
MILWAUKEE REGION

Drift



Important Announcements About Upcoming Events from RE Angelo Gazzola

CAT National Race

The CAT National is Milwaukee Regions' premier road racing event. It is second only to the JUNE SPRINTS in driver interest. In recent years we have had trouble with worker staffing for this event. The region really needs your support to make this event a success. We realize that it is getting later in the racing season, and there are many competing activities that are making demands of your time. In an attempt to make the event more attractive to our workers, we are making a number of improvements to worker thank-you gifts.

These improvements will include enhancements to the worker party door prizes and give-always, which are facilitated by the generosity of our driver/entrants through their contributions to the "Worker Appreciation Fund." We will be adding a grand prize, along with improvements to both quality and quantity of worker prizes. The Saturday night dinner would be difficult to improve, as all of the feedback I have received has been extremely positive, but we will try.

In addition, courtesy of Milwaukee Region, there is free tent camping at Road America for this event for those who are working BOTH days.

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Brian Redman International Challenge

The BRIC (Brian Redman International Challenge) will be held at Road America on the weekend of July 18–20th.

As always we need sufficient workers to staff the event. To enhance the event in the eyes of our members who may consider working the event, we will be increasing the worker party prizes and give-always, including the addition of a grand prize on Saturday night.

For those of you who have never attended the BRIC, the food offerings are excellent for the Friday and Saturday evening dinners. The opportunity to see the broad spectrum of vintage racecars that are presented at the BRIC, is unmatched at any other vintage event held in the United States. There will be over four hundred vintage racecars in attendance, ranging from small British sports cars to Can-Am and Formula One racecars. This would be a great event to come out and try one of our racing specialties such as Flagging and Communications, Timing and Scoring, Grid, Pit Lane, Technical Inspection, Paddock, and others

BRIC REGISTRATION HOURS

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IMPORTANT VSCDA Announcement

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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: _____

E-MAIL: _____

CAT NATIONAL Entry From and Supplemental Regulations

<http://www.scca-milwaukee.org>

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!

R.E. View – Angelo Gazzola

Well the Road Racing season is half over, four races down and three to go! In July we have the BRIC (Brian Redman International Challenge,) and the CAT National on back-to-back weekends. We will take the month of August off, and finish the road racing season with the VSCDA Fall Festival, to be held on September 19–21st, at Road America. The BRIC will be presented at Road America on the weekend of July 18–20th. The CAT National will be held at Road America on the weekend of July 26–27th. You will find additional articles about the races in this issue of the DRIFT. Those articles will talk about the need to attract more workers for each of the events, and how the region plans to address those issues.

The Susie Bonneau Double Regional was held last weekend at Road America, and attracted approximately 125 participants for each regional race. The race will not be a big financial success, but should break even. In my opinion, the race was a success from a customer satisfaction perspective, as all of the feedback I have received has been extremely positive. We had two serious accidents during the weekend, both of which were handled very professionally by region and Road America rescue personnel. The region has received a thank you letter from the family of one of the drivers, thanking all of the race staff

involved in the corner 1 incident. The family indicated that the driver is doing well, and should fully recover from the injuries.

Solo has completed three events plus the beginning drivers school, and continues to achieve financial and event performance success with each event. My compliments to Solo on the vast improvement on the administrative side of event management. I would like to publicly thank the Solo Chairman and the Solo community for their cooperation on the development of the necessary procedures to streamline the administrative process of event management.

We now have a Finance Committee. With the appointment of Jim Roemer, the Finance Committee is at full strength. I will be calling the first meeting of the committee to establish the goals and objectives of the group. The committee includes: Angelo Gazzola, Karen Mattacotti, Jim Roemer, and Neil Tuttle. Julie Komp will serve as the Treasurer liaison to the committee. One of the major goals of the committee will be to properly manage the financial assets of the region.

The Milwaukee Region Election Committee continues to work on the Fall election process. The slate of candidates proposed by the committee has been mailed to the membership. The next step in the

process will be to create a ballot, using the slate prepared by the committee, and any other candidates identified by the process. If you would like to nominate a region member for service as a director, contact any one of the committee members for information on how to nominate an additional candidate.

Milwaukee Region is currently engaging in a process and procedures review, to be accomplished before the start of the 2004 racing season. I have appointed four 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. We are missing some very important procedures, for new staff that take over areas of responsibility that are new to them.

The SCCA Board of Directors candidate forum hosted by Chicago Region, at the JUNE SPRINTS was somewhat of a disappointment, due to almost a complete lack of turnout. Both candidates were present and ready to make presentations and take questions from participants. Please take whatever steps you can to become part of an informed electorate. The election will take place in the Fall.

Angelo

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(BRIC, Cat, VSCDA)

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It's A Small World&..

(Bill Dalton and Dick Eisenmann at a VSCDA event
at Gingerman)

Bonneau Results

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Minor Waiver information

And the Usual Stuff.....

Milwaukee Region Calendar

July	1	Competition Committee
	8	Board Meeting
	18-20	BRIC
	26-27	That 70's Cat National
	30	Solo Meeting
Aug	2-3	Solo #4 and #5 (CenDiv Series 2-day event)
	5	Competition Committee
	12	Board Meeting
	27	Solo Meeting
Sep	2	Competition Committee
	7	Solo Event #7
	9	Board Meeting
	19-21	VSCDA at Road America
	24	Solo Meeting

.Competition meetings - 7pm at the home of Marc Knippel

Board Meetings - 7pm Highland House,

12741 N. Port Washington Road, Mequon

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

VSCDA Fall Festival

The VSCDA Fall Festival, which takes place on September 18–20th, is our final event of the year. The event is a much smaller vintage event than the BRIC, which is held in July. It is traditionally a non-spectator event with fewer entries. The racecars that enter this event are just as spectacular in their own way. The entries are more reflective of the racecars that have competed in the United States in amateur racing since the 1930's. Although the entries for this event are usually less than three hundred, the diversity and quality of the entries are both excellent.

Because this event has historically been the most difficult to staff for a number of reasons, both Milwaukee Region and VSCDA are going to go the extra yard to make this event more attractive to our region members. The reason for experiencing staffing difficulties at this race include how late in the season it takes place, and the fact that it is presented on the same weekend as the SCCA National Run-Offs at Mid-Ohio.

Some of the improvements that will be made are the offering of a sit-down dinner on both Friday and Saturday nights. The dinner on Friday night will be sponsored by VSCDA, who is the sanctioning body for the race event. The dinner on Saturday night will be provided by Milwaukee Region. Both dinners will be followed by a worker party with door prizes and other gifts. VSCDA will also provide free Road America camping for the weekend to workers that work all three days. (Friday, Saturday, and Sunday).

The enhancement to worker door prizes and gifts will be significant, as both the sanctioning body and the region are going to increase their contribution in this area. I will have more information about the improvements in the August and September issues of the DRIFT.

**FREE CAMPING FOR WORKERS THAT
WORK ALL THREE DAYS!!!!**

BRIC Registration Hours Workers and Guests

Thursday, July 17	6:00pm – 8:00pm
Friday, July 18	6:30am – 10:00am 6:00pm – 8:00pm
Saturday, July 19	6:30am – 12 noon
Sunday, July 20	6:30am – 10:00am

Please Make sure your guests are aware of the Registration Hours. The BRIC staff will not register our workers or guests. Anyone arriving after worker registration is closed will have to purchase a ticket to enter the track.

PLEASE, PLEASE, PLEASE READ!!!!!!!

MINOR WAIVERS

Anyone coming to the track under the age of 18 **MUST, MUST, MUST, MUST, MUST** have, in some form or another, minor waiver that has been signed by

A PARENT.

No exceptions!!!!!!

At the last couple of events we have had to turn people away who have brought, friends of their children, nieces, nephews, grandchildren, and other friends and relatives.

*Don't let this happen to you
See page 9*

Worker Appreciation Fund Report

As a result of the races Milwaukee Region has put on so far this year, drivers/entrants have contributed in excess of \$1,500. I want to thank all of the donors for their generous contribution to the Worker Appreciation Fund.

I would like to also report to the contributors that their donations have been segregated from all other revenues received by the region, and will only be used to enhance direct worker perks. In that regard, I have asked the Competition Committee to increase the direct perks to workers at all remaining Milwaukee Region events. The most significant direct benefit will be used to enhance the worker appreciation gifts at the CAT National Race, including subsidized worker camping.

In addition, I have asked the committee to increase worker gifts at the other remaining events, to help in recruiting and retaining the excellent worker base that Milwaukee Region enjoys.

Angelo Gazzola
Regional Executive
Milwaukee Region SCCA

Welcome New Members

Frank Boggs
Jeffrey Courtney
David and Gayle Cox
Richard Davies
Nathan Depagter
Nicole Eichelberger
Katie Felton
Ali Hamdan
Tom Hilde
Troy Hottman
David Kamoske
Melvin Lester
Matthew Mead
Gerald Newburg
Walter Piel
Steve Pinkerton
Brian Rehanberg
Nate Robertson
Don Schubel
Clyde Sevener
Dale Vandebush
Nick Wagner
Holly Witt

Congratulations!!!!!!

Milwaukee Region Drivers at the June Sprints
Take Home 5 First Place Trophies

Justin Gaver — F500
Jim Dentici — GT5
Jeff Miller — CSR
Dan Geiger — SSB
Cliff Ebben — GT1



Jim Dentici



Justin Gaver

It's A Small World&.

Bill Dalton encounters DRIVER Dick Eisenmann at a VSCDA Drivers School at Gingerman A tale of driving and demerits

This story is a good illustration of how small the racing world is and how entangled it is.

It actually starts 40 years ago in 1963. My wife worked for BMC of America in Ridgefield, NJ, and Walt Hansgen, from Westfield, NJ, was one of their dealers. Walt had a young driver under his wing. The driver's name was Mark Donohue. Mark was driving MGB's for Walt. Since Carole worked for BMC with Walt Hansgen's niece, (they were the "Overseas Delivery Department") we could get into the races for free as long as I helped the BMC mechanics. This was a good arrangement for us and got me into sports car racing.

Lot of water under the bridge and 30 years later I get into SCCA tech here in the Midwest and get involved with vintage racing with VSCDA. Because of my previous experience I go from Regional to National in one and a half years. Now I have to deal with the Stewards as an Assistant or Chief of Tech.

As you all know, Stewards come in a variety of sizes, shapes, temperaments, work backgrounds and ethnic backgrounds. They are outgoing, witty, reclusive, each with his or her own personality, just like the rest of us. Initially, to me, one of the more reclusive was Dick Eisenmann, aka Milwaukee Dick. For the first couple of years that I knew Dick, he was kind of quiet. He would come over to work Black Flag and tell us Pit Tech guys a couple of bad jokes and go back to the tower till the next time. This relationship dramatically

changed one day at BHF when Dick was Chief Steward and I was Chief of Tech. His support and respect for our opinions on a very controversial call and his forceful decision gained instant respect from me and made us good friends from that day on. It may end when he reads this but I don't think so!

Last fall Dick called me to inquire about running a car with VSCDA. He wanted to know if he had to have a fuel cell. I said yes. He said he didn't want to hack up the car. I suggested that the original tank could be cut open and have a proper fuel cell installed. He said that he wasn't sure that he wanted to do that since the car was all original. I opined that he didn't need to do that he just wouldn't get a tech sticker. Dick said he would appeal to the Chief Steward of the event— Dick IS the Chief Steward of the BRIC and ELVF. I reminded Dick that I was the Chief of Tech of both events and that I occasionally did not follow the Chief Steward's wishes. He agreed that the latter was sometimes the case since Vern Fitch, Angelo Gazzola and I were perennial leaders in the issuance of Dick's demerits. Dick promptly awarded me 5 demerits before the 2003 season even started. We went over a couple of other tech issues in a similar fashion resulting in my accumulating a total of 10 demerits before the start of the 2003 season.

Our first VSCDA event of the year is our driver's school and race at Gingerman the first weekend of May. Dick enters the newly restored 1962 Cooper Formula Jr. that he

drove in the Runoffs in 1968 or 1969, even he can't remember what year it was. Before arriving at the track he fails to supply the transponder # to our office and I get an email asking me where it is located. Finally the car arrives at tech where we look it over carefully and insist that the rookie "X"s be properly displayed. The car is allowed to enter the school and take the track on the following day. On the side of the car are 2 driver's names Walt Hansgen and Richard Eisenmann. I knew Walt and I know Dick. What I don't know is the connection in the way of the car.

The school day starts and Dick is passed by anybody and everybody. He is a "new" driver in a "new" car and he is not taking chances and getting into trouble —yet. Finally it comes time for the practice starts and first 5 lap race. I climb into the Boss 302 and head on out to corner 2 to start pacing the races. I can barely see the white car with the blue stripe back there but Dick is there. I run the pace lap and park at the base of the tower so I can assume the Black Flag duties and go up into the tower to watch with Chuck Shapiro, our Chief Steward, Vern Wandell, our Chief Communicator, and Phil Cull our Asst Chief Steward, all from WM Region. 2 laps into the race car #4 spins between turns 5 and 6. All of us are watching, when here comes car 16 white into corner 5 yellow passing cars 50 and 7 under the yellow. I ask if anyone else saw it and all 3 others say yes. Chuck gives it his famous

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Region Drivers Rennen Race Results

Saturday, June 7

Race 1 - SRF

- 2 Becky Bach
- 4 Bill Douglas
- 6 Dale Brown
- 14 Bob Ablard
- 17 Lee Trainor
- 20 Ronald Rosenmerkel
- 30 Mike Stagl
- 35 Dwayne Maroszek

Race 2 - FA, FC, CFC, S2000, CSR, DSR, ASR, FM, FS

FC

- 2 Jody Seidler

CFC

- 2 Jim Roemer

Race 3 - GT4, GT5, EP-HP, SRX7, BG, LC, SM

SM

- 2 Tim McQuiston
- 6 George Kofman

EP

- 3 Michael Weyenberg

SRX7

- 2 David Dewhurst

Race 4 - SSA-C, ITA-C, ITS

ITS

- 2 Nathan Bonneau
- 4 Ken Bonneau
- 7 Rick Greisser

ITA

- 1 Tony Machi
- 2 Tim Burns
- 5 Lyle Longley

ITB

- 1 John Morgan
- 6 Richard Kardos

ITC

- 2 Justin Rupp
- 3 Dan Meller

SSB

- 1 Jim Ebben

Race 5 - FF, CFF, FV, F500

F500

- 1 Ken Holzer
- 2 Greg Olson

FF

- 1 Mark Kolell
- 4 Anders Graff

FV

- 2 Kevin Alenius

Race 6 - GT1-3, ITE, T1, T2, AS, SP

GT1

- 2 Gerald Ruehlow

GT2

- 1 Randall Hamann

SP

- 1 Chris Griswold

ITE

- 3 John Malmquist

Sunday, June 8

Race 1 - SRF

- 2 Bill Douglas
- 8 Dale Brown
- 11 Mike Stagl
- 21 Ronald Rosenmerkel
- 23 Dwayne Maroszek
- 25 Lee Trainor

Race 2 - FA, FC, CFC, S2000, CSR, DSR, ASR, FM, FS

CFC

- 1 Jim Roemer

Race 3 - GT4-5, E-HP, SRX7, BG, LC, SM

EP

- 2 Michael Weyenberg

SRX7

- 1 David Dewhurst

Race 4 - SSA-C, ITA-C, ITS

ITS

- 2 Nathan Bonneau
- 5 Ken Bonneau
- 7 Rick Greisser
- 8 Dan Meller

ITA

- 2 Tim Burns
- 4 Bill Schley
- 5 Lyle Longley

ITC

- 1 Dave Kittelson
- 4 Sandy Silverberg
- 5 Justin Rupp

SSB

- 1 Joe Ebben

Race 5 - FF, CFF, FV, F500

F500

- 1 Ken Holzer
- 2 Greg Olson

FF

- 2 Mark Kolell

FV

- 1 Kevin Alenius

Race 6 - GT1-3, ITE, T1, T2, AS, SP

SP

- 1 Chris Griswold

GT2

- 1 Randal Hamann

Minor Waiver Reminder

Drivers - Please tell your Family and Crew members!!!!

Workers - Please tell your Guests!!!!!

As you should already know, every minor (under the age of 18) needs a minor waiver in order to be able to enter the track premises. This minor waiver can take several forms:

- The pink portion of a completed 3-part minor waiver form issued at another event that has been signed by both parents or the legal guardian and is marked good for ALL EVENTS.
- The bright pink minor photo ID card which indicates that a completed 3-part minor waiver is on file at the National office.
- Membership cards and licenses that are marked with a red "W" which indicates that a waiver is on file with the National office and the minor card holder can work in hot areas
- A waiver that is filled out at the track and is signed by both parents or legal guardian. If the waiver is signed at the event by only one parent, that waiver is good for that event only.

Any responsible adult can sign the event waiver for a minor. **HOWEVER**, a minor waiver **MUST BE SIGNED BY PARENT(S) OR LEGAL GUARDIAN**. *This means that, if you are bringing a minor to the track and you are not his, her parent or legal guardian, you must have a waiver signed by his, her parent or legal guardian or the minor will not be allowed to enter the track.*

Reminder – A LEGAL GUARDIAN is someone who has legal papers that indicate that he or she is **THE** legal guardian. A note from a parent is not enough giving someone "guardianship" is not enough..

Grandparents, aunts, uncles, other relatives, friends, or neighbors cannot sign a 3-part minor waiver form. Minor waiver forms can be signed by the parents or legal guardian in advance and do not need to be filled out by them at the track. If you need blank minor waivers for grandchildren, nieces, nephews, other relatives, friends, friends of your kids, etc. please contact the Milwaukee Region Registration Goddess, Chris Cwiklinski, (414) 449-3862 or ccwikl@yahoo.com or sccamke@scca-milwaukee.org Please include your mailing address and the number of forms you will need. Please allow time for mailing.

Note: If the minor is going to be attending events on a regular basis, a minor photo ID can be made at Registration if a completed 3-part minor waiver form (not just the pink part, but a whole new waiver form), signed by both parents or legal guardian is presented. There is no charge for this ID and you will no longer have to carry around the pink portion of the 3-part form or fill one out at each event.

Classifieds

FOR SALE: Competition Tires 205/50/15 Used in 2002 and 2003 on my Mazda Miata in showroom stock road racing. No flat spots. All heat cycles are recorded. Tires are **Hoosier** autocross & road race 205/50/15 (\$5 and up). Harry Manning, Racine, WI, 262-554-1510, manning@wi.net

FOR SALE: 1600 Formula Ford motor, six races and one school since complete rebuild. Former national motor, 711M block, Lamont crank, Quarter Master clutch. \$3250 OBO. Hewland Mk9 gearbox. Excellent condition, 10/31 ratio, rotors and calipers, low time since Comprep rebuild. \$1950 OBO. Jon Jeffords, jjeffords@wi.rr.com 414-465-6253 work, 262-549-3325 home

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.

For more information or to submit an ad, please contact:

The Drift
 c/o Doug Morrissey
 N 1417 Cty Rd. P
 Rubicon, WI 53078-9721
 (920) 474-7318
dougmorrissey@wi.rr.com

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“You deal with it, Black Flag”. I laugh and ask if they know who it is. Nobody knows, so I announce it is none other than Dick Eisenmann. Chuck starts laughing and asks if I need help. My reply is “No, if I could refuse a tech sticker for Mark Donohue’s car, with the owner being Walt Hansgen, back in 1964, participated in telling Sir Jack Brabham that from page Oakley sun glasses were not considered to be a proper face shield at he BRIC in which he was the Grand Marshal, then talking to Dick was not going to be a problem.”

At the end of the session, I pulled Dick over to talk to him. I gave him the cut signal and introduced myself, saying “Hi, my name is Bill Dalton and I am the Black Flag Steward. Do you know why we stopped you?” Dick avowed as he did not know. I explained that we had reports of his passing cars 50 and 7 under yellow at corner 5. He immediately came back with “I haven’t made a pass under yellow in 35 years”. I reminded him that neither he nor the car had been on the race track in 35 years. He asked if there were corroborating reports. I replied yes. He asked if they were reliable reports. I replied yes. He asked who they were and I replied the Chief Steward, Asst Chief Steward, and the Chief Communicator. I also pointed out that I had observed the pass. He then changed tactics claiming he had shifter problems and was looking down to see what gear he was in and might have missed a flag. I asked if he was color blind. He replied no. I held up a yellow flag and Dick identified it as green. I picked up the jack handle from the Boss and Dick declared as how he might have been mistaken on that

last color. I asked Dick if he had heard any good stories from drivers in the last 30 years or so because this one didn’t compare favorably to best that I have heard in the last 10 years. He finally put his head down and said that he would not do it again. I patted him on there top of the helmet and reminded him that he had had his one time excuse of “I didn’t see the flag”. Dick said that it was his one time for the weekend, to which I replied “No, I think it is your one time for the season.” He then remarked “Hell that was the only way I had passed anybody.”. Dick showed up at our Blackhawk Classic and announced that his shifter problem had been fixed. I allowed as how there went his excuse and he would need to come up with a real innovative one the next time. As a result of this indiscretion at Gingerman I have awarded Dick Eisenmann 20 demerits. This places him squarely in the lead for demerits this season in the Milwaukee Region!

This is kind of like a celebrity roast, however one must understand that Dick has told more people about this than I have, at least until this article comes out. I have had great respect for Dick as a steward and a friend for a number of years. He will be the Chief Steward of the BRIC and ELVF again this year and has talked about entering ELVF with the Cooper. If this happens it presents an interesting scenario. Who would we report a pass under yellow by the Chief Steward to? In any case, I know I will be Chief of Tech for VSCDA and would report it to the VSCDA Drivers Committee which functions as the “SOM’s” at our events. This can probably insure that we can keep Dick in the demerit lead for the Milwaukee region.