information that is already on the website. There will, however, be reminders when new information, like entry forms, becomes available.

What's online:

Entry form (Supplemental Regulations & Schedule) for the Quad Drivers School/Regional

[http://www.scca-milwaukee.org/RoadRacing/2003/03quad\\_entry.pdf](http://www.scca-milwaukee.org/RoadRacing/2003/03quad_entry.pdf)

Entry form and information about the May 26 High Performance Car Control Clinic

[http://www.scca-chicago.com/roadracing/images/2003/hpccc\\_entry.pdf](http://www.scca-chicago.com/roadracing/images/2003/hpccc_entry.pdf)

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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 53208

NAME: \_\_\_\_\_

NAME OF SPOUSE: \_\_\_\_\_

NAME(S) OF CHILDREN: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ WORK  
PHONE: \_\_\_\_\_

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## R.E. View – Angelo Gazzola

The winter is drawing to a close and we will soon be starting our 2003 racing season. Our first road racing event will be the Quad Drivers' School/Regional, held at Blackhawk Farms Raceway on April 26<sup>th</sup> - 28<sup>th</sup>. I have included a copy of an open letter to all Area 5 racing region members, in this month's Drift.

The letter addresses the need for continued cooperation between the Area 5 racing regions. Please read the letter, which carries the endorsement of all four Regional Executives from the Quad Regions. The letter also calls for workers from all regions in Area 5 to help put on the event.

It has been brought to my attention that a considerable number of comments have been made on the Internet about the cost of racing at Milwaukee Region events. There have also been numerous comments about Milwaukee Regions' reserves that have been accumulated through the hard work of Milwaukee Region members over the last 50+ years. I have resisted the urge to engage in this exchange of ideas on the Internet, as it would serve no useful purpose. I will however share Milwaukee Region financial information with any Milwaukee Region member in good standing that makes an appropriate request.

As most members are aware, we have shared significant information about the costs of promoting Milwaukee Region events, in the Drift and other ways. The facts that we may not have made clear are the risks that the region is exposed to regarding weather, and other factors. The expenses associated with the promotion of regional and national races in 2003 will range from a low of \$35,000 to a high of \$50,000. Unfortunately the more successful a race becomes, the higher the expenses become. Variable expenses such as insurance, lunches, dinners, etc.,

continue to rise as participation increases.

I am convinced that most Milwaukee Region members, when confronted with sufficient information would agree with the actions of the Board of Directors and Officers. The current Board of Directors, and those who have served in the past are dedicated Milwaukee Region members and make decisions that are in the best interest of the club. I look forward to answering any questions members may have at our events in 2003. The schedules for Road Racing, Solo and Rally events can be found on the Milwaukee Region web page which is: <http://www.scca-milwaukee.org/>.

On a more positive note, I am excited by the efforts that are being taken at the national level by Garret Mudd, Vice President of Marketing, on the marketing of SCCA. The new marketing materials, which include a video available in VHS and DVD formats, a multiple page booklet about SCCA, and a three-page tri-fold pamphlet. The materials are all integrated from a marketing perspective, and are available for region use at an extremely reasonable cost. These materials will help our Marketing Committee as it approaches the task of marketing Milwaukee Region SCCA.

I am even more proud and excited by the similar efforts being undertaken by Milwaukee Regions' Marketing Committee. The committee, under the leadership of Vice Regional Executive Jim Dentici, is attempting to identify business partnerships that we can develop synergistic relationships with. These relationships will benefit both Milwaukee Region and our future business partners. The future of the region and road racing in general can only be enhanced by these partnerships, as the cost of racing continues to escalate.

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: [agazzola@frontiernet.net](mailto:agazzola@frontiernet.net)

### WANTED

New Workers!!! Workers needed in more than a dozen exciting specialties. Compensation includes new friendships, exciting action, free lunches, end-of-day parties, and usually Saturday night dinner.

For additional information please call Angelo Gazzola at (920) 740-3805 or (623) 465-8485. You may also send an e-mail to [agazzola@frontiernet.net](mailto:agazzola@frontiernet.net)

# Milwaukee Region Calendar

Apr 25-27	Quad Drivers School/Regional	July 1	Competition Committee
29	Solo Meeting	8	Board Meeting
May 6	Competition Committee	18-20	BRIC
11	Solo #2	26-27	That 70's Cat National
13	Board Meeting	30	Solo Meeting
24-25	Mueller National	Aug 2-3	Solo #4 and #5 (CenDiv Series 2-day event)
27	Solo Meeting	5	Competition Committee
June 3	Competition Committee	12	Board Meeting
7-8	Rennen Double Regional	27	Solo Meeting
10	Board Meeting		
14	Solo Advanced School (limited entry)		
15	Solo #3		
25	Solo Meeting		
28-29	Bonneau Double Regional		

.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

## 2003 Worker Incentive Program

To qualify for this program, workers must work both days of both the Bonneau Double Regional (June 28–29) **AND** the Cat National (July 26–27). **This Incentive Program is open to all workers, not just Milwaukee Region workers.**

There are 3 Option "Plans". Work all 4 days of the above mentioned dates and any of the options below to get your dues or a portion of your dues paid. The \$20 represents the cost of Regional dues.

Option 1	Option 2	Option 3
<b>Any 6 or 7 days from:</b>	<b>Any 5 days of the following:</b>	<b>All 3 days of:</b>
Quad DS/Regional	Quad DS/Regional	VSCDA
Tri Region National 5/24, 5/25	Tri Region National 5/24, 5/25	
Rennen Double Regional 6/7, 6/8	Rennen Double Regional 6/7, 6/8	
\$75	\$20	\$20

Any questions, contact Chris Cwiklinski, (414) 449–3862 or [ccwikl@yahoo.com](mailto:ccwikl@yahoo.com)

**Note:** Each day as a worker or driver at Milwaukee Region events (race, solo, or rally) also earns credits toward the Annual Winter Party held each year in February or March. The 2004 party will have a Roaring 20's/Speakeasy theme.

## Doug's Excellent Adventure to Arizona Motorsports Park

By Doug Johnson

"Arizona take off your rainbow shades  
Arizona have another look at the world  
Arizona cut off your Indian braids  
Arizona why don't cha go my way"

(Mark Lindsay)

I spent most of January through March traversing the country as part of my "day job". It was like being on some kind of insane Rock Band tour, but without the sex and drugs. It was a grueling tour of duty, with very little fun and entertainment, with two notable exceptions. The first was the "Greektown Casino" in downtown Detroit. (D.C., if you're reading this, thanks for making me aware of this place. It turned out highly profitable!!). The other source of entertainment came over the weekend of March 7 – 9, when I attended the inaugural event at the new Arizona Motorsports Park, just west of Phoenix, AZ.

Mike Engelke told me about this event, while we were attending the Annual Workers/Stewards Seminar in Merrillville, Indiana. The event was scheduled for the following weekend, and (as luck would have it), I happened to be already scheduled for a business trip to Phoenix that same week. Mike told me about the race on Sunday, and I worked quickly on Monday to change my return flight, find a hotel near the track, and contact Angelo Gazzola to get details on how to find the track and get in. I was able to put this all together in less than 24 hours, and I was winging my way to Phoenix by Noon on Monday.

I finished my work duties at about 1:00pm Thursday, and headed west on I-10 to the suburb of Goodyear, where the racetrack is located. The recommended hotel was a Ramada Inn about 4 miles from the track. For those of you who've had the pleasure of the Days Inn – Indianapolis (the worker hotel for F-1), this place would feel like home. It's

about one step above the Knights Inn in Rockton, IL, and I was constantly expecting to see a live filming of "Cops" at any time. But, it was a bed, so I wasn't complaining.

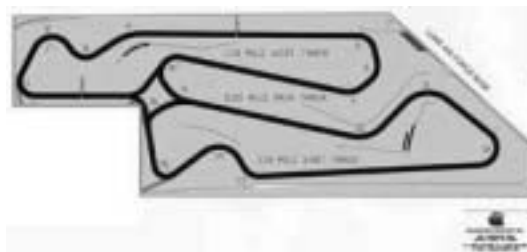
The schedule for the weekend was; Friday – Test Day; Saturday – Regional Race; Sunday – National Race. Because I had to get back home for another business trip the next week, I could only be there for Friday and Saturday. Angelo and I made phone contact and agreed to meet up at the track Thursday evening for registration, followed by dinner to discuss some region business.

The track is in a rather interesting location. Immediately east of the racetrack is a golf course. You might think this is a recipe for disaster; Loud racecars directly adjacent to rich snowbirds trying to make 30 foot putts. I don't think the track has to worry much about complaints from golfers, however, because immediately to the north of both properties is Luke Airforce Base. At this particular time, on the verge of going to war in Iraq, there were constant take offs and landings of fighter jets (afterburners glowing) and refueling tankers. The sups indicated a 103db sound limit. The jets overhead were tripping the meter at 101 to 105 throughout the weekend. To understate the obvious, it's an interesting race environment.

Because this is a new course, there's a lot that still needs to be done. When we arrived on Thursday evening, they were still grading piles of dirt and sand inside and around the racetrack. Registration was a collection of folding tables at the entrance to the paddock (someone eventually located a tent to protect the registrars from the sun and wind). Race control was a rather small house trailer, and T&S was on the top of a flatbed trailer (again, no cover). As we watched the prep work going on, they brought out a tanker truck and did laps around

the track spraying some kind of substance down on either side of the racing surface. I forget what they told me it was, but its purpose was to keep the dust down when cars went off course. It worked pretty well on day one, but less effective on day two. Unless they put another coating down during the night, day three was going to be real dusty.

Dusty. That's a pretty good descriptor for the whole environment. Flat-as-a-pancake-no-grass-or-trees-in-sight-Arizona-dusty. But, it was March and I was at a racetrack, in a short sleeved shirt, so all was well with the world. Assuming the picture I clipped from their website works, here's the track layout.



If you use your imagination, it's somewhat reminiscent of Road America, without the elevation changes. It's a nifty little 2-mile track, with some rather tricky areas. There are 16 "turns", with start and finish separated, a-la Mid-Ohio. Start is located between turns 4 and 5, and finish is after turn 16. Similar to Mid-O, the story behind the split is that the finish straight isn't long enough.

### Friday – The First Day

As might be expected, there were a few wrinkles to be worked out on the first day at the new track. They were relatively minor, however, and we only started about 45 minutes late. And, because it was a Friday, worker turnout was light. Of the 16 corners, there are only 10 corner stations, with great distances between some of them. Of the 10 stations, we staffed only 8 on Friday, and we did that with 10 – 12 workers (Arizona – Where GCR means General

Competition Recommendations). I worked turn 1 by myself. Well, ok, I wasn't alone all day. Early in the morning the wife of (and only crew person for) the only Formula Vee driver at the course joined me for a few sessions, but after that she had to go to her "real" job.

The corner stations are constructed of armco barrier, protected by 3 rows of tires, configured in a rather large "C" shape, giving the workers room to work, and an escape route. The armco is brand new (duh!) and unpainted. Kind of like being surrounded by a giant tanning mirror. (Note to track maintenance – "Paint these things, please! At least do something with the inside. Signed, A CornerLobster"). Also, as luck would have it, in the two weeks prior to the race, the Phoenix area received more rain than it had in all of 2002! As such, parts of the course (especially the corner stations, were quite muddy. (Second note to track maintenance – Put down some gravel or plywood, please.)

The Turn 1 – 2 complex consists of a late apex, flat, turn one, that leads immediately into a normal apex, slightly banked, turn two. The "late apex" part was taking many of the drivers by surprise, and I don't think some of them ever got it right. This resulted in station 1 being a pretty exciting turn to be working. I didn't have to worry about getting bored, as it seemed there was always someone off the course. In fact, on Saturday, a Formula Ford missed the apex at one, going wide left on the exit. He over corrected, came across the track to the right and slammed sideways into the worker station at 2. The 4 people there (2 of whom were experiencing their very first day on a corner) hit the deck. As I was making the call, Control asked me if everyone was ok. Thankfully, one by one, each of their heads popped up like turtles in a lake, but with bigger eyes. (Third note to track maintenance – You might want to consider moving this station. Based on this and other incidents during the weekend, it's a bit of a target.). The impact tore one of the mirrors off the car, and this was quickly

grabbed up by one of the newbies as a souvenir. The driver tracked her down at the end of day party, and she eventually turned it over to him when he promised to give it back to her at the end of the weekend. Care to make a little wager on that promise being kept?

Most of the workers were from Arizona Region and CalClub. A long drive for some of them, but I got the impression they work each other's events pretty regularly. They do things a bit differently out there. "Laid back" is the first term that comes to mind. Calls over the net were short and sweet. "Control, this is 6." "Go, Six." "24 blue spin and go." "Thank you, Six." It seems that's all the information the Operating Stewards are looking for. Spin and go, no harm, no foul, move on. Did you have a flag change? Doesn't matter. Before or after the station? Who cares? It certainly does keep the net open, however.

Most of Friday was pretty uneventful, as you might expect, since it was a test day. We finished the day with some munchies and beer (they referred to this as "Miller Time" but all of the products were from that St. Louis brewery), and I headed back to the flophouse, er, hotel to watch the Australian F-1 Qualifying.

Saturday – The Second (and sadly, Last) Day  
Saturday morning was more organized than Friday, and we had more workers. There were actually 2 people at all the stations we staffed! There were, however, radio problems. The track plans to install a hard-line, but they're on FM for now. The brand new, guaranteed to work fine, base station fried out a couple of times due to over heating (and it was only in the mid to upper 70's!!). This caused some interesting moments when the corners could hear each other but Race Control was not answering.

Saturday was also a Regional Race. They have very different fields than we have. Only one Formula Vee entry. Only

2 or 3 formula 500s. Only a couple of Formula Fords. More FC and FA cars than I would have expected for a regional race. Tons of Spec RX7s. In fact, I think Spec RX7 was the largest field of the weekend, with the possible exception of SRF, but it was close. (I did recognize a couple of cars from "back home". One was the yellow 60 SRF with the shamrock on it, and the other was the green/yellow "Go Spot Run" SRF.)

We made it through the Regional Race without any major incidents (except for the FF initiating the Corner station at #2). After that came the next big difference. Sunday was the scheduled National Race. In an interesting bit of scheduling, the 6 groups running that event each got a qualifying session on Saturday afternoon, after the Regional Race. They were scheduled for 2 additional qualifying sessions on Sunday, before their actual race. No practice, 3 qualifying sessions, and then a race. I'd never seen that type of schedule before, but, hey, it's Arizona. The neat part was that I got to see all the Nationals running together at least once before I had to leave.

So, finally, around 6:30pm, with my pale white "northerner" skin burnt to a crisp in the Arizona, reflected off armco, sun, we were finished. Exhausted but happy, I headed to the worker party. To my delight, there's something else they do very differently out there. Steak for dinner! Steak, along with chicken, pasta and potato salads, rolls, and dessert. One of the workers commented that this was the second event in a row where he got fed steak. (Hint to race chairs) It was a great way to finish off the day at the track. And to cap off the entire super weekend, I made it back to my hotel in time to see the Australian Grand Prix.

I had a great time. I took off my local "rainbow shades", and took a look at how another part of the world operates. I had fun, and it was a great break from work and winter, but, (moving from Mark Lindsay to Dorothy&&&) There's no place like home.

## .....And Another Thing

2002 Incentive Program. If you qualified, you're probably wondering where your letter is. Due to a paperwork break down, the Incentive letter are not yet completed. If you qualified, you can pay your dues and ask for reimbursement once the letters are sent out. We apologize for any inconvenience. Information of the Incentive program for this year can be found on page 7.

Congratulations to Grandpa Steve Tupper upon the birth of granddaughter Sydney Anne, born on March 27. She was 8 lbs, 1.5 oz and 20.5 inches long. Mom, baby, and grandpa are doing fine. If you want to see a picture, contact Steve, we're sure he'll be glad to email you one.

If you know someone who's wondering why they haven't received a newsletter, remind them that the

Drift is now online and they must mail in a request for the hard copy.

Remember that the Annual Meeting is in November. We should have the date next month. If you haven't been to the Annual meeting for a while, the format has changed and we no longer spend hours and hours handing out trophies. Except for the presentation of the Major Region Awards, the Driver/Solo/Worker award winners are announced and they pick up their trophies after the awards portion of the meeting ends, leaving plenty of time to bench race and consume diet sodas.

Speaking of the Annual Meeting and awards, last year the Region disbanded the Worker Point Awards and instituted a Worker of the Year Award for each specialty. Nominations are accepted from anyone, similar to the National SCCA

awards. So as you work events this year, keep an eye out for some outstanding workers that you can nominate for these awards. We will have more information on these awards as the season progresses.

The 25<sup>th</sup> Annual Winter Party will be held in February. The theme is a Roaring 20s/Speakeasy. This is probably the last Winter Party as attendance has drastically declined in recent years.

Sad News: Longtime SCCA and Milwaukee Region dual member Corky Swanson passed away on March 19. Corky will be missed by all, especially those that knew him through his SCCA involvement in Flagging and Communications. Our condolences to his family and friends.



ÄThis D Type Jaguar won 1st place as the Peoples Choice Award at the Sebring Vintage Race. It's owner/driver is Bob Wilson. The picture of the car was on the front page of the Tampa (Fla) Times.

The passenger was none other than our own Dick Eisenmann.