
MILWAUKEE REGION

Drift



October, 2003

Congratulations to Milwaukee Region's National Champions

Milwaukee Region has 6 National Champions, 2 at the Road Racing Run-Offs and 4 at the Solo II Nationals.

Road Racing

Cliff Ebben GT1
Harry Manning SSB

Solo

Darrel Padberg CP
Jeff Cashmore ES
Dan Cyr F125

A complete list of all Milwaukee Region participants at the Run-offs and the Solo National can be found on page 12.

Board Election Results

Jim Dentici, Angelo Gazzola, Mike Piotrowski and Roy Rogers were re-elected to the Board of Directors. Also elected were Cheryl Barnes and Jeff Cashmore. Congratulations to you all.

Also on the ballot were Jerry Hansen, Desiree Padberg, and Jim Roemer. We thank them for their interest in serving on the Board.

The new Board will be seated at the October Board Meeting at which time the Region Officers will be elected.

Marc Knippel and Karen Mattacotti chose not to run for re-election. We thank them for the time on the Board and their service to the Region.

Change in October Board Meeting Location

As the search continues for a suitable location for the monthly Board Meetings, the October 14, 2003 meeting will be held at Panos Charcoal Grill, 20290 West Bluemound Road, at the intersection of I-94 and HWY 18 (Bluemound Road.)

What's in this issue????

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2003 Region Directory Information

Board of Directors

Regional Executive

Angelo Gazzola* (715) 823-4533

Vice Regional Executive

Jim Dentici* (262) 593-2800

Treasurer

Julie Komp* (920) 849-7626

Secretary

Chris Cwiklinski* (414) 449-3862

Board Members

Mike Alexander* (847) 746-8466

Mike Engelke* (920) 849-7626

Marc Knippel* (414) 483-4144

Tony Machi (414) 423-0867

Karen Mattacotti (262) 628-3445

Mike Piotrowski (414) 482-0941

Roy Rogers (262) 369-0782

Bart Wolf (920) 876-4091

*denotes Executive Committee

Area 5 Director

Ken Patterson

223 Bergstrom Blvd.

Cedar Falls, IA 50613

National Office Numbers

SCCA office (800) 770-2055

Website: www.scca.org

Milwaukee Region

Email:

sccamke@scca-milwaukee.org

Website: www.scca-milwaukee.org

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Milwaukee Region Calendar

Oct	5	Solo #8
	7	Competition Meeting
	14	Board Meeting (new Board seated)
	28	Solo Meeting
Nov	4	Competition Meeting
	8-9	CenDiv Roundtable
	11	Board Meeting
	15	Annual Meeting
	25	Solo Meeting

There will be no Board Meeting in December

Competition meetings - 7pm at the home of Marc Knippel

Board Meetings - 7pm Location varies

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



R.E. View – Angelo Gazzola

I would like to start my column this month with congratulations to our new national champions:

2003 SCCA RUNOFFS National Champions

Cliff Ebben GT1
Harry Manning SSB

2003 SCCA SOLO Nationals National Champions

Darrel Padberg CP
Jeff Cashmore ES
Dan Cyr F125

We had a total of thirty-three Milwaukee Region members participating in SCCA National Championship competition. There were thirteen members of our Solo community participating at the Solo Nationals. Our road racing community had twenty of their members represented at the Runoffs. I have already sent individual letters of congratulations to each participant, as those achievements required a yearlong commitment to racing and a number of days at the event itself. I have also prepared a grid of results for both the Solo Nationals and Runoffs, for all Milwaukee Region participants, which is presented elsewhere in this issue.

In addition to the accomplishments of our drivers, we also have one of our own that was recognized as "TECH WORKER OF THE YEAR." That honor went to no other than Vern Fitch. The award

was made at the 2003 SCCA Valvoline Runoffs, at the Thursday night party. Congratulations Vern! Just one example of Vern's dedication to the sport is, not only did he function as crew chief for Greg Gauper's Runoff efforts, but he also worked as a tech inspector whenever he wasn't needed in the paddock.

The VSCDA Elkhart Lake Vintage Festival© at Road America was very successful, as we had more workers than we have enjoyed for a number of years. The VSCDA sanctioning body was very kind to the region, and specifically towards workers. The event included a party Friday and Saturday nights, with door prizes and giveaways both nights. The Friday night party was put on by VSCDA, including the door prizes. The Saturday night party was put on by Milwaukee Region. VSCDA also provided free camping on the Road America facility for all workers that worked all three days. I can't tell you the number of workers that have expressed their thanks for the treatment they received during the weekend. Some of the workers thanked us for the free camping, even though they did not take advantage of the offer.

The Milwaukee Region Election Committee continues to work on the Fall election process. The initial ballots contained an error of omission, as incumbent Jim Dentici was inadvertently left off the ballot. After consultation with Bill Porter, our

region attorney, new ballots were mailed to all Milwaukee Region members on September 15th. By this time the new ballots have been received and counted. Because the deadline for the new ballots was after the deadline for DRIFT publication, the results may not make their way into the October DRIFT. If the results are not available before the October DRIFT is posted, we will post the election results on the region webpage.

Again, I would like to remind each of you to consult with the WebPages of each of our Area 5 SCCA Board of Directors candidates, to understand the differences between the candidates. Your vote in the fall election is important in determining the direction of the club, over the next three years. I hope you have reviewed the questions that I included in my column last month, and I hope that they were helpful in making your decision on casting an informed vote. I extended an offer to both candidates to have a one-page ad in this month's DRIFT, which they have both accepted. I have also asked the editor to reprint the candidate interviews that the Chicago Region PISTON PATTERN published in August and September.

Angelo

Re-elect Ken Patterson For Area 5 Director

We have made some remarkable changes in the last three years. We have a new president and CEO, a new headquarters in Topeka Kansas, and we have grown to around 61,000 members. We have changed the way we run our business. We have gained a new and positive image the world of motorsports. Most importantly we have changed our attitude about what we can do.

I would like to continue to help our club grow back into a healthy organization with a major influence in the world of motorsports.

SCCA ProRacing and PRO Rally are OUR best promotional tool and therefore an integral part of our Club. I feel we need both ProRacing's World Challenge and Pro Rally's television exposure to help promote our name and to improve our growth in the motorsports world. This will have a positive long-term effect on our everyday business as our name becomes more commonplace to sponsors.

What does this mean to the average member?

1. The club has improved its visibility and awareness to the corporate world and general public. This provides a benefit to our drivers and workers with programs that the sponsors are starting to cover the cost on. We are developing a new program designed to help not only the regions, but also the average driver with finding and securing sponsors.
2. It means you have better service than ever when dealing with the national office and the attitude of how can we help you.
3. It means you find more national staff at major events, helping and finding ways for them to improve service to the regions and members.

LEADERSHIP:

We call for it all the time; it is absolutely integral to take our Club into the future. The trick is to have the kind of leaders that make people want to be part of our club, not afraid to show up on weekends. I will provide that type of leadership. The role of a leader is not to serve as a Drill Sergeant barking out orders and commands but to act as a team captain to help channel the various skills and talents of the membership in a positive and encouraging way.

CLUB RACING

Rules stabilization was my concern in 2000 and this will always be one of the toughest things to balance in our club. Trying to keep older cars competitive while bringing new and current cars into our classes is our biggest challenge today. The fastest growing classes in Solo and World Challenge mirror the popular cars on our streets today and yet we have no place for these cars in Club racing. This should be our priority, leave the existing cars alone and let's make a future for our club by fitting these cars into Club Racing.

SOLO

The Solo programs continue to grow at record rates in our Division. Milwaukee Region's Solo program has shown the leadership to manage the growth and improve the events at the same time. I am very please with how well the entire SOLO community of the Division has stepped up and started to help manage the Division.

In the last two years I have worked to live up to and fulfill the issues in my platform. I hope you agree that we have had a remarkable time. I will be proud to serve you for another term as we continue to grow our club into the best organization in the motorsports world.

www.mikeengelke.com

**Mike Engelke
for
Area 5 Director**

**Do you know what's really going on in SCCA?
Don't you think it's time you did?**

My opponent has advocated for a stable rules package, however his voting record on rules issues indicates otherwise.

Through his votes, action or inaction, lack of proactive communication and administrative oversight, the preferences of Area 5 members are not being addressed.

The process of staffing of our critical member boards has to be re-engineered.

It's *your* club after all &

Supported by dedicated, concerned, hard-working SCCA members.

Please join us.

It's time for a change. Let your voice be heard.

Worker of the Year Award Nominations

In 2002 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. Anyone can nominate anyone else from any specialty. You can make multiple nominations. This can be for a specific incident or event or for a whole season of contributions. Awards are presented at the Annual Meeting in November. Please send your nominations to Marc Knippel, Competition Chairman, 3953 S. Alexander St, St. Francis, WI 53235 or email at iflgum@aol.com Nominations must be received by October 31, 2003.

.....And Another Thing

The ballots for the Area 5 Director election are in the mail. Please review the candidate interviews in this issue and check out their websites. And please, please, take the opportunity to vote.

The Annual Meeting is November 15 at the shop of Real Time Racing and RTR Racing. An invitation with a reservation form, directions, etc. will be mailed to all members. If you plan to attend, you must register in advance. Because this is not a regular banquet/restaurant facility we have to arrange for food, tables, chairs, etc based on the number of responses. We will not be able to accommodate walk-ins. Suggested attire: Business Casual – whatever the heck that it - probably somewhere between a t-shirt/jeans and black tie.

For those of you who are Survivor addicts, Christa Hastie is a member of SCCA. She is from Los Angeles and engaged to a racecar driver (the bio didn't say who). She's a member so that she can be on his crew.

Congratulations to Vern Fitch who was named SCCA National Worker of the Year for Scrutineering.

Speaking of “Workers of the Year” Milwaukee Region

has its own “Worker of the Year” program. We are still looking for nominations. See above article for more information.

Dick Eisenmann, Chief Steward at the VSCDA event, send along a note he received from Ron Rubsam that he would like to share with everyone involved with that event: “I recently ran your touring session Sat. 9/20. I have to complement every one that I encountered as to the professional way they all performed. Thanks Again.”

A correction - in the July issue we listed Michael Weyenberg as finishing 3rd in the Saturday EP race at the Rennen Double Regional. He finished 2nd.

The continuing search for a permanent meeting place for the Board continues. This month's meeting is at Panos Charcoal Grill. Watch the Drift, the website, or contact a Board member for info about the November meeting location.

There will be no Board meeting in December. The January Board meeting will be held in conjunction with the Annual Competition meeting. Stay tuned for details.

You Are Cordially Invited

***MILWAUKEE REGION
ANNUAL MEETING
SATURDAY, NOVEMBER 15, 2003***

At the Shop of REALTIME Racing and RTR Racing

240 Klien Ln, Saukville, WI (west of I-43 of the Hwy. 33 exit)

Special Guest Speakers

David Hobbs

and

Peter Cunningham

COCKTAILS, 6:00pm

(Cash bar, free beer, soda, wine all evening)

DINNER, 7:00pm

(Beef and Chicken buffet)

PROGRAM AND AWARDS, 8:00PM

\$25 per person

***Invitations, reservation forms, event information
and directions will be mailed to all members.***

*Reservations **MUST** be made in advance. Due to this not being
a regular banquet/restaurant facility,
we **WILL NOT** be able to accommodate walk-ins.*

Check Your Directory Information

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: _____

E-MAIL: _____

Attention Drivers 2004 National Numbers

You can find the application for 2004 National Numbers and the list of Reserved Numbers on the CenDiv website at www.cendiv.scca.org/racing/national_reserved_numbers.html

National Reserved Number assignments run from January thru December. If you DO NOT have an assigned number for this year, please check the reserved number lists to find numbers which have NOT been assigned. This will give you some options for your number choices at each individual event throughout the season.

Remember, whether or not to honor reserved numbers is up to each region. Check the race entry forms for details.

Applications must be submitted by December 31, 2003.

For more information contact: Linda Breitenbach, CenDiv National Reserved Numbers
5515 N. Lotus Ave.
Chicago, IL 60630
ph. 773.774.8602
TeamFuzz@email.msn.com

Area 5 Director Candidate Interviews

The Chicago Region Board submitted a series of questions to the two candidates for Area 5 Director, Ken Patterson and Mike Engelke. The responses were published in the August and September issues of The Piston Patter. They have graciously allowed us to reprint those responses here.

Mike Engelke

Will you support the development and continued ‘use’ of the HPC3 format, even though profitability may not be reached for some several seasons? Can you talk about your views on offering events such as ‘track days’ and ‘street car clinics’ or ‘novice instructionals’?

The HPC3 was a success. It will be imperative to develop a type of program that we can incorporate into our everyday race program. However, we did hear from our customers that they did not want to share time with the racers, they liked their own day, which caused other problems, few instructors, high track cost and concern for workers.

Like PCA and the other clubs, they can run together. That is what I like. It gives our club a better sense of ownership when we can share all that our clubs have to offer. At tracks like Road America I feel we can build in days that we could incorporate drivers education/HPC3 type sessions as well as renting and using the go-cart facility to run a solo event, and perhaps another part of the facility to do a Rally Cross. What better way to bring in all aspects of our club into one facility to showcase every aspect of our club?

We owe it to our selves and clubs our regions to spend a little to facilitate the inclusion of more of our members into different aspects of our club; j. Just as we do with drivers schools.

Given that Solo events are practically ‘bursting at the seams’ and that event entry limits are often imposed – i.e. more Solo participants may reduce event quality, can you describe how you would embrace the working relationship with SUBARU that the National Office has been developing?

Perhaps with joint efforts, a tour per se could be initiated to showcase not only Subaru but also any other car mark that may come to the club as they see the success that the Subaru program may bring. Solo is a fast growing aspect of our club and as it grows it becomes increasingly difficult to manage from a numbers standpoint. It will take a lot of effort and cooperation to make this aspect of our club work.

Cont’d on page 10

Ken Patterson

Will you support the development and continued ‘use’ of the HPC3 format, even though profitability may not be reached for some several seasons?

Yes, I do support the use of High Performance Car Control Clinics. They provide the regions with a tool to reach people our club is not currently acknowledging. While this type of program may take time to develop into a profitable venture, it is surely worth the cost to reach the people and cars that currently do not fit into any of our programs. They are like Club Racing’s Drivers schools and any instructional program, designed to be a member value and the feasibility of the event is something each region must decide on.

Can you talk about your views on offering events such as ‘track days’ and ‘street car clinics’ or ‘novice instructionals’?

The use of ‘track day’ or ‘street car clinics’ or novice instructional programs are ideas that may work, but only if clearly defined in the scope and content. Track days are by far the most concerning to me from the risk management side. I will not support any program that would jeopardize or increase our risk exposure. Street car clinics and novice instructional programs lend themselves to a very controlled program. We all know insurance is an integral part of our club’s business. Insurance affects the cost of every program and how it operates. Our claims record has made us the industry benchmark. We must and will protect our record with the insurance industry. The cost is divided as fairly as possible between each program to insure everyone is paying their fair share, just remember we have no stand-alone programs when it comes to insurance, anything that happens in any program has an effect on the overall rates we pay.

Question: Concerns on SCCA and the Subaru membership program:

Yes, I support this program and future programs of this type. This type of program does reach people that were not exposed to SCCA before. The results of the surveys for the *cont’d on page 15*

Engelke

Cont'd from Page 9

If there were sufficient numbers we could do Subaru only events. Part of a tour event? Again this would tax our participants to maybe work these events as part of their program. Balance is essential for solo. Perhaps a mini event within an event, 2–3 runs only during a break, depending on numbers. Consider a special car mark of the weekend event.

I believe our national staff in conjunction with local clubs can reach agreements on these events. I see larger issues needed attention and finding a balance with Subaru. The most important aspect of this relationship is telling the us as regions who these people are.

I also believe that our regions can better manage themselves. Directors need to point them to the correct resources to get them help that they may need or another source of information.

Why are you running for Area 5 Director?

I am not satisfied with the representation the members of Area 5 are getting at both the Divisional and National level. I think that the needs of our membership should be better identified, acknowledged and addressed. The leadership that our members deserve is being touted without the supporting behavior and actions being demonstrated. I believe I can do a better job and would like the chance to prove it.

Specifically, my opponent has voted contrary to his stated direction (stable rules package) on issues such as the Production Car Classification after getting only minimal input from Area 5 members and clearly contrary to the majority wishes of Area 5 drivers.

Decisions are being made or ignored that reflect a lack of concern for the well being of our workers and in some cases do not support the wishes of the regions that are being represented. The lack of leadership on matters such as the worker issues at the Miami Cart race in 2002, the follow-up of the Formula Atlantic incident at Blackhawk Farms in 2002 and the issues that have arisen between Pro Racing and Club racing do not demonstrate clear and supportive leadership.

Region leadership is not being solicited for input and feedback on issues that are coming before the National Board of Directors. During my tenure as RE of Milwaukee Region and continuing as a Board Member, we have never been contacted prior to a National BOD meeting to ask for our input on matters on the agenda. Without being aware of pending decisions, our regions are left dealing with the outcome of decisions they may not agree with rather than being able to influence them in the preferred direction from the beginning.

I feel region leadership should be able to draw support and guidance from our directors on issues that regions may be unable to resolve on their own.

Look to my website for my specific answers to my opponents campaign literature.

Why do you think you would be an effective Director?

I think I have exhibited a skill set throughout my SCCA tenure that demonstrates the ability to communicate early, often and effectively. My efforts to work on building the cooperation between our regions while enhancing our unique differences, have taught me a lot about what it takes to be effective. Proactively seeking input before decisions are made, careful consideration of all points of view, and working to set clear direction are all hallmarks of my approach to management and leadership.

I believe that a director has a responsibility to represent the preferences of the membership, even when they may differ from his/her own. I demonstrated the ability to do this on several issues while serving Milwaukee Region as Regional Executive.

I think it is a directors responsibility to make decisions that are independent of personal relationships and I have worked hard to do this; both as a Steward and as a region official. I believe that a director is as responsible for what isn't done as what is done if the lack of action causes our membership to be overlooked, inconvenienced or disadvantaged. I think our member boards deserve more active assistance from the Board of Directors: not micro-management, but active oversight.

I would make no excuses or blame others for issues that fall in the realm of a director and would continue to work hard to develop strong working relationships with my peers on the National BOD.

What challenges do you see facing CenDiv going forward?

I think CenDiv will continue to be challenged to create and administer racing programs that serve the diverse needs of our members: geographically, economically, and operationally. Utilizing the talents of our best and brightest members will be key to helping Areas 4 and 5 to function more cooperatively. Finding a way to protect the assets of the division while maintaining the Region/Area autonomy that is desired will also be a challenge.

What challenges do you see facing SCCA going forward?

I think our National Staff in Topeka has made good strides toward more effective support of our membership. Unfortunately, I do not think the same thing can be said about our member boards and activities. For SCCA to improve and be recognized more professionally by the motor sports community, we need to

Cont'd on page 14

Central Division Roundtable

Hosted by Indy Region SCCA

November 8, 2003

Brickyard Crossing Inn & Resort

4400 W 16th St

Indianapolis, IN 46222

(317) 241-2500

It's that time again! We have a great new location this year! Where else would the greatest car club hold it's meetings and an awesome banquet than the home of the "Greatest Spectacle in Racing"!

The Central Division will be represented by the Solo, Club Racing, and Rally programs with meetings held throughout the day and ending in a wonderful year end banquet for the CenDiv Solo II Championship Series presented by Subaru!

The meetings will be held Saturday from 8:45 a.m. to 4:00 p.m. An exact schedule is attached. The Solo Series Banquet social hour will begin at 6 p.m. with a dinner buffet at 7 p.m. Awards, door prizes, and an awesome raffle prize will follow dinner.

While you are here make plans to visit the Indianapolis Motor Speedway Museum. There is also the possibility of Indy Region organizing a solo event for Sunday, Nov 9th. Details to follow as they become available.

A block of rooms has been reserved for November 7th – 9th, please contact the hotel directly and tell them that you are with the SCCA to get the discounted rate of \$65/night + tax. Get your reservations in early.

A registration table will be set up at the Brickyard Crossing on Friday, November 7 at 6:30 p.m. The facility has a bar and restaurant that will be open at that time also.

For more information contact:

Crista Weaver at (937) 294-1315 or crissycobra@aol.com

Brandy Sandberg at (815) 869-7100 or bsandberg@hbcas.com

The Agenda/Schedule can be found at <http://www.cendiv.scca.org/news/2003%20Roundtable%20Agenda.pdf>

Name_____	Roundtable Fee, \$15 each _____
Spouse/Guest_____	Guest Fee, \$10 each _____
Address_____	Solo Banquet, \$23 each _____
City/State/Zip_____	Amount Enclosed _____
Phone #_____	
Licensed Specialty or Regional Position_____	
Email Address_____	

Registration includes meetings and Continental Breakfast

Make Checks Payable to : Central Division Calendar Committee

Crissy Weaver

4406 Cordell Drive

Kettering, OH 45439-3046

Confirmations will be sent by email or snail mail if received by Nov. 2

2003 SCCA RUNOFFS
MILWAUKEE REGION MEMBER PARTICIPANTS

National Champions

Cliff Ebben GT1
Harry Manning SSB

<u>Name</u>	<u>Class</u>	<u>Finished</u>	<u>Qualified</u>
Jason Miller	CSR	5	4
Michael Lord	CSR	12	8
Jeff Miller	DSR	8	2
Michael Reupert	DSR	21	23
Ken Kannard	EP	3	3
Filippo Reina	EP	25	40
James Simaras	EP	DNF	25
John Vlasis	FF	17	24
Dennis Marklein	FM	DNF	13
Michael Beaumia	FV	22	30
Robert Giesen	F500	4	13
Justin Gaver	F500	9	12
Darrel Greening	F500	19	25
William Cobb	F500	DNF	18
Bill Wessel	GP	5	7
Greg Gauper	GP	25	34
Cliff Ebben	GT1	1	1
Harry Manning	SSB	1	3
James Ebben	SSB	19	28
Jason Berkeley	T1	11	19

2003 SCCA SOLO NATIONALS
MILWAUKEE REGION MEMBER PARTICIPANTS

National Champions

Darrel Padberg CP
Jeff Cashmore ES
Dan Cyr F125

<u>Name</u>	<u>Class</u>	<u>Finishing Position</u>
David Bruener	AS	11
Bill Knighton	BS	8
Steve Wynveen	BS	9
Pat Washburn	CM	7
Darrel Padberg	CP	1
DeeDee Padberg	CPL	2
Robert Clark	DS	17
Jeff Cashmore	ES	1
Denise Cashmore	ESL	2
Michael Tews	FP	8
Dan Cyr	F125	1
Jason Dembosky	STS	36

2003 Runoffs Telecast Schedule on Speed

Sat, Nov 22

11am C Sports Racing
11pm Showroom Stock C
1pm G Production

Sun, Nov 23

11am Formula Atlantic
11pm Touring 2
1pm GT 4

Sat, Nov 29

11am Formula Mazda
11pm GT 2
1pm H Production

Sun, Nov 30

11am Showroom Stock B
11pm Formula 500
1pm Touring 1

Sat, Dec 6

11am GT 5
11pm American Sedan
1pm Formula Ford

Sun, Dec 7

11am F Production
11pm D Sports Racing
1pm Formula Vee

Sat, Dec 13

11am S 2000
11pm GT 1
1pm E Production

Sun, Dec 14

11am Spec Racer Ford
11pm Formula Continental
1pm GT 3

*Watch for the Christmas Day Valvoline Runoffs
Marathon*

Thursday, December 25th, all day

Have an idea for an article
for the Drift?
Want to contribute
photographs?
Please, please, please
Contact the Editor,
Chris Cwiklinski
414-449-3862

Classified Ads

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

Deadline for submission 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

Engelke
Cont'd from page 10

work on setting a clear, communicated direction for each of our boards while staffing them with the best people and skills for each position. Nepotism, "we've always done things this way", and "that position is my position to fill" are traditional methods of filling strategic positions that have to change before progress can be made. In short, we need to rethink the methods we are using to fill our key positions.

What are your top three goals if you are elected?

Strategic Planning, Rules Stability, Club Ownership

How do you plan on accomplishing your goals?

By spending an equal amount of time of proactively seeking input from our Area 5 membership, while informing our Area 5 members of items that affect them. My experience in working on bringing Area 5 regions together has taught me that effective communications is essential. Gaining consensus helps ensure the success of any program.

I would work to advocate Area 5 issues and advance the positioning I have already started with the other members of the National Board of Directors in order to gain support for the programs critical to Area members.

It is important to realize that our directors are always changing. An effective director should have the skills to network with others rapidly. I have those skills.

What are you going to do for Area 5 as our representative if you are elected?

I am committed to working toward true "rules stability" in order to drive the surprises out of the driver impacting end of our racing programs.

I would work on re-engineering the placement process that is used to fill our key volunteer boards in order to ensure a fair and effective outcome.

I would provide the regions with an interface to the member boards on issues where regions or region personnel do not feel that the proper outcome or action was taken. I would work toward providing the necessary direction and oversight that these boards seem desperate to have.

What is your experience on a National level?

I am a National Chief Steward and have participated in several Run-Offs as a steward. I have networked with Directors from across the country throughout my travels as a steward. I have participated on a National Level as a driver in Club Racing. I

have been very active in Divisional issues and have represented Milwaukee Region on the National level for 5 years. I was a team owner and a driver in the Speedvision Cup and the Motorola Cup Pro Series.

What areas of the club do you see expanding?

Road Racing, Solo and Rally appear to all be growing. We somehow need to find a balance as these programs grow. Is there room for yet more classes in all aspects of competition, yes and no, encourage participation in current classes, promote building cars that fit existing classes.

We need to compete with ourselves as we strive to be better at what we do. Everyone else mimics what we do, perhaps we should follow their lead as we invite new participants to play in our arena.

How do we deal with the aging of our workers?

The new generation will need more WOW! How do we do that? Perhaps having worker touring during lunch and at the end of the day. Perhaps by saying welcome to the kid with green hair. We are all different, so are they. We used to have free memberships / no requirement for membership for workers, perhaps its time we go back to what worked.

How can we recruit/maintain younger members?

Again, offer some WOW! Tap into the different car clubs, have a booth at the drag strip, at the mall. Show them what we do and love.

Do you feel enticing or bringing in members of other road race organizations is important to the future of regional racing?

If feel what we do is in some regards is a secret. PCA, BMW, etc. clubs do not always offer the same level of competition. I am in favor of allowing other club licenses at our events.in with us. We do what we do well. The professionalism that our workers and other race staff bring to the table is priceless. Including other clubs could grow our number of participants and add to our staff numbers over time.

How do you intend to do this?

By the time you read this, I think it will be in motion for other club licenses to be allowed as long as you are a SCCA member,

Cont'd on Page 16

Patterson

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WRX program shows a majority interest in Solo II with rally and club racing following. I will work with any region in any way needed to help them provide better service to the region and its members present and future. I do understand that Chicago Region has issues with a very successful Solo program where entry is limited to insure quality events. This is a great problem, having events that exceed maximum entry. It is also one that must be addressed by the region, otherwise all new members will go somewhere else to race and our future will be at stake. I truly believe that we need to find a way to welcome these and all new members into all our programs. If we need to create a parallel program or re-think the current Solo II in Chicago region I will gladly help. However, I know a great deal of the problems in SoloII is site acquisition and the Club is currently developing a plan to help regions with this issue. I am committed to helping all regions grow their membership in whatever ways best work for them.

Question: What do you consider the top accomplishments of the BOD in the last 3 years?

The major accomplishments of the BOD during the 2 ½ years I've been on are defining our President and CEO's mission; getting the headquarters moved to Topeka, Kansas; growing the membership to around 66,000 and changing the way we run our business. Most importantly we changed our attitude about what we can do to one that is proactive in improving members value.

Question: What do you consider your top accomplishments in the last 3 years?

I ran on a platform that would fix our for-profit subsidiaries or close them. I'm proud to say that SCCA Enterprises is profitable and well on it's way to making full restitution to SCCA Inc. In 2000 SCCA ProRacing presented a business plan to make itself profitable in three years and be able to start restitution at the end of the plan. I and the BOD felt that ProRacing is an integral part of our Club; therefore the value is more than just dollars and cents. While I can not support ProRacing losing money, it does support much of the cost of running the club that would be deferred back to the general membership should ProRacing fail, this means that ProRacing is of value to every member when managed and run correctly. I feel we can now say that ProRacing is a value to every member of SCCA.

With the development of ProRacing's World Challenge and Pro Rally's programs we have gained a new and positive image in the world of motorsports.

The Steward Program in Club Racing was updated for the first time since our club was started. Giving formalization to the past

best practices while providing tools to allow stewards to do a better job. It also was designed to improve the programs image by showing accountability which should insure a successful future.

Question: What challenges do you see facing CenDiv going forward?

In a word, unity. There is not a person in CenDiv or even SCCA that has any doubt that we are stronger and better when we all work together for a common goal. This requires very special leadership in today's world. We need a leader who understands that we have 9 regions in Area 5 with over 5,000 members, 29 regions in CenDiv with over 10,000 members total. We need to work on what we have in common and learn to trust each other. We will do this by building team captains, leaders that inspire the membership. We can not do this overnight, but we can do this. We have the tools in ourselves. We can bring them out with the training from our SCCA University. I would like to see that training be a mandatory part of being elected to the RE and Assit RE at SCCA's expense. This would have a very positive affect on all incoming leadership and provide the whole club with leadership attune to volunteer management.

Secondly rules stabilization and finding a place for today's cars in club racing. We need to find a place for today's hot-rods while preserving a place for our current cars. This must be a priority and we must be willing to do this as soon as possible. Rules stabilization was my concern in 2000 and this will always be one of the toughest things to balance in our club. Trying to keep older cars competitive while bringing new and current cars into our classes is our biggest challenge today. The fastest growing classes in Solo and World Challenge mirror the popular cars on our streets today and yet we have no place for these cars in Club racing. This should be our priority, leave the existing cars alone and let's make a future for our club by fitting these cars into Club Racing.

Question: What are you going to do for Area 5 as our representative if you are re-elected?

I will continue to support and promote programs that allow our regions to grow. To do this we need to finish organizing our division. Whether we form a corporation or just develop a formal governing structure to manage our division. We have three very successful programs in Area 5 and CenDiv – Club racing, Solo II, and Rally, yet we seldom work together. It is true that the programs have little in common except we are all part of the same club and share a responsibility to each other to insure our club is the best it can be. To do this we need to work together in managing our division and it's business.

So what do I want to accomplish in the next term? I would like the Club to be able to provide every member the opportunity to pursue and experience whatever part of racing that interest him
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or her.

I would do this by continuing my work as secretary on the Board of ProRacing, to insure we stay focused on the business of providing everyone connected with ProRacing the best value in Professional Motorsports.

I would continue to work through the BoD of Inc. to insure our marketing plan makes the best use of its resources while providing the best possible opportunities for every part of our club.

I do support the Solo Program's ideas of getting today's cars into our racing. There is a lot that Club Racing could use there to improve its current classification process.

I will work to change the way the Competition Board does business. I would change the rules to a five-year program where the GCR and each of the Category books would be updated on a five-year schedule. This would provide the competitor with true stabilization and allow the Comp Board to make long-range plans.

Question: Why are you seeking re-election?

I feel that I have more to do and accomplish on the BOD. While not everything has gone exactly the way I wanted, I'm very pleased with the progress we have made and the direction our club is headed. I believe I can continue to provide a positive influence on the BOD for the members of Area 5 and Central Division.

Question: What areas of the Club do you see expanding?

I see Solo II's growth continuing. It may slow from its current rate, but will still require our serious attention to insure we do not lose member value. Rallycross has great potential, however

being part of the performance rally program has slowed its growth in some places. The High Performance Car Control Clinics have a huge potential in certain places. Again it is a matter of the regions wishes of using this tool to reach new members.

Club racing could see some growth if we manage to find or make classes to fit the World Challenge and Solo II Street Modified and Street Touring cars into it.

Question: How do we deal with the aging of our workers?

This is not a new problem (the graying of SCCA) yet we have not found an easy answer. Today's life styles do not seem to lend themselves to volunteerism as it did in the 60's and 70's. One of the issues that affect this problem is the good old generational gap. We are addressing it through our SCCA University and maybe we will be able to finally bridge the generational gap and introduce another generation to the genuine excitement of being part of racing. We need to insure that we balance of the value of both the new and seasoned workers and what both bring to our sport and Club.

Question: How can we recruit/maintain younger members?

The easy answer is to create a program that appeals or is interesting to them. The answer that will work is the same. Just figuring out what that is has proven far more difficult. Solo II has the best start with Street Touring and Street Modified classes which are bring in today's hot rodders. We have all the tools to recruit younger people into our club. We need to allow a place in our club for them to feel welcome and valued. We must reach for them, not wait for their arrival. We have the First Gear program and most regions have a very good starter program. What we need now is a group of people to connect with this generation's gear heads.

Question: Do you feel that enticing or bringing in members of other road race organizations is important to the future or regional racing?

Yes, it is important to provide a better program of Road Racing than anyone else. To do this we must provide a safe and fair place for drivers to participate. I do think we must address these issues if we are to insure our success against competing sanctioning bodies. We must also acknowledge that we can work together with some local clubs and marquee clubs to enhance both clubs programs. If we can do these things then we can insure the future of Club Racing and the Club.

Question: Most of these types of drivers already have cars. Will they have a place to run them?

Yes, in most cases. I will not say we will have a place for everything. I will say that we will have programs that will welcome the majority of today's hotrods and their drivers.

In the last two and half years I have worked to live up to and fulfill the issues in my platform. I hope you agree that we have had a remarkable time. I would be proud to serve you for another term as we continue to grow our club into the best organization in the motorsports world.

Engelke

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such as we have done with Midwestern Council. We need to continue doing this. Next, make them welcome.

Most of these types of drivers already have cars. Will they have a place to run them?

I think we have plenty of room in our rules to allow most of these cars. We may need to add or enlarge a class here and there. We should encourage flexibility for them to fit into our current structure. Safety will always need to be a top concern, but the regions on the West Coast have