
MILWAUKEE REGION



Drift

June, 2003

Board Meeting Location Change

The monthly (2nd Tuesday of the month) Milwaukee Region Board meeting are now being held at the Highland House, 12741 N. Port Washington Road, Mequon.

Tri Region National at Blackhawk Farms Region Driver Results on Page 9-10



S2000 winner
Bart Wolf on his
victory lap.

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SSB Winner
Harry Manning



2003/5/25

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 new online:

Entry form (Supplemental Regulations & Schedule) for the Bonneau Double Regional and the Cat National Results for the Quad Drivers School/Regional, Tri Region National and the Rennen Double Regional
<http://www.scca-milwaukee.org/RoadRacing/2003/roadracesched.html>

Point Standings for the TRO Area 5 Championship:
http://www.scca-chicago.com/roadracing/images/2003/tro_points.pdf

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: _____

R.E. View – Angelo Gazzola

I am pleased to report that all three areas have not only completed their first events, they have achieved financial success for most events as well. In addition to financial success, each area has achieved customer satisfaction as evidenced by feedback from participants. I cannot tell you how rewarding it is to be the Regional Executive, and hear about financial success from our Treasurer and have that followed up by very positive feedback from the region's customers/participants.

Even though the High Performance Car Control Clinic, we put on as part of the Tri/Mueller National Race, was not a financial success the level of enthusiasm and satisfaction exhibited by the participants more than made up for the financial disappointment. I need to publicly thank all of the workers that gave up Memorial Day with their families and loved ones to support the High Performance Car Control Clinic,

held at Blackhawk Farms last Monday.

Solo also experienced a reduction in participation for Event 2, due to the terrible weather that weekend. The event had to be shortened, but that was accomplished in a positive way that involved the participants in the decision.

The Milwaukee Region Election Committee is working on the first stages of the Fall election process. I have appointed Marc Knippel and Bill Porter to the Election Committee to join Doug Morrissey. They are in the process of identifying candidates to run for the board in the Fall election. They will prepare a slate of candidates, in accordance with the Milwaukee Region By-Laws. If you would like to nominate a region member for service as a director, contact any one of the committee members to make your recommendation.

Milwaukee Region will be engaging in a process and procedures review,

to be accomplished before the start of the 2004 racing season. I will be appointing a number of committees to work on procedures for all three of our areas of activity, and potential revisions to our By-Laws. This effort is intended to improve region operations, it does not indicate that anything is necessarily broken. If anything, we seem to be missing some very important procedures for new staff that take over areas of responsibility that are new to them.

Also on the national election front, I understand that both candidates running for the SCCA Board of Directors from Area 5 have agreed to take part in a candidate forum to be hosted by Chicago Region during the JUNE SPRINTS. Please consider taking part in the candidate forum, as an informed electorate is a very good thing. Just as a reminder, the two candidates are Mike Engelke and Ken Patterson. That election will also be held in the Fall.

2003 Solo Schedule



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

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!

Milwaukee Region Calendar

<p>June 3 Competition Committee 7-8 Rennen Double Regional 10 Board Meeting 14 Solo Advanced School (limited entry) 15 Solo #3 25 Solo Meeting 28-29 Bonneau Double Regional</p> <p>July 1 Competition Committee 8 Board Meeting 18-20 BRIC 26-27 That 70's Cat National 30 Solo Meeting</p>	<p>Aug 2-3 Solo #4 and #5 (CenDiv Series 2-day event) 5 Competition Committee 12 Board Meeting 27 Solo Meeting</p> <p>Sep 2 Competition Committee 7 Solo Event #7 9 Board Meeting 19-21 VSCDA at Road America 24 Solo Meeting</p>
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.Competition meetings - 7pm at the home of Marc Knippel
 Board Meetings - 7pm Highland House,
 12741 N. Port Washington Rd., Mequon, WI
 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
Any 6 or 7 days from:	Any 5 days of the following:	All 3 days of:
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

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 at the High Performance Car Control Clinic

By Doug Johnson

(Co-Winner of the "Conehead" Award and Driver Wanna Be)

In conjunction with the Tri-Region National over Memorial Day weekend, Milwaukee, Chicago and Blackhawk Valley Regions presented a High Performance Car Control Clinic at Blackhawk Farms Raceway on Memorial Day. This was the first HPCCC put on by these regions, so it was somewhat an experiment. Having just purchased my new Mazda6 only 3 months earlier, and encouraged by how the car performed for me (and egged on by all those TV commercials showing them making big 6's in some dusty desert somewhere), I decided to enter.

An HPCCC is kind of a cross between a driver's school and track rental but different. We had 40 entries, and these broke up nicely into 4 groups. Because the vast majority of the participants had very little, if any, track experience at Blackhawk, the idea of separating groups into experienced and inexperienced kind of had to go out the window. The groupings were more along the lines of engine displacement. In the end, the Chief Steward (Gazzaola), the Operating Steward (Olivola) and the Safety Steward (Engelke) came up with some formula for grouping cars, and it seemed to work out well for everyone.

Beside myself, 3 other cornerworkers (Marc Knippel, Steve Tupper, both Milwaukee Region members, and Mike Smith from Chicago) participated in the event. This was our chance to go out and see what it looks like from

the "other side". Other than Steve, the rest of us had very little track experience, and most of that was very long ago. In my case, it had been about 20 years since the last two rental days I had run at Road America. Other than remembering turn in lines and how thrilling it felt, much of that previous experience had been deleted from my memory by time.

As the weekend approached I considered the fact that my car only had 3,500 miles on it. As such, I made sure I had new oil, took along an air compressor, and felt I was ready to go out and run.

Upon arrival at the track Friday night, I talked with others about how I was looking forward to getting out there and seeing what my car would do. They all said the same thing&..

"Got an extra set of brakes with you?"

"You're going to need more brakes."

"Do you have racing brakes on that thing?"

"What are you going to do about brakes?"

While I had considered bringing brakes, I'd convinced myself that I'd be fine, given the car's low mileage, and the 6's high rating for brake performance in all the publications I'd read. My biggest concern had been finding a helmet I could borrow for the day. So there I was, Friday night, trying to sleep, but being awakened by nightmares

of going straight off at 7 with no brakes.

Before you get the idea that this story will end with an account of how I finished the day going into turn 1 with no brakes, ending up in a rolling mass of metal, that was NOT what happened. If that were the case, instead of this article, you'd be reading a story in the Milwaukee Journal Sentinel about a guy suffering racing injuries who was quickly put out of his misery by his angry wife, and that the District Attorney was considering manslaughter charges. Thankfully for all involved, THE BRAKES WORKED FINE.

As it turned out, the biggest problem Marc and I both had was finding helmets to borrow. Marc and I decided we'd share his helmet (in hindsight, I cannot in my wildest dreams imagine one single helmet that would fit both of us properly, but that was our initial plan). Thankfully (for me) Marc's helmet did not meet the minimum requirements. My small size head was outfitted by borrowing Greg Gauper's helmet (Thank You, Greg!!), and Marc borrowed a brain bucket from Pete Olivola (Per Pete - His helmet is the largest they make!). By Sunday afternoon we'd both fully passed tech inspection, and we were ready.

The last hurdle to be cleared on Monday morning (race day) was one I'd dealt with many times before, but from a different perspective; the need for enough

cornerworkers to staff the event. Even though this was not a competitive event, there were still SCCA minimums to be met. The minimums for this event were lower than those we use for competitive races, but Flag Chief Julie Komp still had the challenge of assembling an acceptable number of experienced workers or we couldn't run. All four of us cornerworker/participants were willing and ready to work a station during off sessions, if needed, but we didn't have to. Julie managed to sweet talk, cajole, persuade and otherwise bribe a sufficient number of folks to stand on the corners and watch us play.

So, the stage was set. We started the day with a driver's meeting, led by Chief Instructor Jim Marinangel. Jim did a good job of talking us through the course, explaining the rules, and sufficiently scaring the bejesus out of us with stories about brake fade, over and under steering and all the other hazards of racing Blackhawk. We were all reconsidering the merits of working a corner versus going on-track with our street vehicles, on street tires, with 3-point street belts and street brakes. Then he allowed the instructors to decide who they would trust their lives to for the first session. Not being the sharpest knife in the drawer, Steve Dunkman picked me.

The first session out, we were all required to have instructors with us. A 65 mph speed limit was set, so we were told we did not have to wear helmets if we didn't want to. I wanted to get used to having the helmet on, so I wore mine. Steve didn't wear his, so I would clearly hear his voice as he pointed out racing lines, and places to accelerate or brake, all intermixed with various horror stories about other "students" he'd tutored, how they'd

crashed and what they'd hit. No offense to Steve, but I was glad he only rode with me for one session. I didn't need the distraction of listening to all this while driving the track for the first time. After all, I already had my nightmares and Jim's driver's meeting going through my mind over and over again. More than once, in the middle of all this, I vividly recalled the 3 rollovers we'd had during the last two Driver's Schools at this track. I knew full well what could happen.

Prior to putting us out on track, the "powers that be" had decided that each session would be about 12 minutes long. That equated to 5 hot laps and one cool down lap per session for me. It was a good decision. It kept everything from getting too hot (read brakes). It was long enough to have some real fun, but not long enough for things to break down mechanically. In all, I, and my co-participants, got about 1 hour of track time spread out over five track sessions.

I was first to the grid for the first session of the day, and quickly realized the advantages of having a clear track in front of me. Passing was only allowed on the front straight, so if you got behind someone, it was pretty much a parade until you exited turn 7. I caught up to the back marker at about turn 5 of my last hot lap in this first session. I decided right then and there I'd be early to the grid for the rest of the day. The strategy worked great. After our third session I learned from Steve Tupper how it was pretty much "follow the leader" if you were in the back half of the group.

For sessions 2 and 3, they upped the speed limit to 85. I'd recalled from my previous driving experience that I rarely looked at the speedometer on the track, spending more time

concentrating on staying on my line, checking my mirrors every once in a while, looking at the tach, and glancing at the gauges every now and again. Because I was driving an automatic, I didn't have to spend much "eye time" on the tach, so I'd glance at the speedometer instead, mostly on the front straight. That was really the only place I had to worry about the 85 mph speed limit. I soon learned that, because I wanted to save my brakes, and I wasn't racing for fame, fortune, money or trophies, 85 or 90 was about my top end before I lifted and set up for my braking line going into turn 1.

During lunch they announced that there would be no speed limit for the final two sessions. They followed this up with more stories about the difference between entering turn 1 from 120 mph vs. 85mph, and these were, again, designed to scare the tar out of us. They didn't have much effect on me, however, since I was already going close to my equipment's top end.

In the 4th session, I finally got a good feel for the track and how my car was going to react going through different turns. I started to trust myself, and the car, a whole lot more, and it got to be a whole lot more fun. THIS was the feeling I remembered from my RA sessions so many years ago.

By the 5th session, I was having a ball. There was a more race-prepared Acura in my group, and he was faster than anyone else in the group. He was really pushing the car (smoking the brakes going into 1 and just generally abusing the car). For this final session, he was second on the grid, and I kept him behind me until I waved him by as we headed down the front straight completing lap 2 and starting 3. I

don't know if he'd slowed or if I had learned how to carry more speed through the corners, but I was able to keep him in sight for the rest of the session. As we blasted down the front straight approaching turn 1, starting our 4th lap, I looked in the mirror and there was nobody else in sight behind us. COOL!!

I'd finally figured out how to go through 3 with enough feather in the throttle to be fast and still line up to take the little left-right jog heading for 3D in almost a straight line. And, I'd finally found the line exiting 3D through 4 and 5 where I could be on the gas pretty much the whole way, riding it out wide heading for 6.

Like a Driver's School, they had placed entry, apex and exit cones on the track for us, and on the 3rd lap, I noticed the turn 7 exit cone was on its side. I later learned that Marc had taken that one out trying to keep up with Steve Tupper. On the 5th lap (what would be my last hot lap), I screwed up, and apexed 6 too early. From all those sessions working flags at 6 I knew just what was coming next. The car drifted out to, and eventually over, the concrete berm exiting the turn, and with two wheels off, I earned my own "cone-head" award. After we took the checker, it was obvious that my fellow workers at 6 had informed the corner net of my excursion. Rather than waving at

me on the cool down, all the workers were hiding behind the corner stations in mock terror as I went by.

All too soon, it was over. Our "race" was run and our great day of playing on the track had ended. For the record, the brakes held up, the cone caused no damage, and I'd burned up a 1/2 tank of fuel driving what equated to about 58 miles. Mike Smith and I timed a couple of each other's sessions using the stopwatch function on my wristwatch, and I ended up with an unofficial fast lap of 1:38:61, by Mike's Timing (unconfirmed by Gameboy). That's about 15 seconds off the pace for the SSB qualifying record, so all you real Drivers have nothing to fear from me and my 6.

The four of us cornerworkers who drove this event were all surprised that more of our brethren hadn't taken advantage of this great opportunity to see and feel what it's like to be a driver. If, and when, the opportunity again presents itself, I highly recommend participation. I can personally tell you it gave me a whole new perspective on the corner/car communication process. There are some corner stations that you can see very clearly from a car "at speed", but there are others that whiz by you so quickly, and so far from your line of sight, that a driver has to make a real effort to glance quickly at the station, or you'd never know if there was a

flag out.

And since I have again raised the topic of workers, I want to take a little space to say another big "Thank You!!!" to those who worked while we played. We really appreciated it, and it's an experience we won't soon forget. We couldn't have done this without all of you volunteering your time. I wanted to thank each of them by name, but only a few of you filled out the corner sign-in sheets (BAD workers!), so I can't do that. Well, you know who you are. Thank you, again. Marc, Mike, Steve and I hope we can return the favor for you folks in the future.

Finally, a big thank you also goes to the regions that put this on. The officials who attended the end of day meeting heard from the participants that we thought this was a great event and we'd like to see more of these in the future.

Oh, and, one final note. If you decide to participate in an HPCCC event at Blackhawk Farms in the future, bring extra brakes. Performance Friction is recommended. They don't sell them anywhere close to the track, so bring them with you!

Region Points Awards Disbanded

Note from Anne Kumor:

The Milwaukee Region Board has decided to terminate the Milwaukee Region Road Racing Drivers Points Program in 2003.

I have thoroughly enjoyed tracking the points and watching the see-saw between competitors throughout the season since I took over from Bob Ablard a number of years ago (Bob doesn't remember when, = either!). I guess the exact formula for assigning points

based on number of starters and finish position relative to the other Milwaukee Region drivers will have to remain a guarded secret.

Here's wishing you continued friendly and safe competition.

Regards
Anne Kumor

.....And Another Thing

Its Milwaukee Region Board of Directors Election time again. Nomination papers have been mailed out. If you or anyone you know would like to run for the Board of Directors, just follow the nomination procedures. And, when ballots are sent out, please remember to vote.

SCCA is accepting nominations for the BFG Worker of the Year in each Specialty. Nominations are due by August 1. A nomination form is included in this issue.

In a similar vein, last year the Milwaukee Region Board of Directors did away with the Annual worker Point Awards due to lack of participation. In its place is a "Worker of the Year" Award for each specialty. Patterned after the BFG Worker of the Year Awards (see above). Anyone can nominate anyone else from any specialty. Keep this in mind as the season progresses. Awards are presented at the Annual Meeting in November. Details will follow as the season progresses.

At the Rennen Double Regional, Chief Starter Marc Knippel was seen wearing black/white/gray camouflage pants. He calls them starterflage, which sounds more like a disease to

us.

Bill Porter recently underwent some surgery. We send our best wishes for a speedy recovery.

Remember that the Cat National theme this year is "That 70s Cat", so dig out your leisure suits and poof up your hair and join in on the fun. Rumor has it that some sort of variation of the Village People might appear. Or then again, maybe not ☺

All of the 2002 Incentive letters have been mailed out. If you didn't receive one and thought you qualified, please contact Chris Cwiklinski, (414) 449-3862 or ccwikl@yahoo.com

Sad News: Former Regional Executive Bill Mitchelson passed away recently. Many of the "old timer" will remember him. Our condolences to his family and friends.

The racing world also lost Carroll Smith after a bout with pancreatic cancer. Many know him from his various "&&To Win" books. Mr. Smith appeared at the SCCA Convention here in Milwaukee in 1995.

Welcome New Members

Dave Barbee
Dennis BJORSTAD
William A. Brenner
Russ Clouse
Max Clouse
Robert C. Cook
John Dohrwardt
Steven F. Giruesen
Dan Hendricks
The Hergert Family

Fran, Brandon, Travis, Preston

James Hewitt
Art Hodge
Adam Hodge
James Hoeflin
Tim Hollman
Charles Hollman
Mike Keller
Steven Key

Matthew Key
Jim Key
Ken Kiesgen
Dan Kimber
Eric Kopp
Marie Lenon
Lyle Longley
Jay Luikart
Alex Marshall
Kayla Marshall
Reagan May
Parker May
Bruce McFaul
Doug McManus
Chris Meinholz
Terry Moore
Todd Moore
Will Ostrowski
Rick Pukite

Glenn Phode
Jessica Sampson
Charles Shay
Susan Tang
Monte Tetzlaff
Wade Thomas
Lucas Tubbs
Carl Vallee
Jeff Van Buren
Todd Wright

Milwaukee Region Drivers at the Tri Region National May 24-25, 2003

Race 1 – SSB, SSC, T2, AS

AS

3rd David Venhaus

SSB

1st Harry Manning

SSC

3rd Tom Putz



Dale Brown, SRF ↑

Peter Mohrhauser, GT1 ↓



Ken Holzer, F500

Race 2 - F500, FV

F500

2nd William Cobb

3rd Darrel Greening

5th Kenneth Holzer

6th Robert Geisen

FV

6th Michael Beaumia

Race 3 - SRF

5th Dale Brown

9th Becky Bach

10th Bill Douglas

11th Tom Doerr

12th Ruben Garcia

Race 4 - GT1, GT2, GT3, T1

GT1

1st Cliff Ebben

8th Gerald Ruehlow

14th Peter Mohrhauser

GT2

3rd Randal Hamann

GT3

2nd James Simaris

T1

1st Jason Berkeley

Milwaukee Region Drivers at the Tri Region National May 24-25, 2003



Race 5 - CSR, DSR, S2000 *Jason and Jeff Miller*

CSR

- 2nd Jeff Miller
- 3 Mike Lord

DSR

- 1st Michael Reupert
- 3rd Jason Miller

S2000

- 1st Bart Wolf

Race 6 - FF, FC

FF

- 2nd Tom Christ
- 5th John Vlasis

FC

- 9th Brian Belardi
- 10th Tony Smith



Ken Kannard and Daryl Wessel

Race 7 - EP, FP, GP, HP, GT4, GT5

EP

- 2nd Ken Kannard
- 5th James Simaris
- 6th Filippo Reina
- 10th Roberto Reina
- 11th Mike Cudahy

FP

- 2nd Mike Gnadt
- 3rd Gerald Lamb

GP

- 1st Bill Wessel
- 3rd Greg Gauper

HP

- 2nd Richard Root

GT4

- 1st Daryl Wessel



Jamie Bach, FM

Race 8 - FM, FA

FM

- 1st Jamie Bach
- 3rd Denny Marklein

Photos by
Toby Schuster