

MILWAUKEE REGION

Drift



April, 2004

Board Meeting Time Change

All Region Board meetings will now **begin at 6:30pm.** They had previously started at 7:00pm. Board meetings are the second Tuesday of the month at the Hilton Milwaukee River and are open to the membership.

New Minor Waiver Procedure

There are new minor waiver forms and procedure and new minor photo ID forms. All current waivers and the pink IDs will no longer be valid after May 1, 2004. See page 8 for details.

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Me, Motorcars and the People Who Drove Them

Former Milwaukee Region member Bob Birmingham has written an essay about his involvement with racing. The is quite long so, starting this month, we will be printing portions each month. While Bob is anxiously awaits his Pulitzer Prize for his efforts, enjoy his reminiscences.

Elkhart Lake, Wisconsin – 1952

My fascination with sports cars probably started one Sunday in early September of 1952 when I called my best friend Dick Eisenmann to determine what we were going to do that day. He had to go to Elkhart Lake, Wisconsin with his dad, seems there was going to be an auto race around the lake and his father Pete was involved with a car called the Excalibur owned by somebody named Brooks Stevens. None of this meant anything to me at the time but upon Dick's invitation to ride along, I started my long time love affair with fine automobiles. Pete Eisenmann owned Pete's Pate Service Station, garage and parking lot in downtown Milwaukee. The land was later acquired by the Wisconsin Department

Cont'd on page 11

R.E. View – Angelo Gazzola

Well the winter is over and the racing season is about to begin. Road Racing will lead off with the regions' involvement with the Quad Region Drivers School/Regional, being held at Blackhawk Farms Raceway, on April 24th. That partnership includes Blackhawk Valley, Chicago, Land-of-Lakes, and Milwaukee Regions.

The biggest excitement over the winter is the planning and ultimate success of the Milwaukee Cup, which will be held in conjunction with the CAT National, in late July. The Milwaukee Cup is a race for Sec Miata that has over \$30,000 worth of sponsorship associated with the event. The majority of the sponsorship is being provided by Hankook, Kumho, Mazda, and Toyo. George Kofman, with the approval of the Milwaukee Region Board of Directors, and with the assistance of Mike Engelke and our Competition Committee has been responsible for the creation and implementation of the event. The original constraint given to George was the Mazda community would have to support the event by providing a minimum of thirty entries to replace the ailing restricted IT group, that had been held for a number of years with the CAT National. For an event that is to be held in late July, we already have in excess of forty participants pre-registered. In fact, close to thirty paid entries have already been received, as of April 1st.

The CAT National is a race you do not want to miss this year, as a number of exciting things will be taking place to raise the awareness of the event and therefore Milwaukee Region.

Our Solo Program is positioned to hold a Drivers School and an eight race series at Miller Park in Milwaukee during 2004. They have acquired a new Timing and Scoring computer system and software to enhance their ability to administer their events. The Milwaukee Region Board of Directors has also approved significant mechanical and aesthetic improvements to the bus used as the equipment vehicle for Solo events. The Solo program has a number of changes and challenges before them for 2004, but I am sure they are up to the task.

The region Rally Program has already requested sanctions for some of their events, and I am sure we will see growth in that area as well. My only hope is that Tim Craft's new national responsibilities do not interfere with our region progress in the Rally area. Tim is the acting Chairman for the Rally Board, and will probably serve in that capacity for the remainder of 2004.

I look forward to seeing most of our members at events during the 2004 racing season.

Angelo

2004 Solo Schedule

May 22 nd	Solo DS
May 23 rd	Solo #1
June 5 th	TestNTune/Adv School (limited to 30 entrants)
June 6 th	Solo Event #2
Jun 27 th	Solo Event #3
Jul 17 th	Solo Event #4
Jul 18	Solo Event #5
Aug 29 th	Solo Event #6
Sep 6 th	Solo Event #7
Oct 10 th	Solo Event #8

All Solo Events are at Miller Park

Registration: 7:15am – 8:30 am
Course walking 7:45am – 9:15 am
Tech inspection: 7:30am – 8:45 am
Drivers meeting: 9:30 am
First car off at 10:00 am

\$20 for pre-registered members
\$30 for pre-registered non-members
\$25 for member onsite registration
\$35 for non-member onsite

There will be a hard cut off at registraton at 8:30am. Please be prompt! Showing up after that won't allow you time to walk the course. Drivers not familiar with the course slow the event down which isn't fair to others.



THE TUPPER CHRONICLES

Ramblings on Chairing a Race (or Two) : Part 2

by Steve Tupper

It was a sunny, spring day April 14, 1994. Just two weeks to go before my first time ever as a chairman of an SCCA race, the Milwaukee Region Cat National at Road America. I'd been focused on the event's needs such as track rental (done), insurance (done), lunches and Saturday party essentials (done). All entries and supplemental regulations (aka, the "supps") had been sent out to the drivers, specialty chiefs and the stewards. All safety staff, support vehicles, and security staff were ordered. Incoming entries looked good so far... over 200 drivers.

So, I was relaxing in a dentist chair, just finishing up on some minor oral care when my wife walked in. Puzzled, I asked "Hey, what are you doing here?" She shuddered, "Your Mom's had a heart attack; she's at the hospital!" We rushed there to find that she had passed away. The priest arrived to perform the last rights. This couldn't be happening... not my Mom! She introduced me to sports car racing, even if it was only because she was a devoted volunteer for our church concession stand. St. John's stand at Road America is still in business after 50 years. She didn't care that much about cars, but then neither did my Dad (who had passed away in 1984). He helped me build a go-cart when I was ten. "She went quickly just like she had hoped; same as Dad"... the family said. It was fortunate to have strong family support, but I questioned my desire at that point for a motor racing

function. After consulting with my wife and children, the first SCCA person I called was my friend and assistant chairman for the upcoming race, Steve Prevenas. He offered the reassurance and support that I needed as did other region members. I'm not saying this works for everyone, but it was amazing how the funeral provided a spiritual motivation to carry on and dedicate the race to my folks.

In the last issue, we finished up with the February, 2003 Competition Committee meeting. By the March meeting "time was of the essence". The committee chairman and the RE keep in touch regularly to stay abreast of additions and changes to race activities. Already the trophies for the season were ordered, the sanction number and track contract for the first race were negotiated. The Mueller National in May at Blackhawk would become a Tri-National (Milwaukee, Chicago and BVR) but mostly run by Milwaukee. Ann Rudolph came aboard to be race chairman (her first). A novice really needs to have the committee's support. Under the tutelage of her husband and experienced committee member, Bill Rudolph, the race was well run. Kudos to Ann and her assistants.

The entry form lists driver fees, meeting times and session times. It also lists the stewards and specialty chiefs for that event and must be mailed in a timely manner to potential drivers (also printed in the Drift and posted on the website). The

"supps" or supplemental regulations are a list of rules for the entire weekend and are mailed with the entry. The supps rules are determined by "GCR" (General Competition Rules from the national office) listing technical and racing rules, and track property rules. Insurance needs to be ordered and paid within several weeks before each event. Sometimes the track requires separate insurance but it often can be all done through the national SCCA office in Topeka, Kansas.

Plans for the next race, the Rennen Double Regional at BFR in early June, were also negotiated during the April and May meetings. I became race chairman for this event and it became evident that I would be chairing the Susie Bonneau Double Regional at Road America in late June. That's two double regionals in one month! What appeared to be "double-tasking" actually went smoothly with the committee's help. My assistants for the Rennen were Jackie Yahn (faithfully putting up with me for seven years) and Anne Kumor. Anne is a nationally renowned T&S leader who was a prime mover in setting up the transponder program mandated by SCCA. It was an honor to have her come aboard.

The lunches for the workers and Saturday party food and beverages are then planned. The concession stand at Blackhawk needs lead time so we call them six weeks ahead of the event to order lunches (average about 240 for two days) and the

beer and soda for the Saturday night party. It's wise to have a meeting with the chairs and chiefs for final plans. The party budget was slim so we didn't order a catered meal for Saturday. We planned to prepare it ourselves! That is, we bought some sausage, cheese, veggies and fruit, popcorn and pretzels. The entree for the evening would be 200 boiled hot dogs. So, for name tags Anne Kumor and our chief pace car driver, Dave Yahn joked that we use nicknames like "head cheese cutter" or "chief meat handler" and other clever culinary monikers. Luckily, restraint prevailed over whimsy. The real "head cheese cutter" became my wife who purchased the food and sliced five pounds of cheese before sending me off to the track. Thanks, Sarah.

The first thing Saturday morning is get lunch tickets from Blackhawk's concession and deliver them to all workers. That's about 120 each day split between all areas such as tech, grid, t&s and control up in the tower, course marshals, registration and all the corners. It's often the only chance chairs get to visit people and tell them how much they are appreciated. At noon everyone comes in for lunch. Then we began the charity tours where we collect cash for rides and donate it to that weekend's chosen charity, the Brain Injury Association of Wisconsin. Riders enjoyed the tour and I got to drive my little "tuner" Nissan. Paddock workers Joyce and Danielle Johnson enjoyed a few laps with me; even at prudent speeds touring is exhilarating. Race driver Lance Knupp from Fenton, MI (Detroit Region) offered fans rides in his T1 Corvette. He said his father

suffered a serious head injury several years ago and his recovery has been slow. We thanked him for sharing that and we continue to wish them well.

Since this was a double regional the trophy table was set up on Saturday. Races started promptly after lunch. Jackie and Shelby Yahn are experts at trophy set-up and presentation. The range for awards are from 1st to 8th place in some classes and the table must be set up all over the next day with a total over 100 trophies dispersed.

Next challenge was the food prep for the party. Shelby Yahn and I started slicing the sausage using a little electric slicer provided by Bill Rudolph (Watch out with that slicer, Tupper. Doh! Medic!... just kidding). The serving table was set and the charcoal pit was fired up to boil 200 hot dogs. Thanks to all who helped with the feast.

Sunday's rain shortened the charity tour and the racing was hazardous. Racing? Oh yes, there are races but chair people don't get to watch much of it unless they can sneak away for a moment. The 2003 Rennen produced the best entry, the best worker turnout and best profit for that race in years. Heck, it made the best profit of all the '03 Region's races. And we had help from unexpected people like Andy, a German exchange student, and Jeff Storer's nephew... people who have never seen events like this. Anne Kumor summed up the weekend best. A driver came up and thanked her for one of the best races ever. Compliments like that, she said, made it all well worth it.

The Susie Bonneau race at RA – I always wanted to do the Bonneau for Sue and her family – was just three weeks away. I received some great party gifts from Marc Knippel of Pumps in Milwaukee, Auto Zone and Menzer Supply in Sheboygan, then Napa, Carquest, and Mike Burkart Ford in Plymouth. Nearby was Wolf's Chrysler Jeep where I got gifts and spent time with Milwaukee Region Board member Bart Wolf. We discussed his second place finish driving in class S2 at the June Sprints just the week before. The difference between RA and Blackhawk is that you can order and pay for all your support equipment (ambulances, wreckers, security and copy machine) at RA with one check. The lunches were ordered at the Gearbox concession. The great expanse of the facility requires more time to get out over 150 meals each day. Corner workers stay on the corner all day so we delivered the lunches by truck. Toby Schuster was originally an assistant chair, but due to a shortage of workers, he was needed on the corners and could not deliver lunches to the corner workers. So, I got to drive the lunch van while Cheryl Knippel came over from her registration job to ride with me and hand the food to each corner. We "greeted" Cheryl's husband Marc, the chief starter as we sped by him on the main straight. Jackie Yahn got help from Cheryl and Sarah Wegner at the trophy table. Thanks to them for the extra effort. The Saturday night meal was catered by Mark Poborsky and his chefs ("take the chicken"). Thanks to all who helped pass out gifts.

On Sunday, several crashes during

the races created down time and allowed me to deliver frozen treats to corners; a cheap way to get a quick lap. I felt like the Good Humor man on a timed run (ding-a-ling, vroom vroom; ding-a-ling, vroom). Kudos go to the RA staff, wrecker drivers and course marshals for there were lots of busted cars and parts to clean up throughout the day. Several injuries also needed to be treated by the medical staff. First time F&C chief Randy Langer met his challenge valiantly including the time when he just happened to be at Alpha for a "may-day" (an emergency due to a serious incident). He managed to call the incident in to control as the workers and RA safety rushed to aid the drivers involved.

An unusual circumstance occurred when a driver attempted to pick up his trophy before his race! He figured since he was the only one in his class, it was an automatic first place and he wished to leave early for a long trip home. According to the GCR, the car simply needs to start and finish the race to get a trophy. Turned out, he had mechanical problems and failed to start the race. Sorry, no trophy.

At the end of the day, we gathered around to finish off some left over food and drink from the previous day. Mike Froh came by to celebrate two wins with his crew. He called it "bookend" victories with his EP MG (two days, two wins). As we hoisted a few for Mike, I realize that the stewards were trying to contact me one last time. I forgot to turn in my radio. Oops! Sorry, Angelo. One more "atta-boy" must go to Duck Waddle. An instructor for Skip Barber, he lives on the

track premises much of the summer and he came up to us and offered FREE instruction for novices and first time RA drivers. Several half-hour sessions were provided both days. Thanks, Duck. In the first paragraph of this article, I mourned the loss of my parents of years passed. In the month that these two races took place, workers Mike Holz and Tom "Flash" Gordon had lost a brother and a father respectively. Moments of silence were observed.

Love and Thanks, Tup

***Editor's note:** Although Steve's article was mostly about preparation for the Rennen, Steve had originally volunteered to be the race chair for the Bonneau double regional as he not only wanted to chair an event at Road America again, but to honor Susie Bonneau. When we had some difficulty finding a race chair for the Rennen event, Steve saved the day by volunteering to chair that event also.*

Are you interesting in chiring a race, or being an assistant or just want more information about what is involved? If so, please contact Competition Chairman Marc Knippel. We are always looking for new race chairs and assistants. The more the merrier!!!

2004 AWT

By Bob Wonderling
Chicago Region Piston Patter
(Reprinted with permission)

Let's Go Racing....Sounds good to me but our F&C workers needed one more workshop to attend before we hit the Track, that is the "All Workers Training" held Saturday March 20th at The Original Outlet Mall in Kenosha Wisconsin. The training seminar was sponsored by the Chicago, Milwaukee and BVR regions of SCCA. And held in conjunction with Mike Babicz, 27th Annual Let's Go Racing Motorsports Show presented by Babicz Auto Racing Services of Gurnee, Illinois.

As always the training was well attended by a great cross section of F&C Workers, Drivers and Stewards. 71 SCCA members were treated to an all day review of the "Job" of Corner Worker.

The, Who, What, Where, When and Why of corner working was covered by a team of several well seasoned Chiefs and Stewards. The drivers were there both to learn, and to add their insight from the drivers view of the corner. As in years before, one of the most important subjects covered was Safety, Safety, and did I say Safety.

The end of the day, like years before, was hands-on fire extinguisher, and car moving training.

Thanks to all who attended the training, both instructors and students alike. And a special thanks to the five new members that took the time to join us, and take advantage fellowship we call racing.

Now....Let's Go Racing

Milwaukee Region Calendar

Apr 23-25 Quad Drivers School/Region
27 Solo Meeting

May 4 Competition Committee
11 Board Meeting
22-23 Mueller National at BHF
22 Solo Drivers School
23 Solo Event #1
25 Solo Meeting

Jun 1 Competition Meeting
5-6 Rennen Regional at BHF
5 Advanced Solo Drivers School
6 Solo Event #2
8 Board Meeting
26-27 Bonneau Regional At RA
27 Solo Event #3
29 Solo Meeting

Jul 6 Competition Meeting
13 Board Meeting
16-18 BRIC at RA
17 Solo Event #4
18 Solo Event #5
24-25 Cartoon Cat National at RA

Nov 6 Annual Meeting

Mar 23 Editor's Birthday

Board Meetings - 6:30pm the 2nd Tuesday of the month at The Hilton Milwaukee River, 4600 N. Port Washington Road. (Just off I-43 at the Hampton Avenue Exit)

Competition Meetings - 7:00pm, the first Tuesday of the month at the home of Marc Knippel

Solo Meetings - 7:00pm, the last Tuesday of the month at the Italian Community Center, 631 E. Chicago

Welcome New Members

Rebecca, Dominic & Gabriel Coello
Bill Delrow
Brad Ellingson
Brian Garcia
Steve Garjohn
Barb Lundquist
Tim McCarter
Ryan Montgomery
Corie Neff
David Shay
Chris Steffes
Daniel Webster
Pao Xiong
Erik Zenz

Road America Camping

There will be free tent camping at Road America for both Milwaukee Region SCCA race events - the Bonneau Double Regional on June 26-27 and the Cartoon Cat National on July 24-25. Workers must work both days of an event to take advantage of this offer.

2004 Solo Drivers School

May 22, 2004

This is a one day school. for more information see:

<http://scca-milwaukee.org/Solo/2004/04school.htm>

Have an idea for an article for the Drift?
Want to contribute photographs?

Contact the Editor,
Chris Cwiklinski
414-449-3862
ccwikl@yahoo.com

2004 Incentive Program

To qualify you must work both days of both the Bonneau Double Region (June 26-27) and the Cat National (July 24-25) and one of the options listed below.

	Option 1	Option 2	Option 3
AND:	Any 5 or more days from:	Any 4 days from:	All 3 days of:
	Mueller National 5/24, 5/25	Mueller National 5/24, 5/26	VSCDA 9/17, 9/18, 9/19
	Rennen Double Regional 6/5, 6/6	Rennen Double Regional 6/5, 6/7	
	VSCDA 9/17, 9/18, 9/19	VSCDA 9/17, 9/18, 9/20	
TO GET	\$75	\$20	\$20

Any questions, contact Chris Cwiklinski, (414) 449-3862 or ccwikl@yahoo.com

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

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

NAME: _____

NAME OF SPOUSE: _____

NAME(S) OF CHILDREN: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: _____ WORK PHONE: _____

IMPORTANT MINOR WAIVER INFORMATION

THE MINOR WAIVER PROCEDURE HAS CHANGED

ALL PERMANENT MINOR WAIVERS AND THE HOT PINK MINOR PHOTO IDS ARE NOT VALID AFTER MAY 1, 2004

As you know, every minor (under the age of 18) needs a signed minor waiver in order to be able to enter the track premises. The procedure has changed and there is no longer a permanent waiver; a new waiver must be filled out each **CALENDAR** year.

The new minor waiver form is a 2-part form. As with previous minor waiver forms, only a parent or legal guardian can sign the form, but the requirement for witnesses to the signatures are different than in the past.

NEW ANNUAL WAIVER: For an Annual Waiver, the form **MUST** be signed by **BOTH** parents or legal guardians. **The signatures must be witnessed by an SCCA licensed Registrar or the waiver form has to be notarized.** If there is only one parent/guardian or if a parent has sole custody, the appropriate box so attesting must be initialed by the parent/guardian. A new yellow minor photo ID can be issued after the new Annual Waiver is completed.

NEW SINGLE EVENT MINOR WAIVERS: For a single event, the minor waiver must be signed by at least **ONE** parent/legal guardian. **The signature on this must be witnessed by an SCCA licensed Registrar or Steward whether at or away from the event site or it may be notarized.**

EVENT WAIVERS: An adult no longer has to sign the event waiver for a minor.

Please, please, please remember and remind your guests and crew that if they are bringing a minor to the track and you or they are not his/her parent or legal guardian, the minor must have a waiver signed by his/her parent or legal guardian and witnessed by a licensed Registrar or a Steward or the form must be notarized **or the minor will not be allowed to enter the track.**

If you have any questions or need blank minor waiver forms for your grandchildren, nieces, nephews, other relatives, friends, friends of friends, friends of your kids, etc. please contact the event registrar or the Milwaukee Region Goddess:

Chris Cwiklinski, (414) 449-3862

ccwikl@yahoo.com or sccamke@scca-milwaukee.org

Please include your mailing address and the number of forms you will need.

You can also download the form from www.scca.org

Mike Cudahy's Sebring Adventure

Ahhh the drama.....

The trip from Milwaukee to Sebring International Raceway began on Sunday, March 14. The trailer fully loaded and the RV completely gone through and in great shape to make the journey. This was to be the inaugural race of the 2004 racing season for me. I would be racing with the SVRA in a support race for the 52nd annual 12 Hours of Sebring. My sister Mary was my co-driver. A great race to shake out the car before the SCCA National races started in April.

I drove straight through to Pensacola, FL to pick up my friend Richard Jemison who was going to crew for us during the race week. A knowledgeable man with Alfas, to say the least. I made it to Richard's house on Monday night, then sought out some much needed sleep.

Richard and I departed the following morning at 5:00 a.m. headed for Sebring. Two hours later, a horrible sounding "CLUNK" from the engine bay, and an enormous drop in oil pressure. Spun rod bearing. Engine is destroyed. F*&%!!! We limped the rig to a nearby town called Bonifay, FL where we found a reasonable service station to put a new engine in the RV, then Richard called his buddies, Sam and Vince to summon his dually pickup truck to take the trailer and ourselves the rest of the way to the race track. It appears that Richard had the insight to leave his truck with a full tank of gas, and the keys on the floor. What did he know that I didn't? Whatever...

Three hours later, the pickup arrives, and we're on our way again. Hey, at least I'm still racing. No place to sleep once I get there, but I'm still going racing. Richard came through once again for me and made arrangements for my sister and me to stay at his friend's house in Sebring. Grace was her name, and we later dubbed her the Honorable Saving Grace. She deserved every bit of this title.

Finally, Richard and I make it to Sebring and meet up with more of my racing buddies that I met at last year's event. Jose, Paul and Pete had roped off a paddock space for us to set up shop right next to their RV. Their hospitality and overwhelming generosity gave us a place to wash up, a place to sleep, a place to prepare food, a place to get away from the perpetual sound of screaming race cars, a place to enjoy a little bit of air conditioning, and some valuable 110V AC from their generator. We're there. It's really happening, and all is really good, un-

til.....

The next day brought a practice session, and my first time out on the Sebring race track. Man, what a track. Truly enjoyable, even though I had no idea what I was doing as far as driving fast and correctly was concerned. I began to notice, boy the brakes really suck on this car. Hmmmm. Maybe I was just too hard on them and boiled the fluid. There's still some brakes left, so I pitted and handed the car over to my sister Mary for a drive. She was doing fine, but the brakes kept getting worse until there virtually were no brakes. Hats off to Mary for continuing on. Tremendous guts. Anyway, we got back to the paddock and discovered that the rear brake reservoir on the master cylinder was completely empty. Not good. Turns out that I didn't tighten a hose fitting completely, and it leaked out all the fluid. Hey, simple enough to fix really, my ego took more damage.

Next day brings the 8-lap sprint race. Mary and I decided that I would drive. Drive, I did, as I won the race! The best of times, really. The brakes worked just great. We went through a regimen of changing and topping off fluids, changing tires to a fresh set of scrubbed in racing slicks and cleaned up the car for the following day's enduro race. Richard's pals Dave and Bill came to help with the crewing duties, and they were fantastic.

We decided that Mary should take the first stint in the enduro, and off she went with great speed, passing just about everything in her sights at the race start. She came around again, and from the pit lane, we all got a front row seat to Mary's overtaking of a Porsche 914-6 going into Turn 1. It was a brilliant pass, and I couldn't have been more proud, until.....

She came in on the radio and told us that she could not engage any forward gears. The shifter felt good, but there was "no go." She came to a pathetic and heart-breaking stop on the front straight directly in front of where we set up our pit. Mary got out, waved to the crowd, (they loved that, especially the camera crews as Mary's mug was plastered all over the megatron for quite some time). It's amazing how much attention you can draw if you're a woman in a race car! Two laps. That's all she got. Two stinkin' laps, and there I am, standing in the pits with a front row seat to my pathetic, broken race car lying directly in front of me. All dressed up in my Nomex and nothing to drive. Depressing.

Turns out that the driveshaft had severed completely in half, rendering the car useless. I carry a spare so within two hours after the race, the car was back up and running again and ready for the next event. Many thanks to Bill for all of his help. That event was a series of parade laps that got reduced to one single parade lap led by none other than the famous Grand Prix driver, Sir Stirling Moss. Seriously, for those that understand the history, that was pretty cool. Mary drove the parade lap, and while she was waiting in the false grid, a gentleman came up to her and asked "Is this the car that I just read about in Sports Car?" It was true. The article that I've worked on for about a year with author Mike Hemsley, was finally published and distributed to all of the members of the SCCA! Finally!!! Now I just needed to find a copy.

The relentless search for a copy of Sports Car was fruitless, and I was just going to wait until I got home to read about it. Oh yeah, how was I going to get home? I walked over to the paddock where my pals from Carsport America were set up. They campaign a Viper in the ALMS series and were running at Sebring. Turns out that the owner of the team was driving when he stuck the car into the tire wall at Turn 17 at about 170 mph! He got out of the car, he's completely fine, and is currently studying the tape and his telemetry data to figure out exactly what happened. This entire episode speaks volumes about modern safety equipment! (PAY ATTENTION MOM)

Anyway, Tom Weickardt was kind enough to offer a ride home on his \$1.2M tour bus back to Milwaukee. I had a ride home! Richard was magnanimous in offering to tow my trailer back to his house in Pensacola. Now I just need to buy a plane ticket back there to collect my RV and trailer and drive it home!

The trip home was long, but awfully comfortable I must say. I spent most of the time watching the satellite dish, (I was able to catch the F1 Malaysian Grand Prix after all), and playing Gran Turismo 3 on a Play Station. Man, that's the way to travel!

I finally got home, greeted my beautiful wife and daughters with what was left of my tired self, and was presented with my own copy of Sports Car with the article in it. It was awesome. Then, I decided to rifle through the rest of my mail, only to discover that I had been selected for jury duty!

It was the best of times, it was the worst of times.

I was going racing
My RV broke
Richard saved the day with his truck

We had no place to stay
The Honorable Saving Grace gave us refuge

I won the sprint race!
My car broke during the enduro

My article is out! I can't find a copy anywhere. I'm at a race track for chrissake!

I had no ride home! The Viper guys hooked me up!

I finally saw the article I've been waiting for!

I've been summoned for jury duty.

I really need some sleep.

Mike

.....And Another Thing

Don't forget that all pink minor waivers and pink Minor photo IDs are no longer valid after May 1.

Rather than mailing out 80 bazillion entry forms for each of our race events, we sent postcards to all CenDiv drivers indicating that all entry forms will be on our website, but if they would like to have the forms mailed to them to return the card. We've had a very good response, so far. If you need entry form(s) mailed to you, please return your postcard.

We received an email from Legacy Motors Art Gallery. They are "the largest and quite possibly the only, art gallery entirely devoted to automotive art". All of the artwork is for sale and ranges in price from around \$20 for prints to thousands for framed originals. They are located near downtown Chicago. You can check out their website at:
www.Automotive-Art.com

of Transportation for construction of a freeway spur.

The day was magical. Dick and I walked the course for miles, sitting in cars and on the curb at the bend in front of the old Schwartz Hotel with Jags, MGs, Allards, Oscas, Porsches and Ferraris passing within feet of us. Drivers in old leather football helmets contrasted greatly with a tall, handsome, well-tanned and silver haired racer in a bright red Ferrari. Clad all in red, with a red tow car, trailer and a beautiful, blond female companion, also dressed in red, the driver was Jim Kimberly of the Kimberly Clark Corporation. I remember the feature race was a 1, 2, 3 finish by the white with blue stripes Chrysler powered Cunninghams of wealthy sportsman Briggs Cunningham. Interestingly enough, they finished 3, 2, 1 with John Fitch, Phil Walters and Cunningham driving. So excited was I that I seized an opportunity to jump into one of the Cunninghams while Dick took my picture. I still have it and the program as well. Some years later I learned that Briggs Cunningham was an heir to the Proctor and Gamble fortune.

Other participants included Brooks Stevens, Andy Rosenberger, Ernie Erickson, Hal Ullrich, Fred Wacker, Paul O'Shea, Tom Friedman, Herb Wuesthoff, Sr. and Milwaukee Chevy dealer Bob Breager in a Lancia. Stevens, Rosenberger and Wuesthoff were synonymous with early growth of the Milwaukee Region of SCCA and Friedman was of the family that owned and operated Schuster's Department Stores in Milwaukee. In 1955, he was the first ever to be killed at the newly opened Road America course when, on the first day of practice, he crashed his Maserati coming out of the carousel. Wacker was a member of the family that owned a good share of downtown Chicago and for whom Wacker Drive is named. Erickson raced Porsches well into the 1970's and O'Shea later lived in Milwaukee while working briefly for Pabst Motors.

As an aside, the founders of the Milwaukee Region, Carl Mueller, Robert Feind, Jim Floria, Brooks Stevens and Dave Uihlein later assisted with the organization of the Chicago Region by Fred Wacker, NBC's first *Today* host Dave Garroway, Bud Seaverns Larry Whiting and others.

Growing Interest

Several years later, our family moved to Fifty-Sixth and Chambers, which wasn't too far from P.J. Kaufman's car lot on Lisbon Avenue. P.J. was an authorized Citroen and Panhard dealer and might as well have been selling Chicago Bear jerseys in Green Bay. What he did have was an array of used MG TCs and TFs, Singers and Porsche Speedsters which I took great delight in climbing all over on Sundays when the dealership was closed. Man, they were neat. Certainly a lot cooler than my first car, a 1946 Ford two-door business coupe with a V-8, three on the wheel and no back seat. I bought it from Schwartzberg Olds for \$350 and as soon as I could earn enough money from my job as a stock boy at the near by National Tea store, I dressed it up with blue dot tail lights, Hollywood muffler, a steering wheel spinner and oh yeah, bonded up two small rust holes on either side between the doors and the rear wheels. It was with this car that I got my first ticket for speeding, weaving in and out of traffic and illegal tail lights. It all happened on Capitol Drive at about Atkinson and resulted in the loss of my license for thirty days.

Further from home, I found Abe Malofsky's Wisconsin Auto Sales on Third and Garfield, Baumgartner Motors on Sixty-Eighth and North, and Eddie Brah's Import Auto Repair Shop on Lisbon. Abe handled Renault, Sunbeam, MG, Hillman and other marques. I learned some years later that Max Hoffman, the importer of almost all European cars for the area east of the Mississippi, offered Abe the opportunity to own Milwaukee's first Volkswagen franchise. At about

the same time, he was offered the opportunity to become Wisconsin distributor for Tucker cars. The Tucker had a futuristic design of which only fifty-one were produced. Soon after, the company shut down due to fraudulent practices by management, yet Tucker's early promise was apparently enough for Abe who passed on VW and took delivery of his only Tucker. It sat, tucked away in Wisconsin Auto Sales' service department, for many years.

Sometime after Malofsky's ill-fated decision to bypass VW for Tucker, Herb Wuesthoff, Sr. led a group that obtained the VW franchise. Included were insurance executive and inactive partner John Bird, Sales Manager Ham Homolka, Service Manager Ted Baumgartner, salesman Sam LaConte and Richie Aguirre in parts. LaConte stayed on for many years as General Manager of the company, called Concours (d' Elegance) Motors, which translated into French means showing of the finest. Mr. Wuesthoff died shortly after they opened and, before long, his sons Herb, Jr. and Bill joined the firm, later taking it to premier status in the import trade selling VW, Porsche, Mercedes, Saab and BMW. Bill, who about that time started racing VW sedans and an Alfa Romeo, went on to rank among America's great sports car racers of the 1960's.

Ted Baumgartner later opened Baumgartner Motors selling Triumphs and Porsches. This was the coolest dealership because Ted was a pretty good road racer as were his sales manager Buzz Hahn and service manager Harold Zimdars.

This was about 1957 and pretty much heralded the real birth of sporty car activity in Milwaukee. Soon to be added was Pabst Motors, started by the dashing young scion of the Milwaukee Brewing family. Augie Pabst started racing a TR-3 with some success, which apparently whetted his appetite for the imported auto business. After briefly working as a salesman for Braeger Chevrolet, he opened his

first dealership on East Capitol Drive in Shorewood and soon after moved it to Oakland and Kenwood. He took on Studebaker, because that marquee was the American distributor of Mercedes Benz. Triumph, Issetta, Fiat, DKW, Iso Rivolta, Sunbeam, Amphicar and others were added.

Getting Involved

Several things happened in 1958 that moved me to become involved in the sports car scene that was quickly taking over the country. First off, I purchased a new 1958 Volkswagen sunroof from Fred Howe Motors in Waukesha. I had first been to Concours Motors where Richie Aguirre blew me off. Many years later, Richie and I became good friends. I waited about seven months for my VW and when it came, endured snickers from others, as there were very few around at the time. Total cost of the car with sliding sunroof, radio and whitewalls priced out at under eighteen hundred dollars. It got about thirty-five miles to a gallon of gas and an eight-pint oil change was three dollars and change.

In June of 1959, Sally Jordan, later to become my wife, and I drove to Elkhart Lake's Road America Road Racing Track to take in the June Sprints. I remember sitting on the hill overlooking corner five watching Freddie Windridge dominate the feature race in a black Lister-Chev. Also memorable was Jim Jeffords running away with B-Production honors in the Nicky Chevrolet Purple People Eater Corvette. In fall, I drove for the second time to Road America to witness the Oktober Rennen, a Milwaukee Region SCCA closed regional event. Boy was it fun! What a place!

The third thing that created a big impact on me was the opening of the Grand Prix bar on East Juneau. It was definitely the place to be if you

were interested in motorcar racing with its décor centered around many of the evolving heroes on wheels. Behind the back bar were two large black and white mural sized photos of race cars at speed and over the bar hung several chandeliers that were Michelin tires mounted on wire wheels. One of the back bar pictures was that of Eddie Crawford and Walt Hansgen in Cunningham D Jags during the 1958 June Sprints. I'm not sure, but I think the other one was of Paul O'Shea in a Mercedes Benz 300SL roadster at speed. Your host bartenders, on any given night, were utility company executive John Browning, lumber Baron and Lister racer Fred Rediske, Eddie Weschler and the incomparable, terrible Tom Schelble. All of whom I later developed strong personal friendships. The exception being Browning, who died in a car crash on the way to Chicago.

The clientele was made up of neophytes like me, wealthy Milwaukee area businessmen and industrialists, North Shore preppies, USAC professional drivers including the Unser Brothers, Roger Ward, Roger McClusky, Eddie Sacks, Leader Card owner Bob Wilke and others. I swear, some nights it was a thrill just to walk into the place, especially during state fair week when USAC staged a champ car and two stock car events. Pictures of local drivers were regularly changed and the jukebox often bellowed with the sound and fury of high-powered machines at speed.

State Fair Park USAC champ and stock car races were promoted by the Marchese Brothers. Both had been around the racing scene for many years and, as a matter of fact, Carl Marchese raced in the Indy 500 on several occasions and his brother Tudy was a pretty good mechanic. For years, at every race, there would be a large contingent of Milwaukee and Chicago Region members gathered inside the south turn

watching the four cylinder Offenhauser powered open wheel cars driven by A.J. Foyt in the number fourteen Dean Van Lines Special, the Unsers, Mario Andretti, Eddie Sacks, Jim Hurtubise, Roger Ward in Milwaukee's own Wilke, Watson & Ward Leader Card Special and later, Jim Clark and Graham Hill in Colin Chapman's rear engine Lotus-Fords and Parnelli Jones and Joe Leonard in Andy Granatelli's STP jet powered whoosh mobiles. In those days, open wheel drivers did double duty in stock cars and often joined Racine's Norm Nelson, always with an unlit cigar in his mouth, Don White, Jack Bouscher and others. This was before teams had motor homes and haulers, so we'd often see racers donning their driver's suits in the infield men's room. Inside the track, at the top of the tunnel and situated near to one of the road course turns dubbed Shithouse Corner, stood a white shack where upon completion of each race, the Marcheses paid out prize money. This was a throwback to the barnstorming days when crooked promoters would leave the premises absconding with the night's purse prior to completion of the day's competition. As an aside, in 1960, Augie Pabst was invited to drive the great Tony Bettenhausen's Ford in a USAC race. He did really well getting as high as fourth before he blew a tire and crashed into the south wall.

Those USAC guys were crazy. I remember several of us going out to the Tyrolean Town House Motel on the Friday night before a champ car race. Many teams stayed there because it was reasonably close to the Fair Park. The bar was wild, drinking, yelling, colorful team uniforms and attractive pit bunnies everywhere, until the lights went out. Pitch black. Nothing. Couldn't see my hand before my face. There was no panic, but most people were moving slowly to where they thought the exits might be when a door

swung open and management came in with flashlights. Soon the lights came back on, the reveling began anew and it wasn't until an hour or so later that we learned that those playful Unser brothers, Bobby and Al, found the main fuse box and did a job on it.

All Kinds of People

One of the more interesting characters of the time was a self-promoter by the name of Glen Glendenning, otherwise known as Ding Ding. He was a real piece of work driving around town in a Ford woody station wagon, tagged with Nassau license plates. Inside were scuba gear, parachutes, a pistol holster attached the driver's door panel, a ham radio set up and various other items of machismo interest. In the summer time, while waiting at a stoplight with windows open, he would carry on phone conversations, with imaginary people, that were loud enough so that any driver or pedestrian within earshot could hear him talking and making deals. When thinking of Ding Ding, I am reminded of several incidents that pretty much sum up his self-promotion. I have in my possession a picture clipped from the *Milwaukee Journal* that has him sitting at Billy Mitchell Field with helmet in hand. What happened was he called the paper to report that several local sports car racers were due to depart for the annual Nassau, Bahamas Speed Week Races. Having given his short interview, and having had his picture taken, he waited for the news people to leave and then left for home, as well.

A second episode in his Walter Mitty type existence kind of shocked us all – I know it did me. In the fall of 1961, for whatever reason, Big Jim Jeffords took an opportunity to address participants at the end of a Road America driver's meeting. Jim joked that he did not want to see Ding Ding this weekend and no one was to give him a pit pass. Everyone laughed at the time but mid-afternoon on Sunday, halfway

through the Road America 500, there was Ding Ding walking north on the pit lane talking with and having the unrivaled attention of Cunningham's team manager, the great Alfred Momo. Ding Ding strikes again. Although I was not witness to the following, it was said that Ding Ding would limit the amount of water in his Comet racer's radiator so that, if timed right, he could barrel out of State Fair Park's south turn in a cloud of steam. Others say that he once rigged the Comet's steering wheel so that he could take it off and hold it high in the air as he came to a stop in front of the grandstand with track announcer Ed "Twenty Grand" Steinback going crazy.

A Big Move

In December of 1959, I answered an ad for a car salesman not knowing that it would alter the course of my life forever. I interviewed with Russ Arndorfer, General Manager of Pabst Motors. Russ earned a law degree from Marquette, but chose to work in his family's DeSoto Plymouth dealership. Harry Lunquist, First Wisconsin National Bank dealer finance man, placed Russ at Pabst Motors as part of the floor plan financing arrangement. At the time, Augie Pabst, the dealership owner, was off racing in Nassau Speed Week events and being as it was just before the Holidays, I would guess that there were not many applicants for the job. In any event, Russ took a chance on me despite my having absolutely no sales experience. My family thought I was crazy because foreign car sales were still a few years away from taking off. Non-the-less I signed on and sold a used MG TF the first week that paid a commission of \$45. Thankfully, I progressed from there as the public's interest in imported cars grew rapidly.

Coming next month.....More about Augie

Classified Ads

FOR SALE: 2003 Pace Trailer, 24' long with a 48" side door. Used twice. 4 tie downs and E-track in the interior. \$5000 now or \$5300 after oil based interior paint is applied. Call Jim Roemer at 262-650-7904 (home), 414-254-1096 (cell) or Lola540@hotmail.com

FOR SALE: 1985 VW Golf GTI ITB, Tokico Illuminas, aluminum seat, weld in cage, Autotech bushings, baffled pan, Raceware rod bolts, GMP stressbar, Autotech SS lines. No rust, never wrecked. Spare wheels, block (with enough parts to build complete motor) cyl head, F.I.& intake, misc suspension, doors, hood, glass. All this and more for \$3000. Dual axle trailer available for \$500. Call Tom Mix @608-781-0191 evenings or e-mail mixkat@netscape.net for info or pictures.

FOR RENT: In car camera system available to rent for your race weekend. Incredibly compact and lightweight. Capture the speed, sound and excitement on tape or DVD & share with your friends and family. Call or email now to reserve your date for the '04 season. Will ship to your door. Jim 262-246-8944

FOR SALE: 2000 Gas Club Car Golf Car, Hunter Green with top, Excellent condition and just tuned up, can be modified for additional cost. Asking \$3000 OBO. 608-846-1095 evenings or itb42jr@aol.com