

MILWAUKEE REGION



Drift

June, 2004

Brian Redman International Challenge

The BRIC (Brian Redman International Challenge) will be held at Road America on the weekend of July 17–19th. As always we need sufficient workers to staff the event.

For those of you who have never attended the BRIC, the food offerings are excellent for the Friday and Saturday evening dinners. The opportunity to see the broad spectrum of vintage racecars that are presented at the BRIC, is unmatched at any other vintage event held in the United States. There will be over four hundred vintage racecars in attendance, ranging from small British sports cars to Can–Am and Formula One racecars. This would be a great event to come out and try one of our racing specialties such as Flagging and Communications, Timing and Scoring, Grid, Pit Lane, Technical Inspection, Paddock, and others. Bring your friends as you **DO NOT** have to be an SCCA member to work in hot areas.

BRIC Registration Hours, see page 6

What's in this issue???? See Page 2

HELP WANTED

New Workers!!! Workers needed in more than a dozen exciting specialties. Compensation includes new friendships, exciting action, free lunches, end-of-day parties, and usually Saturday night dinner.

We have special needs in the Sound Control specialty, as the requirements for the specialty may be expanded as of January 1, 2005.

We also have standing needs for new workers in the following specialties:

- Rescue
- Timing and Scoring
- Flagging and Communications
- Paddock
- Pit Lane
- Starters
- Registration
- Technical Inspection

If you are a region member, and not currently involved in Road Racing, Solo, or Rally, please consider becoming involved. For additional information please call Angelo Gazzola at (715) 823–4533 or (920) 740–3805. You may also send an e-mail to:

agazzola@frontiernet.net

R.E. View – Angelo Gazzola

This months DRIFT is a little late, to accommodate the news about Road Racing and Solo events that took place at the end of May and the first week in June. We are considering delaying the publication of the DRIFT to after each months Milwaukee Board meeting, which are held on the second Tuesday of each month. The later publication will allow the news from the board meetings to be timelier.

The Mueller National and the Rennen Double Regional have been held on the weekends of May 22nd and June 5th respectively. Considering the weather, both events were successful, but the Mueller National was less than a financial success. The only successful financial activities conducted during that weekend were the local wrecker services that were called to the track to extract competitors from the mud. The Mueller had approximately 114 entries, and the Rennen had approximately 120 entries each day of the double regional.

The Road Racing Program has two additional races coming up at Road America. The Bonneau Double Regional will be held on the last weekend in June, on June 26th and

27th. The CAT National will be presented along with the Milwaukee Cup on July 24th–25th. We also have the BRIC Vintage race coming up July 17th–19th. We will be providing race support for the promoters of that event. For all three days.

Milwaukee Region Solo has put on a Drivers School and two Solo events since my last column. The Solo group has done an excellent job of putting on the events, especially considering the loss of some workers who have not returned from last years core group. The group is working very diligently to rebuild the necessary core group to put on successful events. I am sure that the staff will be back to pre–2004 levels before mid–season. The Milwaukee Region Board of Directors continues to strongly support our Solo Program

On the election front, we will be printing and mailing the candidate slate with the Election Committee nominations, to all members in the next week. The Election Committee has completed their work on the nomination slate, and will be working with candidates on their biographical information to be included with the ballots.

What's in this issue??????

Solo Drivers School Summary

Region Drivers at the Mueller National

BRIC Hours

Me, Motorcars and the People Who Drove them , Part 3

And the Usual Stuff

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.



Milwaukee Region Calendar

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

Oct 6 High Performance Car Clinic at BHF
 10 Solo #8
 24 Fall Fest Rally
 26 Solo Meeting

Nov 6 Annual Meeting

Mar 23 Editor's Birthday

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
 27 Solo Meeting

Board Meetings - 6:30pm the 2nd Tuesday of the month at The Hilton Milwaukee River, 4600 N. Port Washington Road.

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

Aug 3 Competition Meeting
 10 Board Meeting
 29 Solo Event #6
 31 Solo Meeting

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

Sep 6 Solo #7
 7 Competition Meeting
 14 Board Meeting
 17-19 VSCDA at RA
 28 Solo Meeting

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

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 1st two-year from 2004
the 2nd two-year from 2004
the 1st one-year from 2005
the 2nd one-year from 2005

Supplemental Regulations for the Cat National and Milwaukee Cup:

http://scca-milwaukee.org/MISC_PDF_FILES/CatNational%202004.pdf

**A letter from the Area 4 and Area 5 Directors about the State of CenDiv
Regional Racing Series:**

http://www.cendiv-scca.org/racing/champ_series/directorletter.pdf

Milwaukee Region Solo II Drivers School

The Milwaukee Region hosted our 2004 Solo II Drivers School on May 22nd. Big Bear Tire (www.bigbeartire.com) sponsored the event; helping keep the entry costs down for the participants. This year the school was shortened to one day and the entry was capped to provide plenty of seat time.

The day started off with a short classroom session conducted by Jeff Cashmore. This was followed by lunch at Kelly's Bleachers then it was on to Miller Park for some hands-on experience. Forty-eight drivers were greeted with two different courses and beautiful sunny skies. In "round robin" fashion, instructors were matched with different drivers throughout the day. Each student had the opportunity for at least 10 runs per course with more seat time available at the end of the day. Overall, the event was quite a success and we look forward to hosting a school again next year.

I would like to thank all of the people who instructed and helped to put on the school. With out these volunteers' hard work, the event would have never happened.

Thank You,
Dan Kimber
Milwaukee Region Solo Chairman



A Drivers' School Participant

.....And Another Thing

The Election slate has been sent to Region members. If you are interested in running for the Board, make sure you follow the directions and get your name to Bob Clark by the filing deadline. And when you get your ballot - **DON'T FORGET TO VOTE!!!!!!**

We're very serious about the need for workers (see article on page 1). We can't do it without you and we don't want to have to cancel an event to prove it. Please help. Pick a specialty. Try one on for size. Pick several. Try them all. Come and shop around at an event.

So maybe you don't want to actually commit to working a race specialty. We can always use help. We'll find a place for you. How about handing out trophies? How about being a runner for Timing and Scoring. OK, that's actually Timing and Scoring, but you don't have to do the "real" Timing and Scoring stuff. Maybe you would like to write some stuff for the Drift. Articles, interviews, you name it, we got room for it. How about pictures? We can always use those. Just make sure you get my good side.

There are plans to hold another High Performance Car

Clinic at Blackhawk Farms on Wednesday, October 6. Details are still being worked out. Stay tuned for more information.

Oops: In the May Drift we listed finishing positions of Milwaukee Region drivers at the Quad Regional. We listed Michael Weyenberg as finishing 2nd in the HP class when in fact he was 2nd in EP. We apologize for any confusion; it was a keyboard malfunction ☺

True Confessions: Hmm.....what Spec Miata driver confessed to these faux pas: Going onto the track without his glasses on. He says it was an interesting pace lap until he was able to shove them through the eyepoint opening in his helmet. He also doesn't want everyone to know that he has missed the grid at least three times in two seasons.

Sad news: Our corner working friend Barry Sanders from Southern Illinois passed away suddenly a few weeks ago. Barry was also an IT driver. Our sympathy to his family and friends.

Mueller National Results

May 22 – 23, 2004

RACE 1 - FV, F500

F500

- 1 - William Cobb
- 3 - Darrel Grening

FV

- 6 - Mike Beaumia

RACE 2 - SRF

- 6 - Becky Bach
- 11 - Dale Brown

RACE 3 - GT1, GT2, GT3, T1

GT1

- 1 - Cliff Ebben

GT2

- 4 - Randall Hamann

RACE 4 - CSR, DSR, S2000

DSR

- 1 - Michael Reupert
- 2 - Jason Miller

CSR

- 1 - Jeff Miller
- 4 - Dave Knaack

RACE 5 - FF, FC

FC

- 5 - Brian Belardi
- 6 - Mark Hutchison
- 8 - Michael Wettstein

FF

- 5 - John Vlasis

RACE 6 - EP - HP, GT4, GT5

EP

- 2 - Lawrence Loshak
- 3 - Ken Kannard
- 5 - Jim Simaris
- 7 - Flippo Reina
- 8 - Mike Cudahy
- 12 - Michael Sturm

GP

- 1 - Bill Wessel
- 3 - Greg Gauper

GT4

- 1 - Daryl Wessel

RACE 7 - FA, FM

FM

- 1 - Jamie Bach

FA

- 4 - Charles Duncan

RACE 8 - SSB, SSC, T2, AS

SSB

- 1 - Harry Manning
- 2 - Joe Ebben
- 5 - Patrick Jeffords

SSC

- 5 - Tom Putz

BRIC Registration Hours

Workers and Guests

| | |
|-------------------|-------------------------------------|
| Thursday, July 16 | 6:00pm – 8:00pm |
| Friday, July 17 | 6:30am – 10:00am 6:00pm – 8:00pm |
| Saturday, July 18 | 6:30am – 12 noon |
| Sunday, July 19 | 6:30am – 10:00am |

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

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

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

ME, MOTORCARS & THE PEOPLE WHO DROVE THEM

Part 3

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 third installment. While Bob is anxiously awaits his Pulitzer Prize for his efforts, enjoy his reminiscences.

Der Schwimmerwagen

In March or April of 1961 an older, somewhat disheveled man entered the showroom and said that he was responding to an inquiry Augie Pabst (AUP) made about an ad in *Automotive News*. The ad was seeking potential dealers for the Amphicar, a German made amphibious car that here-to-for was completely unknown to me. He represented Jensen Construction Company, which was branching out into automotives. My first impression of this fellow was that of being a retired car salesman brought on board to sign up dealers. AUP was definitely intrigued and asked to drive it. The salesman readily agreed and AUP got behind the wheel with me by his side and the old timer in the jump seat. It quickly became apparent that AUP's idea of a test drive was different than that of his two passengers. Off we went to the Milwaukee Yacht Club where he promptly drove down the ramp and into the water, laughing all the time. The concern of his two passengers waned, as sure enough, the damn thing not only floated but maneuvered as well. Our terror soon returned as Captain Nemo triumphantly sailed the thing through the breakwater opening and out into the cold spring wind with waves coming over the bonnet and the wipers having absolutely no effect. It was cold out there, yet we passengers were drenched in sweat while our fearless captain was having the time of his life. Needless to say the salesman never returned and Jensen Construction did not continue its effort to market the Schwimmerwagen.

Sometime within the next year, we were approached by another distributor, and this time, we took on the franchise. We included it among our cars on display during Milwaukee's Auto Show in February and to encourage us, Augie promised a \$200 bonus, plus commission, to whom-ever sold the first Amphicar. During the show, I met Casey and Lucille, a retired couple from Oak Creek, who I believed to be serious prospects. Their names and images will be forever embedded in my mind.

Some weeks after the show's end, they called to arrange for an appointment to visit our showroom after dinner on the coming Friday. I wasn't too happy about the timing because the Milwaukee Region SCCA monthly meeting was being held that night with Bill Wuestoff and Augie scheduled to report on their participation in the recent Sebring 12 Hour race. Well, \$200 was a lot of money, so Casey and Lucille were welcome to visit. After another presentation, they asked if it was possible to take a water ride sometime. I really wanted that \$200 bucks, so I said, "sure we can do it right now". Well it was a cold, dark March evening when we set out for a spot I knew in the Milwaukee River near the Bay Shore Shopping Center in Glendale. Upon arriving, I slowly drove down the mild embankment into the river without a problem and turned east towards a large bend in the river where I planned to turn around. While maneuvering, I ran the front end up on a gravel bar and there we sat about twenty feet from either shore without being able to move. A watery snow started to fall over this otherwise peaceful setting, which called for most people to stay indoors. I honked the horn and flashed the lights without luck until finally on the north shore, a young boy called out, "what are you doing with that car in the river"? I recalled that Augie's friend Joe Lauer lived nearby and asked the boy if he knew Joe.

Turns out he was a paperboy and delivered papers to the Lauers. I sent him packing and soon Joe was on the bank laughing like hell. He jokingly told me not to go anywhere and promised to return with his hip boots. Soon others began to line the shores and I thought oh man, if a *Milwaukee Journal* photographer shows up we'll never sell one of these bananas. Joe returned and waded into the icy water, laughing all the time. He operated his own construction company and had a physique that left little doubt that he possessed great strength. He went to the front of the car and heaved on the bumper to no avail. Next he said, "Put the top down and I'll carry your customers to shore" thereby reducing the weight and providing a better chance to free the car. Casey said, "You can't lift me I weigh 300 pounds". With that, Joe successfully carried Lucille to the near shore and came back to get a skeptical Casey. Joe insisted and to his credit, lifted Casey in a one-arm fireman's hold and carefully moved towards shore before stepping in a hole, which sent both into the cold river. Onlookers laughed and screamed while Casey and Joe trudged to dry land.

Joe continued to roar while Casey just stood there with the lights of the shopping center behind him and his porkpie hat once again perched high upon his head. The car had come free and I now had to drive them back to Pabst Motors. The silence was deafening until somewhere in Shorewood they both started to laugh. An appointment was made for me to visit their Freeze Lake summer cottage on the following Saturday for a water demonstration and, low and behold, they wound up being the first Amphicar owners in Milwaukee. I got my \$200 bonus and a story to tell for the rest of my life.

Perhaps the funniest Amphicar story occurred as a result of a family of four pulling up to our showroom in an old Dodge. Art Pfitzinger, a truly gifted salesman with a somewhat dry and morbid sense of humor, had the next up. The family came in as a result of an ad we placed in the newspaper offering a free combination fishing bobber and compass to any one taking a test-drive in an Amphicar. Art analyzed the situation and decided that his up was wasted so why not have a little fun. After going through the usual chitchat, the father asked if they could have a test drive. Art said, "Sure, where are your life jackets? You know Coast Guard regulations require all passengers in boats to have life jackets". Well about that time, the rest of us started to ease closer to what was unfolding before us as we suspected this was going to be vintage Pfitzinger. The entire family seemed to be truly disappointed, probably because they saw their bobbers floating away, when one of the little kids reminded their dad that he had some old inner tubes at home.

With a straight face, Art said "inner tubes would do just fine" and off they went. What happened later was unbelievable. None of us expected them to return and were surprised, when sure enough, the old car pulled up in front and they all got out with inner tubes. A little boy asked, "now can we take a ride?" and Art said "sure as soon as you put them on." Well picture two adults and two children slipping inner tubes over their heads with a goal of getting into the rear jump seat of a small imported car. When the father managed to get in, the front of his inner tube came up to his face. He looked like the Michelin man and then the others began to push and shove, each worried that they might be left out. With all of us laughing and just about rolling on the floor, Captain Art pushed off and everybody got a ride and free bobber.

One Upsmanship

Dick Vogel was slowly building Millrace Motors, a nice little import car business in a picturesque setting along the Milwaukee River in downtown Thiensville. He sold Triumphs and in 1961 obtained the franchises for Jaguar and Rolls Royce/Bentley. To celebrate, he invited

Milwaukee's elite for a private viewing of these fine motorcars at Madeline's of Willowbrook, an upscale women's clothing salon located a few blocks from his dealership. Madeline's provided a perfect setting for the showing of quality motorcars. Situated on a heavily treed lot, and with a fountain set at the entry to the commercial building, it was an ideal venue for Vogel to scatter his wares for potential buyers to stroll among while enjoying wine and cheese. The guest list was a who's who in Milwaukee and Augie sensed the opportunity for one-upmanship. He learned that Vogel would receive but one XKE coupe to go along with several Jaguar 3.8 sedans and a couple of Rolls.

From time to time, Augie had raced for Briggs Cunningham and enjoyed a wonderful personal relationship with teammates Walt Hansgen and Roger Penske. Hansgen was a Jaguar dealer on Long Island and Augie called in a favor, asking to purchase an XKE roadster. The plan was for several of us to arrive early at Willowbrook and park our XKE, Augie's 1928 LeMans Bentley and an array of our most expensive Mercedes Benz automobiles in prominent positions, each bearing Pabst Motors stickers. Vogel was livid and slow to forgive. The event had special meaning for me because I was dispatched to Hansgen's dealership to drive the E-Type cross-country to Milwaukee.

Our Crew

Among the many other characters working at Pabst Motors were Heinz Geist, Everett Wilson, Harry Shore, Bill McCarthy, Milt Peterson and Willie Wessels. Heinz had the reputation of being a Mercedes genius, and even if he may not have been, it was his showmanship that made him something special. He could often be seen placing a wooden dowel, of twelve to eighteen inches, between his ear and a Mercedes Benz cylinder head listening for unusual noises. Then, while making a big deal of wiping non-existent grease off of his hands, he would turn to his anxious customer and tell him that he would have to personally drive the car for a few days to determine the problem. Customers thought he was the second coming of Carl Benz or Gottlieb Daimler, but I suspect that he was more show than know.

Everett Wilson turned the wrenches on Augie's two-liter Ferrari Testa Rosa and sometimes helped other members of Scuderia Suds, namely George Whealon, Freddie Rediske and Bill Kimberly. Everett was a good guy but talked and talked and talked so much, that years later, I likened him to Cliff Claven, a character on the TV sitcom Cheers. Harry Shore was a quiet, sandy haired, burley guy who enjoyed a good laugh. In 1960, Augie's good friend Bill Kimberly delivered his green, 1958 long wheel-

base two liter Ferrari Tour de France coupe to Pabst Motors for consignment. Bill had raced the car extensively including the twelve hours of Sebring and also in South America. Harry rebuilt the motor and on the night he finished, called me into the darkened garage and asked me to sit behind the wheel and turn the ignition key to develop oil pressure with the distributor cap off. When satisfied that all was well, he replaced the cap, got behind the wheel and turned the key. I thought I died and went to heaven when it started on the first turn and roared to a high pitch that was unmistakably first produced in Maranello. Red Lehman at Teutonia Auto Body cleaned up the shell and painted it maroon. Later it was sold for fewer than six thousand dollars to Eddie Weschler who let me drive it to second in B-Production at the 1963 June Sprints, but more about that later. Ike Uihlein, Jr. bought it from Weschler and Erwin Uihlein, Sr., Ike's dad, and former Schlitz Brewery CEO – but dubbed the “Boss” by his son, later donated it to the Brook Stevens Automobile Museum in Mequon. Partners Eddie Weschler and former Marquette University basketball star Brian Brunkhorst later bought it. It was reported that the car eventually brought several hundred thousand dollars in the 1980's when I suspect that the laundering of drug money had a lot to do with driving prices sky high on vintage motorcars.

McCarthy was our quiet parts manager who, later with Tim Heinrichs, opened Car Part Depot just south of North Avenue on Third Street. Milt Peterson was the nicest young guy. He had a very dry sense of humor and could always be seen with a cigarette dangling from his lips. He use to say “the great equalizer between Milwaukee's blue blood Mercedes owner's and the rest of us occurs on the below zero days when they would arrive at Pabst Motors dressed in old clothes with icicles hanging from there noses and announce, my Mercedes won't start”.

Our other Mercedes mechanic was Willie Wessels, a tall, quiet and handsome native of Germany who had a healthy head of thick black hair. His wife Gerda was much the same – tall, quiet, pretty and with blond hair. They were, together, highly regarded within the local German community. Willie was the star player on the Bavarian Soccer team and at least once, was named Most Valuable Player in the Wisconsin State Soccer League. He played the guitar and possessed a fine singing voice. Every year during Augie's annual Christmas Party, he would sing Silent Night in German and then lead us in English. That was always a nice touch.

I can't forget Dick Graham, reportedly the son of a wealthy industrialist from Lake Geneva. Now anyone who reads this, and knows me, is aware of my physical

stature. Well compared to Dick Graham I was a Hulk Hogan. Taller than me with tiny little glasses perched on the end of his nose and dressed in old clothes, he provided our very first introduction to the hip culture of the sixties. Dick hired on as a wash boy and parts chaser and soon became a very good friend to all. A delightful free spirit, he introduced us to The Purple Eye coffee house on East Locust, a style of music we had never heard before and to a simple outlook on life that was very refreshing.

On our lot, we had a Packard-Healy that actually started out as a Nash-Healy and in 1952, finished third overall in the prestigious 24 Hours of LeMans and in 1953, it finished eleventh. Andy Rosenberger of Milwaukee owned and raced it before George Whealon obtained it, I think in partnership with Augie. Somewhere along the way, a V-8 Packard and three speed transmission was installed and with it's thundering noise, bulky silhouette and ill handling, it was dubbed “the Beast”. Well, Dick Graham wanted that car more than anything in the entire world. He delighted in firing it up every morning to drive it out to the lot and would often come back at closing to drive it back inside. Finally, he scratched out a deal that called for him to give Augie a guitar and teach him how to play it. It was fun to see Dick and Augie, one dressed immaculately as a north shore preppie and the other as a flower child, sitting in Augie's office strumming their instruments.

Then there was Tony DaMico, a City of Milwaukee Detective who struck up a friendship with Augie. Every so often Tony and his partner would pull up outside the showroom. Tony would come inside to visit while the partner sat in the unmarked cruiser listening for calls. One day, the partner left the car to visit our men's room while Augie and Tony talked. Noting the partner exiting the running car, AUP moved Tony away from the window and excused himself for a minute. With that done, he exited the showroom, climbed into the squad and roared up Kenwood Boulevard with the red light and siren on. Tony and his partner saw their respective careers flash before there eyes.

Coming next month – Floating a rent-a-car