

# MILWAUKEE REGION

# Drift



May, 2004

## Election Time is Fast Approaching

At the November Board Meeting/Retreat the Board revised the election procedures instituting 3 year terms with a limit of 2 consecutive terms and electing 4 members per year. Previously, 6 Board members had been elected to 2 years terms without any term limits. When the transition is complete, one third of the Board will be up for re-election each year rather than half the Board. The transition will take several years with candidates being elected to terms of varying length for the next 2 elections. The following is the transition procedure:

### **Milwaukee Region SCCA Inc. Transitional Board of Directors Election Procedure**

In 2004, four candidates shall be elected to three-year terms, and two candidates shall be elected to two-year terms.

In 2005, four candidates shall be elected to three-year terms, and two candidates shall be elected to one-year terms.

In 2006 and later, four candidates shall be elected to three-year terms.

The candidates elected to the transitional two-year terms in 2004, and to the one-year terms in 2005, shall remain eligible for election to two three-year terms following that service. In the 2004 and 2005 elections, the candidates receiving the four highest vote counts, will be elected to the three-year terms.

The starting point for the special transitional years will be as follows:

#### Up for Re-Election in 2004

Mike Alexander  
Chris Cwiklinski  
Jim Roemer  
Julie Komp  
Tony Machi  
Bart Wolf

#### Up for Re-election in 2005

Cheryl Barnes  
Jeff Cashmore  
Jim Dentici  
Angelo Gazzola  
Mike Piotrowski  
Roy Rogers

#### Up for Re-Election in 2006

the 1<sup>st</sup> two-year from 2004  
the 2<sup>nd</sup> two-year from 2004  
the 1<sup>st</sup> one-year from 2005  
the 2<sup>nd</sup> one-year from 2005

# R.E. View – Angelo Gazzola

By the time this column goes to press, your RE will be back in Wisconsin. I am writing the column in a RV Resort in Red Bay, Alabama. For those of you that were not aware, I live in Wisconsin six months of the year and the remainder of the year in Phoenix, Arizona.

The Quad Drivers School/Regional race was held at Blackhawk Farms Raceway on April 23rd–25th. The event was a success from an implementation perspective, although it may not be a huge financial winner. The Drivers School had approximately thirty entries for each day of the school. The regional race had approximately one hundred entries.

The Milwaukee Cup, which will be held in conjunction with the CAT National, in late July, continues to grow in potential attendance and stature. The Milwaukee Cup is a race for the Spec Miata class 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.

Milwaukee Region will be holding elections in the fall for the Milwaukee Region Board of Directors. This year's elections will be the first year

of the new rules regarding elections to the board of directors. The major changes are the new term limits and the three-year terms, which were established by the board at the November Retreat/Board Meeting. New directors elected this year will be limited to two three-year terms. I have asked Chris Cwiklinski to publish the transitional election rules in this issue for member information. (see page 1)

The reason for instituting term limits is to ensure that the board is always getting fresh ideas and a new perspective on issues. The implementation of term limits also “make room,” for new people to join the board. In the past, very often a member had to run against a long-term incumbent, to be elected to the board. The power of incumbency is a powerful tool in elections, and may have discouraged otherwise qualified members, from running for the board of directors. Please contact Bob Clark, who is the Chairman of the Election Committee, for additional information about the election process.

We have the Mueller National race coming up on the 22nd of May, at Blackhawk Farms Raceway. We will hold the Rennen Double Regional race on June 5th and 6th, at Blackhawk Farms Raceway.

I look forward to seeing you at the races.

Angelo

## 2004

### Solo Schedule

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



# Milwaukee Region Calendar

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

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

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

## 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.

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>AND:</b>	<b>Any 5 or more days from:</b>	<b>Any 4 days from:</b>	<b>All 3 days of:</b>
	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	
<b>TO GET:</b>	<b>\$75</b>	<b>\$20</b>	<b>\$20</b>

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

# ME, MOTORCARS & THE PEOPLE WHO DROVE THEM, Part 2

By Bob Birmingham, 2003

*Former Milwaukee Region member Bob Birmingham has written an essay about his involvement with racing. As the essay is quite long we will be printing portions each month. This is the second installment. While Bob is anxiously awaits his Pulitzer Prize for his efforts, enjoy his reminiscences.*

I have to admit that I was even more in awe of Augie (Pabst) as I got to know him. It seemed that he was winning almost everything he entered in the Meisterbrauser Scarab. How he got the ride is worth sharing. There was a well-known driver by the name of Paul O'Shea who was close to Augie. As a matter of fact, O'Shea worked at Pabst Motors for a short time and for the Mercedes Benz distributor in South Bend, Indiana, as well. Harry Heuer, of the Chicago family that owned the Peter Hand Brewery, purchased one of four Scarabs designed and built by Lance Reventlow. The car, with Reventlow and Chuck Daigh driving, had a good record and Heuer bought one to get into racing. Well, his first choice for a driver was the successful O'Shea, so when he heard that Paul and Augie were close, he called Pabst Motors hoping to locate Paul. When AUP heard Heuer say that he was looking for a driver, he told him that Paul had retired but he knew of another good driver that would do well behind the wheel. And, that is how Augie got to drive the Scarab and went on to win the SCCA B-Modified and USAC Pro National Championships in 1959 and 1960 respectively. It was in 1960 that he won ten of eighteen starts in the Scarab and by season's end had established eight track lap records which together earned him SCCA's Kimberly Cup. Up until then, he was primarily known for winning in a beautiful red two liter Ferrari Testa Rosa.

Late in 1960, Augie and Pete Eisenmann sponsored me for membership in the Milwaukee Region of the Sports Car Club of America. At year's end, I had amassed enough worker, rally and other points to edge Dick Skundberg for Regional Outstanding New Member of 1961. Skundberg was a blond Minnesota Swede who came to Milwaukee to work as an engineer for A.C. Sparkplug. We later became very good friends until he moved back to Scandahoovia, Lake Woebegone or wherever in Minnesota during the late sixties. I heard several years later that he had died, still a young man, never to have married.

## Going New Places

Augie and I became good friends and he included me in a lot of things. In February of 1961 he took me to New

York City where *Time Magazine* honored him as Professional Road Racer of the Year. Wow, NYC – the Big Apple, my first ride on an airplane. While there, I walked and walked, looked up at every tall building I passed, popped in a bar or two, including Le Chanteclair which was owned by the pre-war French Grand Prix driver Rene Dreyfuss, and marveled at Broadway, the Great White Way. Instead of flying home, Dick Vogel asked me to help him and Don Williamson drive two new Morgans back to Millrace Motors in Thiensville. Thrilled at an opportunity to drive a Morgan cross-country, I jumped at the chance. This was before completion of the interstate highway system and little did I know that the three of us would be driving non-stop through the night, at times braving a heavy snow in Pennsylvania with wind buffeting the side curtains and the cars skittering across icy roads.

In April of 1961, Augie took me along to the inaugural race at Indianapolis Raceway Park. During Saturday's practice, it began to snow and snow and snow until the entire event was called off. It was so bad that the paddock became a quagmire with cars and trailers mired up to the hubs. Harry Heuer came to the rescue with his semi tractor, dubbed the Diesel Duster, and had driver Richard Ex winch cars free. Later, the combined Milwaukee and Chicago Region contingent left for the trip home only to find the highway closed at Lafayette, Indiana. We took over the greater part of a strip type motel and opened every adjoining door so we could all party back and fourth. There was a pretty nice restaurant across the street and Heuer intercepted the manager who was trying to close early. After seeing the size of our crowd, he agreed to stay open. I was still pretty naive and thought this living on the edge was exciting. Dinner was going well until John Wandrey, a MeisterBrauser crewman, asked someone to toss him a roll. It came whizzing past me and hit someone to my left. This was followed by pats of butter being launched from table knives and my participation in my one and only food fight was on. What a mess. The manager threatened to call the police until Heuer pulled out the team checkbook and paid the entire food and bar bill with several hundred dollars added on to cover damages.

One other thing remains vivid in my memory, that of Heuer producing a set of holsters, each with two sheathed six-guns. From there, he took on all comers in fast draw contests and won every time. As an aside, former NASCAR driver Red Byron was the Meisterbrauser team manager and mechanic Jack Sullivan went on to become crew chief for the great

Fireball Roberts, also of NASCAR fame. Byron won the first NASCAR and Daytona sanctioned races and was crowned the first NASCAR series champion.

### **Re-enter Eisenmann**

Sometime along the way, Dick Eisenmann stopped at Pabst Motors. He was a student at nearby UWM and I guess was surprised to see me there. Dick's family had moved to Elm Grove after his first year with me at Washington High School and we went our separate ways. Our friendship was rekindled as a result of our mutual desire to be involved with sports car racing. That year and the following, we were regulars at Road America and Meadowdale International Raceway near Carpentersville, Illinois.

Cash was short, with Dick in school and me starting out, so we did the best we could without much money. I remember we once bought general admission tickets to Road America that did not include pit and paddock access, which of course we would have done just about anything to get. We were standing along a snow fence, watching the cars pass at speed when a little boy, I don't recall how old he was – maybe seven or eight, came up and stood near us. Dick noticed that the boy had a pit pass tied to his belt and, lo and behold, it fell to the ground where Dick promptly stepped on it. The lad ran off, Dick looked around to see if anyone had noticed, retrieved the errant pass and for the rest of the day, we passed it back and fourth allowing for each of us to enter and explore Utopia, Eden and the Mustang Ranch all rolled into one.

Those were the years when the college crowd discovered Elkhart Lake and as a result, vandalism, auto accidents and an excess of underage drinking occurred. Soon the village fathers had enough and called out the State Police and volunteer fire departments. Drunken mobs would gather near the bank in town before marching south towards the Schwartz Hotel until they were met by a powerful blast from the fire hoses. While Dick and I did not participate, we got a kick out of watching the events while drinking beer on the sidewalks. During subsequent race weekends, the authorities brought in police dogs and eventually closed the town to non-residents other than those with proof of hotel registration.

In 1960, a young car top named Jerry Foster started to hang out at Pabst Motors. Not long out of the army, Jerry regaled us with stories of his trips to the Nurburgring in Germany, Monza in Italy and other famed tracks while stationed in Europe. He was an artist and was constantly sketching people and cars. Along the way I acquired two of his paintings. One was of a red formula one Ferrari sitting in an open garage door with sunlight highlighting the front end. He said the car was Phil Hill's team car at the 1959 Sebring FI Grand Prix. Many years later I took the painting to a vintage car race weekend at Road America

where Hill was to serve as Grand Marshall. I was honored to visit with him for a few minutes at which time he autographed my painting. The second bit of art that I purchased from Foster was that of a Ferrari Testa Rosa on a trailer. Jerry said the car belonged to Dr. David Lane and that aside from being a beautiful car, he painted it because it never ran and always seemed to be on a trailer.

### **Our New Service Manager**

Upon earning his degree from UWM, Dick joined Pabst Motors as a service writer and that was the start of the most fun I had in my entire life. We were a rag tag group of single guys trying to live life on the edge. Work twelve hours a day, then over to Buddy Beek's on Downer Avenue, on to the Grand Prix and once in a while up to the Driftwood on east Capitol Drive to check out the action. Not a care in the world, drinking lots of beer, doing what we wanted, sure that we could jump over tall buildings in a single bound and in general and most of all, drive expensive, fast cars that didn't belong to us.

The most fun we had with Dick on board was our interaction with customers. How we stayed in business as long as we did is still a mystery to me. A good example was my involvement with a sales prospect who kept stroking me with the same old story about buying his son Chuckie a new TR-3 when he turned sixteen. For several years, they took up countless hours of my time, kicking tires and sitting in cars. Salesman Art Pfitzinger, secretary June Burns and others at Pabst Motors kept kidding me about wasting time with them until finally Chuckie turned sixteen and to everyone's surprise, they ordered a car. When it arrived I posed for pictures while handing Chuckie the keys. Boy, did I earn my commission with these guys. Well not too long after, the father called to schedule an appointment for Chuckie to bring in his new TR-3 for its first oil change. During our telephone conversation, and in his usual officious manner, he reminded me that Chuckie was an impressionable young man and that he was well aware that mechanics often used rather salty language. He specifically asked that I instruct our employees to be aware of Chuckie's presence and not to swear. I dutifully passed the request on to Dick Eisenmann, who said, "don't worry, I'll take care of it".

Well, the next morning I heard a car horn outside the overhead door and there is Chuckie awaiting entry. Dick pushed the button to raise the door and directed Chuckie to a nearby stall. "OK, drive that &\*%\$@ car into that %^&\$@ stall right over there and leave the %@^&\$# keys in it. Typical personalized Eisenmann service.

We had another good laugh over an incident that occurred when Dick got fed up with a Mercedes customer who

was always complaining about his bill. More often than not, he would try to have his service bill reduced until Dick finally had enough. During his next visit to our shop, Dick made several notes on the back of the service order's hard copy. Sure enough, our customer, who was an Episcopalian or Presbyterian clergyman, questioned the labor amount. June Burns, our secretary/cashier turned to the reverse side of the repair order and said "it says right here"&. before gasping when she saw Dick's comments. The customer said "What, let me see that", grabbed it from June's hand and read Dick's comments, which went something like "do not reduce this cheapskates bill. He constantly tries to cheat us out of what is rightfully ours, I'm tired of this crap, etc.". Again, I wonder how did we keep the doors open?

June Burns was lots of fun. Terribly devoted to Augie, she mother-henned him and was really nice to all of us, even though we gave her a rough time. She did everything but sell cars and change oil. Cashier, secretary, book-keeper, billing clerk, she did it all. When writing a sales order, salesmen are required to obtain certain information necessary to insure proper completion of MVD ownership and license documentation. Art Pfitzinger would always forget to provide the purchaser's home County. This was important because every municipality receives revenue from cars licensed there. Often, June would yell across the showroom, "What County does Mr. so and so live in." For the longest time Art would yell back, "Green County" and that's what June typed on the MVD documents. One year, after she returned from a family vacation up north, Art asked if she had a good time. "Terrific, she said, and you know what? We passed through the Green County seat and there is a statue of you in front of the court house".

*Coming next month – The Amphicar*

## And Another Thing.....

It is with great sadness that we report that Hal Durham passed away in April. A reprint of his obituary can be found below.

Janet Harhay sent us an email from Florida telling us all about how their race season has been underway since January. They have already worked a bunch of race events. Janet misses all of us and if you would like to email her she would love to hear from you at: [jharhay@tampabay.rr.com](mailto:jharhay@tampabay.rr.com)

Sports Car Club of America, Inc. announced revised dates for the 2005 SCCA Annual National Convention, moving the event to Jan. 27–30, 2005.

The Milwaukee Mile reports that improvements at the track will include complete renovation and repaving of the infield road course surface. The work is scheduled to begin after the June 24–26 NASCAR event. The retrofitting of the two-mile road course will feature minor directional adjustments designed to accommodate all forms of motor sport. They plan to have events that include sports car clubs, autocross events, motorcycle races, karting meets, vehicle roll-outs.

Jason Berkeley T1 driver and 2003 recipient of the Don Kopsike Award has made a work-related move to New Jersey. Although he will be changing his region of record to Northern New Jersey, he will remain a dual member with Milwaukee. He wants to thank the staff, workers and fellow drivers for all their help and enthusiasm that helped to make racing fun. He especially wants to thank Dennis Troemel for all the help he provided in answering tech questions while he was building his car. Jason plans to be back in the area for the June Sprints.

## HAROLD E. "HAL" DURHAM, JR.

GREEN BAY, WI  
*published on April 27, 2004*

Harold E. "Hal" Durham, Jr., 56, died of cancer Friday, April 23, 2004 in Green Bay, Wisconsin. Hal was born in Des Moines and graduated from Lincoln High School in 1965. He received a Bachelor's degree from Northwest Missouri State in 1970, a Masters degree in Safety from the University of Wisconsin Whitewater and a Masters degree in Education Administration from the University of Wisconsin Madison.

Hal worked as a Teacher and School Administrator for 34 years in the Wisconsin School System, retiring as an assistant principal from the Green Bay District in 2003. He enjoyed sports car racing as a racecar owner, driver and spectator. He also enjoyed hunting, fishing and spending time with his daughter, Briton.

Hal is survived by his daughter, Briton of DePere, WI; his mother, Virginia Durham of Ankeny; his brothers, Rick (Dawn) of Ankeny and Scott (Vickey) of Des Moines; and nieces and nephews.

Milwaukee Region Drivers at the Quad Regional  
Blackhawk Farms  
April 25, 2004

***Race 1 - SSA-C, T2, ITA-C,  
ITS, SRX7, BG, LC, SMT  
SMT***

1 - Michael Coello

**ITC**

1 - Russell Reszer  
3 - Don Meller

**SSC**

2 - Robert Noe  
4 - John Nytes

**ITA**

1 - Jeff Cashmore  
3 - Tim Burns  
4 - Bob Clark  
5 - Bill Banner  
6 - Don Cross  
7 - Gino Carini

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

1 - J.R. Smart  
3 - Jody Seidler

**CFC**

1 - Robert Pagel

***Race 3 - GT4-5, E-HP, SM  
SM***

3 - Michael Coello  
8 - George Kofman  
10 - Julie Komp

**HP**

2 - Michael Weyenberg

**GP**

2 - Douglas Gehrke

***Race 4 - SRF***

2 - Bill Douglas  
4 - Dale Brown  
11 - Gregory Hering

***Race 5 - GT1-3, ITE, T1, AS,  
SP***

**GT1**

2 - Gerald Ruehlow

***Race 6 - FF, FV, F500, CFF  
FF***

4 - Mark Kolell

**CLASSIFIED AD**

**FOR SALE:** '98 Pace Arrow  
Motorhome - 37ft, Chevy Vortec,  
dinette with chairs, hutch, washer/  
dryer combo, 2 TV's, 5.5k Onan,  
slide in dining room and living area,  
VCR/DVD, only 11.5k miles,  
plenty of storage in the full base-  
ment, excellent condition - asking  
\$61,000 or OBO - 262-862-7478  
evenings, e-mail  
harmstrong@wi.rr.com

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 Road Racing Events**

**Milwaukee Region Race Entry Forms:**

<http://scca-milwaukee.org/RoadRacing/2004/roadracesched.html>

**CenDivCalendar:**

[http://scca-milwaukee.org/MISC\\_PDF\\_FILES/2004\\_CenDiv\\_Schedule.pdf](http://scca-milwaukee.org/MISC_PDF_FILES/2004_CenDiv_Schedule.pdf)