

# MILWAUKEE REGION

# Drift



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August, 2004

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## VSCDA Elkhart Lake Vintage Festival© at Road America

The VSCDA Elkhart Lake Vintage Festival© at Road America, which takes place on September 17<sup>th</sup> - 19<sup>th</sup>, is our final event of the year. The event is a much smaller vintage event than the BRIC, which is held in July. It is traditionally a non-spectator event with fewer entries. The racecars that enter this event are just as spectacular in their own way. The entries are more reflective of the racecars that have competed in the United States in amateur racing since the 1930's. Although the entries for this event are usually less than three hundred, the diversity and quality of the entries are both excellent.

Some examples of the activities that are planned for the event are:

Morgan Parade

Morgan Feature Race – Sunday

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

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

The enhancement to worker door prizes and gifts will be significant, as both the sanctioning body and the region are going to increase their contribution in this area.

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

### **REGISTRATION HOURS**

6:30am – 10:00am

All days (Friday, Saturday, Sunday)

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# Cat National Results for Region Drivers

## Race 1 - FF, FC

### **FC**

- 1 - Steve Forrer
- 3 - Niki Coello
- 5 - Brian Belardi
- 8 - J.R. Smart
- 9 - John Norton Jr.
- 15 - Tony Smith

## Race 2 - AS, SSB, SSC, T1, T2

### **SSB**

- 3 - Harry Manning
- 4 - Patrick Jeffords

### **SSC**

- 6 - Tom Putz

## Race 3 - Spec Miata Race 1

- 1 - Tony Coello
- 4 - Michael Coello
- 8 - Aaron Newton
- 11 - Mark Greenisen
- 17 - Tim McQuiston
- 27 - Steve Welk
- 30 - Lyle Longley
- 34 - James O'Hare
- 36 - Jeff Courtney

## Race 4 - FV, F500

### **FV**

- 5 - Mike Beaumia

### **F500**

- 2 - Bob Giesen
- 5 - Darrel Greening

- 7 - William B. Cobb

## Race 5 - GT1, GT2, GT3

### **GT1**

- 1 - Peter Mohrhauser
- 7 - Randy Rosenmerkel
- 10 - Kevin Kieper

### **GT2**

- 5 - Randal Hamann

## Race 6 - CSR, DSR, S2000, FA, FM

### **CSR**

- 2 - Brian French
- 4 - Mike Lord
- 5 - Jeff Miller
- 7 - Andy Voruz

### **DSR**

- 1 - Jason Miller
- 2 - Bill Kuckenbecker
- 7 - Michael Reupert

### **S2000**

- 2 - Bart Wolk
- 3 - C. Skip Pfeffer
- 7 - Eric Ivarson

### **FA**

- 1 - Tom Jagemann
- 2 - Jeff Kowalik
- 6 - Jim Gustafson
- 7 - Charles C. Duncan
- 10 - Justin Gaver

### **FM**

- 2 - Denny Marklein
- 7 - John Dickmann

## Race 7 - SRF

- 7 - Bill Douglas
- 10 - Rebecca Bach
- 17 - Lee Trainor
- 10 - Tim Doerr
- 24 - Ruben Garcia

## Race 8 - E-HP, GT4, GT5

### **EP**

- 2 - Ken Kannard
- 4 - Filippo Reina
- 6 - Gino Carini
- 7 - Bill Meyer

### **FP**

- 2 - Michael Moser
- 3 - Michael Froh
- 4 - Mike Gnadt
- 5 - Robert Bennett
- 6 - Roy Carrera

### **GP**

- 1 - Bill Wessel
- 2 - Greg Gauper

### **HP**

- 2 - Richard Root

### **GT4**

- 1 - Daryl Wessel

### **GT5**

- 1 - Mike Alexander
- 2 - Jim Dentici

## Milwaukee Region Calendar

- |     |       |                               |
|-----|-------|-------------------------------|
| Aug | 25    | Postmark deadline for ballots |
|     | 29    | Solo Event #6                 |
|     | 31    | Solo Meeting                  |
| Sep | 6     | Solo #7                       |
|     | 7     | Competition Meeting           |
|     | 14    | Board Meeting                 |
|     | 17-19 | VSCDA at RA                   |
|     | 28    | Solo Meeting                  |
| Oct | 6     | HPCCC at BHF                  |
|     | 10    | Solo #8                       |
|     | 24    | Fall Fest Rally               |
|     | 26    | Solo Meeting                  |
| Nov | 6     | Annual 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

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

# R.E. View – Angelo Gazzola

Wow!! What an event, the 2004 CAT National/Milwaukee Cup was a resounding success from both an operational and financial perspective. The national race ended up with 218 entries, and the Milwaukee Cup race group provided 63 entries for a total of 281 participants. The number of workers and their excellent performance on the heels of the BRIC event at Road America the preceding weekend, was impressive to say the least. The performance of all region members makes it easy for me to look good as the Regional Executive of Milwaukee Region. As usual the region performed well, providing administrative services to the BRIC

The Road Racing Program has only one more event left to complete the 2004 racing season, which is the VSCDA Fall Festival. The VSCDA Fall Festival will be held on September 17<sup>th</sup>–19<sup>th</sup>, at Road America

We need workers to staff our remaining event. The critical staffing problem area remains Flagging and Communications (F&C.) We have had a number of potential new members approach the region for information. Please help the region to make these potential members feel comfortable with becoming active in the regions' activities. We have also had some current members, who have not been active in recent years, express an interest in becoming more involved. We need to go the extra mile to welcome these new or returning members.

Our participating drivers have continued to be very generous in making contributions to the regions' Worker Appreciation Fund. I have included a report in this issue of the DRIFT to

share with the drivers how those contributions have been used during the 2004 racing season, and how they will continue to be used in the future.

Our Solo Program has completed five events of their eight scheduled. Event six is coming up on August 29<sup>th</sup>, at Miller Park. The Solo Program staff has also been very involved with the upcoming HPCCC event, to be held at Blackhawk Farms on October 6<sup>th</sup>. I asked Dan Kimber and his staff to help out with the planning and implementation of that event with Chicago Region, and they have done a wonderful job of representing Milwaukee Region in that endeavor.

Milwaukee Region 's Rally Program has a dual divisional rally coming up on August 21<sup>st</sup> and 22<sup>nd</sup>. Please contact Tim Craft for additional information on the rally. The good news received by the Board of Directors, was that Tim Craft will be staying on as our Chairperson of our Rally Program, in spite of his national responsibilities as the Chairman of the National Rally Board. Thank you Tim!

On the election front, the biographical information has been received from all the candidates eligible for the ballot. The ballots have been prepared and, will have been mailed and in your hands before you read this article. The Board of Directors approved an extension to the mailing date for the ballots; therefore your return time has been shortened slightly. Please have your ballots postmarked prior to the August 25<sup>th</sup> deadline.

Angelo

## 2004

### Solo Schedule

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: 7:15 – 8:30 am

Course walking 7:45 – 9:15 am

Tech inspection: 7:30 – 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.

### Have an idea for an article for the DRIFT?

### Want to Contribute photographs?

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

# WORKER APPRECIATION FUND REPORT

## THANK YOU, THANK YOU, THANK YOU!!!!

The donations from drivers in 2004 exceeded those made in 2003. As a result of the races Milwaukee Region have put on in 2004, drivers/entrants have contributed in excess of \$4,000.00. I want to thank all of the donors for their generous contribution to the Worker Appreciation Fund. I would also like to thank those drivers and entrants that donated in other ways, such as morning doughnuts, rolls, or in some cases direct donation to the cost of daily lunches.

We started the 2004 racing season with \$875.00 carried over from earlier race seasons. We received additional donations of \$4,274.00 in 2004, and applied \$2,163.63 towards worker enhancement so far this season. This leaves us a balance of \$2,985.37, to apply to worker enhancement at our last event and the annual dinner. We will carry a balance forward to the 2005 racing season, to facilitate worker perks at the early road racing events.

As we did in 2003, I would like to report to the contributors that their donations have been segregated from all other revenues received by the region, and will continue to be used to enhance direct worker perks. During the 2004 racing season the Driver Appreciation Fund was used to provide free worker camping at all Road America events. We also increased the direct perks to workers at all Milwaukee Region road racing events, in the form of worker party gifts.

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

Angelo Gazzola  
Regional Executive  
Milwaukee Region SCCA

## 2004 Incentive Program

To qualify, you must work BOTH Days of the Bonneau Double Regional and the Cat National  
Any questions, contact Chris Cwiklinski (414) 449-3862 or ccwikl@yahoo.com

	<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>

# Solo Happenings

Dan Kimber, Solo Chairman

## SOLO EVENTS #4 & #5

Our last two events were run on July 17<sup>th</sup> & 18<sup>th</sup> on a great course designed by Bob Clark. The course was very technically challenging and greatly rewarded the driver when done correctly.

## SOLO EVENT #8

The last event of the year on October 10<sup>th</sup> will be an SCCA Member only event. In order to run that day you will need to become a club member or join on site that day. Memberships are good for a full year from the inception date.

## THANK YOU TO OUR HARD WORKING VOLUNTEERS

Since the end of the season is approaching I would like to thank the following people for their contributions to the Milwaukee Solo Program:

Jeff Cashmore	Jeff Slater	Sam Karp
Steve Wynveen	Toni Machi	Tim White
Rick Pukite	Todd Lorino	Denise Cashmore
Jason Frank	Clayton Goldsmith	

Without these people's hard work our Solo program would not be what it is today. We are always looking for new people to help out in defined positions during the event and before the event.

For next year we will need a new volunteer to be our Equipment Chief. This entails of taking care of our equipment and driving the bus for the events. All Chiefs' receive discounted event entry for the extra time that they put into the events.

If you are interested in helping as the Equipment Chief or are interested in other areas please see Dan Kimber at the event s or email me at [djkimber@hotmail.com](mailto:djkimber@hotmail.com).

Dan Kimber  
Milwaukee Region Solo Chairman



**THANK YOU TO  
OUR SOLO EVENT #2 SPONSOR  
COOPER TIRE AND RUBBER  
COMPANY**

[www.coopertire.com](http://www.coopertire.com)



**THANK YOU TO OUR SOLO EVENT #3  
SPONOR**

## **KELLY'S BLEACHERS**

**Stop on in for some food or refreshments at 5218 West Bluemound Road Milwaukee or 7805 S. Loomis Road in Wind Lake**

**[www.kellysbleachers.net](http://www.kellysbleachers.net)**

# Old Friends at the BRIC

By Ted Tappet

I was sitting watching 1950s movies of the Glen on Speed Channel last week and got to thinking about the old days at Road America. Remembering the TDs, Oscas, XK120s, Allards and such, racing up and down the hills and through Thunder Valley, caused me to wonder if it's still the same. So, with my doc's admonition not to over do it, I thought why not go one more time before they slap the STP, Goodyear and SCCA Club Racing stickers on my pine box and lower me into a grease pit at Pine Lawn.

I knew that Brooks, Grosspapa Mueller, Andy Rosenberger, Dick Drexler, the Moerwalds and Terrible Tom Schelble had taken their final checkered flags, but maybe I'd see "Gentleman" Fred Rediske, Eddie "Flip" Weschler, Bill Tannheuser or "Big" Jim Jeffords. So, I went out to the barn, moved a couple of things, took the tarp off Ole Betsy, popped the bonnet, cleaned the candles, dumped in four quarts of Castrol X, refastened the leather straps over the bonnet and took off for Sheboygan County with a wicker picnic basket strapped to the boot.

Entering the grounds, it appeared that I might be in the parking lot at Brookfield Square with tons of SUVs dominating the landscape. Where the hell were all the Speedsters, Jags, Bugeyes and such? I didn't get myself all worked up and drive two hours (had to stop in Waldo to empty my bladder) to see a bunch of overpriced boxes driven by Soccer Moms and guys named Chip or Devin. Why, most of them didn't even have a damn trailer hitch on the back.

Well, we paid a ton of money to a very nice lady sitting in an office, to whom I asked, "Where do I get a pit pass"? She had no idea what the hell I was talking about and slapped a plastic bracelet on my wrist, which according to her would allow for entry into the paddock.

So, off we went. Crossed a fancy shmancy bridge that must have replaced the old Bill Mitchell span, made a left past a whole lot of commercial tents, up the hill and into the paddock where things started to look familiar. Listers, MGs' Healeys, Vetts, 356s, a very nice Lotus Super Seven and, lo and behold, what did I see but the old green 1950 Chevy panel truck that Mike Belfer used to own. Things were getting better real fast.

The smell of brats on the grille was evident as we parked and started towards the old wooden pagoda, which I soon learned was demolished after they erected a Marshall Field's look alike across the track. Why, they even tore down the wooden pit covers, replaced all the snow fences with wire and added trackside concrete barriers. What? Nobody goes for wild, off road spins anymore?

I was a little disappointed to see all the flared fenders, oversized tires and advertising plastered all over the cars. Why, John Bishop and Dick VanderFeen would have had a fit if they saw that.

We continued to move about until I blew a wheel bearing on my walker, and so we sat in the shade for a while. I was getting pretty tired, as it was my usual nap time, when I happened to see a Scarab lift it's front end as it climbed the main straight and I said to my wife, "I wonder if Augie Pabst ever comes up to watch his old national championship car race?" A young guy standing nearby said, "That IS Augie Pabst", and I just about blew my teeth out. I mean that old blue car was really honking and the real Augie Pabst must be about one hundred years old by now, so how could that be him?

Turns out that it was and we later had a nice visit with him and his family. Appears son Augie, Junior is a chip off the old block when it comes to driving, but I learned that he knows a lot more than his proud old man when it comes to fixin' 'em.

Next we ran into Martha (still pretty as ever) and her husband, former racer Mark Daniels, who kept his TIGA 2000 sports racer all these years. I'll bet he wishes he'd kept the beautiful C Jaguar he raced years ago. Back in the seventies, the *Drift* featured Mark's photo articles on interesting cars. The prototype rotary engine Mercedes C111 gull wing was probably his niftiest feature, but coverage of his C-Jag, a Stanguellini Formula Junior, a Lister Jag and others were also quite good.

Bill Schley was up for the BRIC. I don't think he's missed one since inception and probably has attended just about every major SCCA event since the early sixties.

Bill Porter was stewarding as usual but, sad to say, we'll have to wait until next year before restoration of his Allard J2X is competed. It's been in parts for over thirty years.

Throughout the day, we ran into old friends Bob Fleming, Tom Welsch, Gary Hawk, Karen Mattacotti in Race Control and I guess that Al must have been out on a corner somewhere, John Langenfeld, Tom Schultz, Dick Eisenmann and Bill Rice. Amazing! All these guys, and more, are still playing cars while I have my food mashed and fight senility.

I had a chance to visit with Flemming who has been starting SCCA races since 1966 when Kim Dyer broke him in. His son Todd was along and, let me tell you, despite his youth, don't get in a sports car trivia contest with this guy 'cuz he'll flat out smoke ya. Bob has been an active volunteer at Harry Miller Fair Park events since it's start in 1996. They began with nineteen cars that year and last month, the total rose to over sixty. He said, as usual, "a lot of old curmudgeons in Bardall jackets and still other skinned knuckle types came back to show their beautiful vintage motor cars and others, just to dream of what once was". Bob reported that the great A.J. Watson, you remember, of Watson, Wilke and Ward fame, was on the grounds as was Jim McKee, builder of the successful CanAm cars that bore his name. Even former Bamgartner Motors Sales Manager and Milwaukee Region sports car and Midget racer of the fifties and sixties, Buzz Hahn came back from Florida to reminisce and turn a few laps.

Tom Schultz's second book on Road America is hot off the presses and selling well. This one is a pictorial history from year one to the present and has many never before published photographs. I'm talking serious Christmas present material here folks, so surprise your favorite corner worker, timer or starter with a special gift come tinsel time. That reminds me, I sponsored Tom for entry into Milwaukee Region some thirty-five plus years ago so without me, these books may never have been produced. You all owe me.

Eisenmann's back to racing, after thirty years or more, and is having trouble sorting out and bringing up to speed the ex-Cunningham Cooper T-56 that he drove to victory right here in the 67 Sprints. The car is flat out beautiful and I'm sure he'll get it going soon.

Rice drove his classic HRG up the back roads from Cedarburg, through Fredonia and other hamlets along the way. Sounded like fun, so I did the same for part of the way home, at times on the old road we used, prior to the freeway system, and along the Milwaukee River north of Saukville. Rice has been a Milwaukee Region member for over forty-five years and with his brother Tom, was very active in the fifties and sixties.

Langenfeld, a resident of Elkhart Lake, former Triumph racer and long time holder of a seat on the Road America Board of Directors, bought Alan Barker's 1956 Austin Healey 100-6 roadster and returned to the track. Barker won a National Championship in that very car in 1971 but I don't think Langenfeld is going to duplicate that effort. He was, however, presented with a beautiful crystal platter at Friday night's street concours for racecars as best in class. John's wife Lynn passed away not too long ago and after we tendered congratulations for winning the trophy, and as we started to move on, he called me back and said, "Ted, you know Lynn would have been very proud." A nice thought from a nice man on a nice evening.

As the concours cars cleared the streets of Elkhart Lake for the parade back to RA, with dusk settling in, the pristine lake off to one side, the lights of Osthoff's in the distance and as the crowd began to move on, it was Jim Dentice, one of the younger generation, who put it best. And, while I cannot duplicate the eloquence of his profound statement, he asked, "Did you see what just occurred here? This was a happening, little known to millions of car people around the world who would give plenty to be present as we were, here and enjoying it all." I liked that.

Well that's about it. Couldn't walk as much as in the past, stayed out of the sun and didn't even have a beer. I hope after all of you workers, officials and drivers hang up your stop watches, flags and helmets for the last time, that you remember to come back some day, sit off to the side in the shade, greet a few old friends and let your minds wander back to what once was. Enjoy.

# REMINDER:

## Ballot Postmark

### Deadline

# August 25

## Solo Test and Tune for Topeka

The Southern Indiana Region is holding an autocross event at the Mid-American Air Center in Lawrenceville, Illinois on Friday and Saturday, September 10-11, 2004, the weekend before the Solo II Nationals in Topeka. It will follow a Test and Tune format where you work a little and then drive and test a lot.

Lots of people would like to run the Saturday and Sunday events at Topeka but those events fill up fast and you have to get all the way out there to run. We'd like to offer you an alternative to the pre-event in Topeka.

We are hoping to attract a lot of the right coasters who would be driving right by us. The autocross site is about 10 miles west of Vincennes, IN off of US 50. Vincennes is about 60 miles south of I-70 and about 40 miles north of I-64. Anyone traveling from the northeast or mid eastern US has to go right by us. t.

The surface is concrete much like the courses at Topeka. It offers a 40-50 second run with a long sweeper, long straight, decreasing radius corners, a long slalom and some sharp 180's.

Information will be posted on our web site, [www.sirscce.org](http://www.sirscce.org)

Registration is on line at [www.myautoevents.com](http://www.myautoevents.com)

Limit 80 entries

Pay via regular mail.

Entry fee is \$50

Weather permitting you might be able to purchase a ride with the adjacent glider club or a flight with the local air club.

We look forward to a fun event as we burn those tires in and hone our concrete handling skills on the way to Topeka.

For more information contact:

Paul Dornburg - Event Chair

[a911sc@bellsouth.net](mailto:a911sc@bellsouth.net)

1307 Saint Ann St

Owensboro, KY 42303

270-685-4470

# Everything You Always Wanted To Know About The HPCCC

By Sam Karp and Dan Kimber

The Milwaukee and Chicago Regions of the SCCA will be holding a High Performance Drivers Education Event on October 6th at Blawkhawk Farms Raceway.

An HPCCC is designed for people of all experience levels to drive on track without the extra risk that comes in bumper to bumper club racing. The event is open to people of all skill levels. We will have several instructors available to help guide you through the course.

The event is perfect for novices to get their car on track to have some fun. It also is great for autocrossers who want to feed their car some more speed or are thinking of transitioning into road racing. We also like to see several of the area workers come out and get to drive the track they normally only get to see from the timing tower or corner stations! Experienced racers are always welcome but we would like to stress that only street cars are allowed at this event. No IT, Honda Challenge, Show-room-Stock, Spec Miata, etc cars are allowed. It would be a great opportunity for some of the experienced racers to bring their street car out and possibly learn a little from it and apply it to their racing car.

This is the 2nd year that the local regions have teamed up for a HPCCC. In 2003, the organizers learned very much on are planning on a very successful 2004 event. The event is organized by Sam Karp, Dan Kimber, Greg Kutka and Jim Marinangel. Sam is the chief registrar of the event and has organized previous track days for car clubs along with being involved in Milwaukee Region's solo events. Dan is the Solo Chairman of Milwaukee region and will bring his experience on running one of the most successful solo programs in the nation to this event. Greg is Vice Chairman of Chicago Regions competition committee and also was an assistant race chairman at the 2004 SCCA June Sprints. Jim is a SCCA National Champion with many significant race wins in his name. He is also on the Chicago Region Competition Committee and will be the chief instructor of the event.

The event will run very easily. Entrants do not need to work (unless you want to volunteer!) and you get on track once an hour for 15 minutes. We are anticipating that each run group will get 6 heats of lapping through the day. Run groups are based mostly on past driving experience. We will keep people with no Blackhawk experience in separate groups than the people that have driven the track before. Your car type may have a small effect on how we

group you, but again, it is mainly based on previous driving experience. There will be a passing area for people to pass if a car ahead of you is slowing you up.

There will be a one hour lunch break that will allow you to talk with other people, instructors, etc to get ready for the afternoon sessions. At the end of the event, there will be refreshments and another Q&A session on how you felt the day went.

Now onto some legal things:

- You must be 18 years old to enter the event. If you are 16 or 17 and are a licensed SCCA competitor, then you are also allowed. Please realize that simply having an SCCA membership does not mean that you are a licensed competitor.
- Everyone at the track must sign the waiver (including guests, workers, etc).
- Cars must pass a basic safety inspections. Similar to what is done at an autocross.
- Drivers must bring a SNELL approved helmet with either a M-90, SA-90 or newer rating.

Now for some more details:

- The event is limited to 100 entrants. There will be a waiting list if you do not get in on time.
- Entry fee is \$100.00 for SCCA members and \$150.00 for non-members. We will have member registration on site if you want to join then.
- Full refunds will be issued if you give more than one week notice prior to the event. Within a week of the event, you will get a refund minus a \$25.00 late cancel fee.
- Discounts are available if you want to work the event. Please contact Jim Marinangel at [jimm@mchenrysavings.com](mailto:jimm@mchenrysavings.com) if you are interested in working the event.

For the information on registering, time tables and supplementary rules see:

<http://www.scca-milwaukee.org/Solo/2004/hpcc.html>

Thank you for your time,  
Dan Kimber  
Milwaukee Region Solo Chairman



# ME, MOTORCARS & THE PEOPLE WHO DROVE THEM

## Part 5

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

### First Time On Road America

Well September came on fast and with it the Road America 500 weekend. I had completed the required number of regional finishes to earn my SCCA National competition license and entered my first RA race. My Fiat collected a fair number of dents throughout the season and I decided to have the old carcass cleaned up for the big event. The bodywork was completed but we ran out of time so the lighter color of bondo provided an amusing contrast to the original mouse belly gray paint.

Dick and I set out on Friday for Road America. Our first stop was the county garage, just south of Elkhart Lake, for tech inspection. You know, check logbooks, shocks, driver's suit, helmet, etc. Included was a brake test, which required driver's to accelerate for about fifty feet then slam on the breaks while raising one's hands in the air. If the car pulled to either side the breaks had to be adjusted. Well none ever did, because we all steered with our knees, but it looked good. While waiting in line, we noticed the famed Walt Hansgen and several other drivers waiting in line ahead of us. I had met Walt at his dealership when I picked up an XKE and also several times when he visited Pabst Motors. He was a terrific driver, with Formula One, SCCA and USAC experience and had won important races all over Europe and the United States, and, he was an even better person. Augie always had the highest regard for Walt. While waiting to tech his white and blue Team Cunningham XKE, he noticed me and came back to look at the racing Fiat 1200 Spyder in America. Walt called everybody mate and I was just thrilled to death that he would take the time to wander back and visit with us. Several years later, in April of 1966, Walt was killed while testing a seven-liter Ford MkII in the rain at LeMans. All of his mates missed him.

That night, we did a final check and decided to take it for one last spin over back roads to make sure all was right. With me behind the plastic windscreen and Dick goggled up and hunkered down in the passenger seat we drove off into the night. Masking tape covered the headlights and provided little help as we sped over the rolling Kettle

Moraine roads.

Dick held a flashlight to check the oil and water pressure gauges and tach. Kind of silly, looking back, but what the hell did we know? The next day, I qualified second in class behind a really hot double bubble Fiat Abarth from Kansas City. The green flag dropped and soon I found myself passing cars at will. A few G-Production Alfas disappeared in my mirrors and soon I found myself all alone, not knowing where in the hell I stood.

The next time by the pits, there were Augie and Dick showing a pit board indicating that I was in second place. Oh man, this was great, me in second place at Road America. I was just laughing and yelling to myself when the next time around, just as I passed the pit entrance, my Fiat slowed and made a noise like a cement mixer. I had no idea what in the hell happened but felt comfortable in bringing it back to the pits because the oil and water pressure remained normal. A quick lift of the bonnet by Augie sent Dick running back to the paddock to get a new spark plug to replace one that unwound from the aluminum block. Apparently, we did not torque the plugs during our previous nights final check. After my lengthy stop, I returned to the chase and closed on my old friend Bill Firehammer's Abarth and actually passed him on the outside while going through the high speed carrousel. Midway through, I glanced over at Bill who looked at me like I was crazy. I later found out that you just don't pass cars of equal speed in the carrousel. The final results reported my finish back in the pack, but I was encouraged to learn that I had broken the Road America H-Production lap record although the winning Abarth subsequently bettered it. Our original analysis of the Fiat's 1200cc engine and resultant power, the potential to wind higher on long straights with the larger wheels and the superior stopping of the aluminum finned brakes all proved to be true.

### Nassau Speed Weeks

A few days before the September 1962 Road America 500 weekend, I happened to run into Sally and invited her to drive up and watch me race. We hadn't been dating for some time while I was off playing hero driver. She did come up, we began seeing each other again and, believe it or not, less than ninety days later, on December 1, 1962, we were married. What makes this relevant to *Cars and the People who Drive Them* is that, for our honeymoon, we flew Delta to Miami and then on a Pan

Am DC3 to Nassau in the Bahamas, courtesy of Augie as our wedding present. He wasn't able to attend our wedding because he was already in the Bahamas participating in Nassau Speed Week along with all of America's top drivers and many from Europe. Speed Week was always held during the first week in December. Several classes of invitations were extended to Formula One, USAC and SCCA drivers with all expenses paid. Class Two drivers received less and I think Class Three drivers received tow money.

Arriving at the airport we were greeted with "Hey Mon", by Augie. We drove through the night, passing dilapidated hovels that housed the native population, and arrived shortly at the newly opened Nassau Harbor Club. On the water and directly across from Paradise Island, it was easily the nicest place I had ever chanced to stay.

Our days were spent at Oaks Field, a World War II air force base with ground up coral mixed with sand and tar to make the runways. At night we frequented different clubs and on most nights attended parties for the racing fraternity at the best hotels. Billed as free, there was indeed no charge, but it was next to impossible to get more than one drink because the wait staffs were so small. Dress ranged from tuxedos and evening dresses to jeans. Damn, I knew I should have brought my tux along.

There were a lot of Milwaukee and Chicago Region people in Nassau and we tended to stick together at the parties. One night, while knocking a few back at a poolside event, we were entertained by something I had seen only in the movies. It involved a female motor sports writer of some renown by the name of Sherri Zucker. If I remember right, she was at all the parties and always dressed to the hilt in evening attire. I think she was on the bosomy side and one night, she got pushed into the swimming pool. Our group included Lynn Blanchard, 1962 SCCA G-Production National Champion in an Alfa and a native of Pittsville, Wisconsin which is somewhere around Stevens Point. Lynn was a big, tall guy with glasses, straw like blond hair and quiet manner. When he saw Sherri Zucker climb out of the pool with her wet gown clinging to her body and boobs almost out he said, "Damn, this is better than Friday nights at the Point". Cracked all of us up.

Willie Morrison was down there too and one night, while we were all shined up and trying to get home, he decided that he was going to climb up on a rooftop. For whatever reason, we knew not, but climb he did and proceeded to travel the entire block, from roof to roof while totally drunk. Staying at our hotel was Lorenzo Bandini, a rising young Formula One driver. Although this dashing young Italian spoke not one word of English, Augie befriended and included him in some of our junkets. One such time was on a boat ride as guest of Patsy Kennedy, a young

and attractive Nassau resident. Her father reportedly provided his boat for filming TV's Sea Hunt starring Lloyd Bridges. She raced a Porsche coupe in the islander and women's races and nearly every single guy around was chasing her. And whom was she smitten by? None other than Milwaukee's own, August Uihlein Pabst. Well, Patsy owned a really fast speedboat that, under power, would lift the entire front so far out of the water that you couldn't see ahead. Bandini joined us that day and while Patsy, Augie, Sally and I were as far forward as we could be, Bandini was on the aft seat with another Milwaukeean, a regular at the Grand Prix bar, Jackie Steffanities. She was hanging on for dear life as Bandini was wrestling her top down and smothering her with kisses. We all laughed and laughed at the sight. While we knew him for but one week, I was saddened to learn of his death in May of 1967 when, in his factory team Ferrari, he crashed while running second to Dennie Hulme during the Grand Prix of Monaco. He died, trapped under his burning car after losing control at the chicane.

Augie had a string of tough luck in Nassau. For reasons I don't recall, his scheduled ride never got up to speed and performed poorly. Then one day he said, "Come on, we're going to dine with Lance Reventlow tonight". I knew that he was sober and a smart enough guy, but still couldn't figure out why he would possibly want to have Sally and me string along. After all, Reventlow was the multi-millionaire son of Barbara Hutton, heiress to the Woolworth fortune and he was the designer, builder and driver of the wildly successful Chevy powered Scarabs. In addition, he had been married to Hollywood starlet Jill St. John, so again I thought, Augie, it's me, Bob Birmingham. You know, from Milwaukee. I drive Fiats. Are you sure you want us to come along? Well apparently he did so off we went and had a delightful evening with a Beer Baron and an international playboy. On second thought, we were dining with two international playboys. During the evening, Lance, we were on a first name basis by then, invited Augie to drive his new, one-of-a-kind mid-engine Scarab. Augie accepted and finished way back in the pack during Sunday's feature Nassau Trophy Cup event, but had a good time. Years later he became the owner of this car and entered it in many RA vintage events.

Among other stellar performers were Nassau Trophy Cup winner and Formula One driver Innes Ireland, Nassau Tourist Cup winner Roger Penske, Governor's Cup Champion Hap Sharp, Dan Gurney, USAC ace Lloyd Ruby, Bob Holbert, Lorenzo Bandini, Jim Hall, Phil Hill and Carroll Shelby. NASCAR ace Marvin Panch was entered in a Ford Motor Company prototype that looked like a fastback Falcon but turned out to be the forerunner of the tremendously successful Mustang. It was also our first chance to see Ferrari's new GTO coupe.

One other event that has stayed with me all these years occurred late one night, as we were passengers in a right-hand drive Hillman following friends in another car. As we approached a ninety-degree left hand turn, the lead rental car flipped over on its side. We stopped and hurried to the car, checking to see if everyone was O.K. When sure that all were well and accounted for, someone in our party climbed on top of the car and opened

the hatch-like door. One by one they crawled out and sure enough everyone was fine until the last person, and I can't remember who it was, had the misfortune to dislodge the hatch like door causing it to fall resulting in a severe head cut.

### **Another Christmas Party, Another Racer**

Christmas season was upon us after our return home and with it, many holiday parties. Once again Augie hosted the Pabst Motors party at his River Hills home and this time it was Eisenmann who was about to become the first time owner of a racecar. It seemed that wherever we went, whoever we were with and at any place or time, our conversations centered on motor sports. Well, it was no different that night when Augie told Dick that he knew of a neat rear engine Cooper T-56 Formula Junior that was available. One thing led to another and Dick agreed to purchase it. I'm not sure if he knew what he had agreed to the next morning but several weeks later he was summoned to pick up the car at Billy Mitchell Field. Shortly after, he left Pabst Motors to become a sales rep for the Ansul Chemical Company and relocated to Paoli, Pennsylvania, near Philadelphia. The Cooper remained in Milwaukee until Dick returned to attend our region's drivers' school in May.

About the same time, I struck a deal with Augie to buy his Stangullini Formula Junior for the 1963 race season. We agreed on fifteen hundred dollars, which was half of its original price. Earlier in the year he had traded a rear engine Morretti Formula Junior to Buddy Ellman who had quite a bit of success with the Stang, one of the earliest formula juniors on the scene. Ellman later provided me with its impressive history. About then, Stangs and other early front engine juniors were becoming less and less competitive with the introduction of rear engine cars. I had a two-wheel tilt trailer built by a guy on River Road in River Hills and to this day, Sally jokes that the only reason I married her was because she had a tow car. That's not true, but I must admit that soon after I mounted a hitch on her car.

Well Spring came and with it our region's one day drivers' school at State Fair Park where I was to serve as an instructor for the first time. Dick came back and was

doing well until the Cooper overheated half way through the day. As this was the last drivers' school of the year, he had to complete it or wait another full year to race. That wasn't an option, so I called my Dad and told him to expect Milt Peterson within a half hour to pick up my Stang. Although Dick had never driven the Stang, he was familiar with it. The big problem centered upon the difference in our respective heights. Dick is easily several inches shorter than me, which created a problem because the seat was bolted in one position, extra long. Someone came up with a pillow to stuff behind him, which helped a little, but obviously not enough. Starter and good friend Kim Dyer got the biggest kick out of witnessing Dick pull himself forward on the steering wheel to see over the windshield when coming down the main straight and peering out through the side curved section while in the corners. Dick had a lot of friends among meet officials who allowed this to occur. I'm not sure that would have happened at another school. In the next weekly issue of *Midwest Racing News*, Pierre Perrin wrote of my assistance to Dick and of the good sportsmanship it implied. Hell, Dick was my best friend and helped me so much throughout the past few seasons that it never dawned on me not to help him.

Prior to Saturday's school, both Dick and I entered a Midwest Council event to be held at Meadowdale on the day after Saturday's school. We trailered down in tandem, completed tech, practiced and qualified. I lined up second on the grid behind Chicagoan Dean Milani in an Osca and Dick was near the back. Milani took off, never to be seen again, and I settled in to protect my position. Meadowdale's long main straight began by exiting the highly banked Monza wall and ended with a sharp downhill right hander. Checking my mirrors as I neared Pray Hill before the straight's end, I noticed with each lap, a small, white car coming closer and closer. Dick was learning the course and doing a terrific job of it. Soon, he was on my tail until I spun near the silo and watched as he passed by laughing like hell. The spin was a mild one, so off I went soon to overtake him, where we remained until the checkered flag dropped. His late model, rear engine Cooper was obviously faster than my car, but to this day, he has never told me if he let me pass him or if I did it on my own. It remains one of life's secrets.

The next day, he tailored back to Pennsylvania where he went on to complete the required number of regional events to earn his national license. In 1965 he came back to win first overall in the all formula race during the late summer Badger 200 race weekend at Road America, despite spinning at corner five during this rain hampered event.

## The Drift

At the start of the year, I agreed to become Editor of the *Drift*, the Milwaukee Region's monthly news magazine. It had fallen on tough times since it's glory days when Pierre Perrin, and later, Henry Mixter, turned out a quality product. Charlie Wilson, a really nice guy who worked at a photo lab, continued on as our primary photographer and Sally did the typing. I was in a perfect position to serve as Editor because not only did I attend every event, I was honored to be elected to serve as a member of the club's board of directors, and working at Pabst Motors, was privy to much, local, national and international news that Augie passed along. I wrote a column entitled *Mis-Shifting with Bob* that was quite popular. In it, I recorded all the dirt floating around with the possible exceptions of who was sleeping with whose wife. The name was a spin off of Pierre Perrin's popular column, *Up-shifting*, in *Midwest Racing News*. There were two good things about working on the *Drift*. One, Charlie Wilson flooded me with pictures of my cars while racing and two, I siphoned off several outstanding photographs before turning the reins over to my successor.

### Really, You Want Me To Race Your Ferrari?

The June Sprints were fast approaching and good friend Eddie Weschler asked me to drive his 1958 long wheel-base Ferrari Berlinetta Tour D'France in Saturday's B-Production race. I had already entered the formula junior event on same day and as a matter of fact, the two races were to be held one right after the other with fifteen minutes in between. A lot happened during the week leading up to the Sprints. The Sunday before, I made arrangements to pick up the Ferrari and take a drive out in the country to get the feel of it. With Sally on board we motored on out to the check the progress on Lynndale Farms, a new road-racing course under construction just to the north of Pewaukee. The road was fine graded, but not yet paved and it being a nice, sunny day, I drove around at a very low speed. At one point, we came upon a bump and I bottomed the car while inching over it. The exhaust pipe was damaged which caused Eddie to blow his top. He threatened to withdraw the car and in general, went absolutely crazy until Al LaBrush installed a new twelve-dollar straight pipe and assured Eddie that there was no additional damage.

Prior to the race, Fred Rediske warned me that he had experienced brake fade when racing the car in 1962. Apparently, the drum and shoe brakes tended to fade towards the end of an eighty mile race. At the same time, Audry Haynes, one of Eddie's lady friends and a guest that day heard that the Ferrari's tires were not of the caliber run by the competition. Sally and I had been

away from our paddock area and upon returning, found that Audry bought and had mounted, a full set of Good Year racing tires.

The day's first event was off and running while we readied the Stang and lined up on the false grid. I was sixth on the grid behind Augie's Brabham, Cliff Phillips' Lotus 22 and another Lotus driven by eventual winner Jim Haynes who went on to be National Class

Champion that year and later President of Road America. The sixty mile race itself was uneventful, as I was pretty much all by myself throughout.

With just minutes between races, I quickly got Eddie's Ferrari to the starting grid for the eighty-mile event with little time to spare. One hundred and forty miles of competition with fifteen minutes in between races was a dream come true.

The B-C & D Production event started with a slew of Corvettes, a few Porsches, Lotuses and a lone A.C. Bristol. Again it was an uneventful drive for me until sure enough, well into the race, Fred Rediske's words of warning proved to be true, but it was too late. While braking for corner twelve, the car wouldn't slow despite my efforts to pump the brakes and downshift. I couldn't make the right hand turn and I had gone too far to enter the old gravel escape road so I hung on for the ride into the hay bales. The car was hung up for a while and then came loose allowing me to re-entered the course and finish not knowing where and deathly afraid of how Eddie would react upon my return to the pits with the Ferrari's aluminum front end all boogered up and hay in the grille. Well to my surprise, he and all the others were jumping around and yelling as if I had won the Indianapolis 500. Without knowing, there had been sufficient attrition that enabled me to finish second in BP.

The trophy presentation was held after the last race at the base of the old wooden pagoda. I was called up to receive three silver trophies for first in Front Engine and third overall Formula Junior and second in B-Production. It was the most wonderful day that I ever had behind the wheel of a racecar.

Next Month:  
**Win The RA 500 In An  
Under Two-Liter Car, Impossible.**

# .....And Another Thing

Belated congratulations to Denny Lamers who finished 8<sup>th</sup> in GT1 at the June Sprints©. We missed him in our listing of finishing positions of Milwaukee Region drivers and apologize for the error.

F&C Worker, Racechair and all round good guy Steve Tupper had some surgery in July. We wish him a speedy recovery and hope to see him back at the track again soon.

The Cat National and Milwaukee Cup was a great success. Fred Cummings looked very dapper in his bow tie as he directed drivers to the Registration windows. Many thanks to everyone who helped out in Registration on Friday night. It didn't seem like things slowed down until we closed and we had just about every window open.

Special thanks to Anne Kumor, who we talked into helping in Registration on Friday and Saturday. And special thanks to Jackie Knippel who stayed after we closed Registration at 12 noon on Sunday to help closeup and pack up. We knew there would be someone coming about 1pm, so we used the time to work on event paperwork. Boy, were we surprised when we

opened our window at 1pm and had 30 people in line. An hour after Registration closed, which was 2 hours after the published closing time. There are sooooo many drivers that owe us big time for letting their people in that we don't even know where to start ☺

There's an important election happening and we don't mean the ones in September and November. Its Milwaukee Region Board election time. Don't forget to send in your election ballot. They need to be post-marked by August 25.

Marc Knippel had an opportunity to drive and Indy Car. A real Indy Car. We hope that we can coax an article out of him describing his experience.

Sad news: Many of you may remember Laura Enwell. She and her twin sister Linda used to work many of our events. We just received word that indicated that Laura has passed away in California after complications from surgery. Their will be a memorial service sometime in September. Our sincere sympathies to Linda and her family and friends.

**Our Next Road Racing Event:  
VSCDA at Road America  
September 17-19**

**Registration Hours  
6:30am - 10:00am all days  
(Friday, Saturday, Sunday)**

You do not need to be a member to work this event, so bring your friends and introduce them to race working. We need lots of workers. This event is part of the Worker Incentive Program - if you've worked all days of the Bonneau Double Regional and the Cat National and work all 3 days of this event, you qualify for one of the \$20 options.

**Back  
By Popular  
Demand:**

**Fall Fest Rally  
October 24**

**Stay tuned  
for details**

**SCCA Yokohama  
Workers of the Year**

**Nominations are being accepted for SCCA workers of the Year in all Race Specialties. Nominations must be submitted by September 1.**

**For details please see:**

**<http://www.scca.com/Club/index.asp?reference=woy>**