

# MILWAUKEE REGION

# Drift



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September, 2004

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## FINAL CALL !

### 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. We still

need F&C workers and Paddock staff.

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. Thanks to VSCDA and Milwaukee Region there will also be free Road America camping for the weekend.

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 !!!!**

**Registration Hours**

**6:30am – 10pm**

**All 3 Days**

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# Milwaukee Region Calendar

Sep	6	Solo #7
	7	Competition Meeting
	14	Board Meeting
	17-19	VSCDA at RA
	28	Solo Meeting
Oct	6	High Performance Car Clinic
	10	Solo #8
	24	Fall Fest Rally
	26	Solo Meeting
Nov	6	Annual Meeting (tentative)
	6	Wisconsin Glacier Trails Rally-- El Diablo Revisited

**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

## .....And Another Thing

Good luck and best wishes for a safe and successful event to all Milwaukee Region drivers heading off to the Solo Nationals and to the Run-Offs.

Congratulations to Randy, Chris and Holly Langer on the new addition to their family. Nicholas Frederick - 6 lbs. 12 oz., 19.5 inches long - was born on September 8. Chris and Nicholas are doing fine. Interesting thing is that September 8 is also Randy's birthday.

Don't forget your nominations for Specialty Worker of the Year Trophies. Nominations should be sent to Competition Chairman Marc Knippel by October 31.

Sad News: GT1 driver Gerry Ruehlow died of a heart attack he suffered while racing at Blackhawk Farms in August. He had been a Milwaukee Region Member. Our sympathies to his family and friends.

## 2004 Solo Schedule

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

## **HPCCC - October 6 at Blackhawk Farms**

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

For Details see page 12 and:

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

# R.E. View – Angelo Gazzola

Although the 2004 racing season is winding down, the region is extremely busy planning for the 2005 season. Those preparations include the potential acquisition of a new storage trailer to house all Milwaukee Regions assets used to put on our Road Racing Program. The final decision on the implementation by the board will be based on a recommendation from the Storage Committee. The Storage Committee is made up of Julie Komp, Mike Piotrowski, and Jim Roemer. We will also be updating our radio assets to make sure we stay ahead of the technology curve, while our old radio systems still have value in the marketplace. We have already updated our Solo Program assets during the 2004–racing season, with approximately \$6,000 in improvements.

We are in the planning stages for the 2004 Annual Meeting, which will be held in early November. I will be appointing a committee to head up that effort. As soon as more details and a firm date are established, I will share that information with the membership. I will also appointing a committee to spearhead the efforts necessary to put on the 2005 Milwaukee Cup, which again will be held in conjunction with the CAT National race. The Miata group has requested that we have them back in 2005, and the region has agreed. Given the success of the Milwaukee Cup and CAT National in 2004, the region is exploring reducing the entry fees for the CAT National in 2005.

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 is in the areas of Flagger and Communications (F&C) and Paddock. 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 Solo Program is close to completing their eight–event program for 2004. 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>. Dan Kimber and Sam Karp have served Milwaukee Region well in the planning and implementation of that event with Chicago Region.

Our Rally program is also close to completing their 2004 activities. And again, I would like to share the good news received by the Board of Directors, 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.

The 2004 Milwaukee Region Board of Directors elections have been completed. The results include six members being elected to the board, four for three–year terms and two for two–year terms. The following board members were elected to two or three year terms:

Three–Year Terms:	Two–Year Terms:
Chris Cwiklinski	Julie Komp
Mike Cudahy	Jim Roemer
Tony Machi	
Bart Wolf	

I would like to welcome Mike Cudahy to the board, as our only new member. All of the board members will be seated at the October Board Meeting, in accordance with our by–laws. We mailed approximately 1,100 ballots, and had a total of 210 ballots returned. This return rate is fairly consistent with previous years election returns. I would like to thank Bob Clark, who served as Chairman of the Election Committee for 2004, as well as his committee members. The committee included Tracey Gauper, Bill Banner, Sue Schuster, and Toby Schuster.

Angelo

# The Mailbox

Dear Ms. Drift Editor:

Where the hell did you dig up those two rusty old relics, Birmingham and Tappet? I thought they were thrown out with the drain oil years ago yet enjoyed reading the many names they recalled and thought I'd add a few comments.

Loved the part about Glen Glendenning, but they forgot to mention his whereabouts. I have it on good authority that he's been spotted in Bolivia traveling with Elvis. I can still picture DingDing pulling into the old Milky Way custard stand on North Port Washington Road in his Comet race car, complete with numbers, roll bar and helmet on the seat, where he would spin stories of the daring races and fiery crashes he survived.

Tom Schelble, what can I say? One night at a Christmas party, I think at Birmingham's small Shorewood apartment, Tom was entertaining the crowd, many of whom were exposed to his humor for the first time. Well into the evening, he walked over to the phone, picked it up, dialed weather—and then made like comedian Bob Newhart in one his famous telephone routines. Well, everybody shut up to hear what Schelble was about to say and after hanging for a minute or two in total silence, he loudly asked, “hello, House of Good Shepherd? Do you save bad girls? Well, save me two for Saturday night I don't have anything to do”. Other Schelble line's included his toast to “fast cars and fast women, and not necessarily in that order.” And then on a clear and beautiful day at Road America he would look off into the distance and say, “What a great day to take a tramp in the woods, or a nice girl too.”

I remember one night after the races, a bunch of us were sitting on the porch of the old Schwartz Hotel drinking beer, when a young guy pulled up in a VW next to Augie's bright red 1959 Studebaker tow car, went straight to it, stole the paddock sticker off the windshield and then went into the bar. I mean cripes, right in front of us. Well Tom took care of that right then and there. He went to the rear of the hotel, came back with a garbage can and dumped it's contents in the VW's open

sunroof and then threw in a dead raccoon for extra effect, AFTER he had recovered the paddock sticker. Now I bet your wondering why Augie towed his beautiful red two-litre Ferrari Testa Rosa with a Studebaker station wagon. Well that wagon, with it's snub nose, was really a pretty neat looking car and Studebaker, at that time, was the Mercedes Benz distributor. Augie of course was the local MB dealer on Oakland Avenue.

Eddie (Barney) Weschler had a really neat garage on Arlington just off of Brady Street, on Milwaukee's East side. Schelble fixed up a couple rooms for entertaining, compete with a leopard skin couch, stereo system, wet bar, shower-room, air-conditioning, trophies, local racing pictures on the wall and more.

In the back was Eddie's collection of Ferraris, his 300SL Gull Wing, the one Augie now owns, assorted racecars stored by others and any number of cool cars. This was definitely the place to impress a young lady after closing the Grand Prix or Buddy Beek's on Downer Avenue. A real den of iniquity.

For two years running, on Thursday nights before the June Sprints, Ike Uihlein would play to host several hundred gearheads at his family's estate in Grafton. He'd pitch a large circus type tent, bring in an outstanding rock band, serve up the usual brats, burgers and beer and we'd party well into the night before heading to RA the next morning.

Well I could go on and on, but you've got better things to fill your paper with, so keep up the good work and I'll see you at the races, or at Hooligan's if you ever get over to the East side. Ciao.

Harvey Lugnutz, Lotus II # 15

# Milwaukee Region Solo II Goes To Miller Park (And Actually Goes Inside)

By Todd Lorino

On Monday August 30<sup>th</sup> the Milwaukee Region Sports Car Club of America Solo II hosted a group outing to the Milwaukee Brewers baseball game. Fifty SCCA members, family, friends and kids attended on this beautiful August evening. The Solo II bus was our home base for the night. The group slowly filtered in and by 6:30 most everyone was there. There was a warm breeze, electricity in the air, could this be the night the home team breaks their 11 game losing streak? And, does Webb's do anything for 12 in a row?

In typical Milwaukee Region fashion a tailgate party was held with plenty of our favorite beverages, including, of course, one that has something in common with the names the Brewers and Miller Park and the Milwaukee Region logo. To go along with our beverages were homemade Italian sausage, hot dogs, burgers and slightly blackened brats (that is what happens when frozen brats hit a 1500 degree grill), assorted side dishes, brownies and an orange cake complete with miniature pylons. These cute little pylons were not edible as some found out. Fortunately we did not need to use the insurance policy from the previous days event for cone damage, or for food poisoning. Sorry for the slightly under cooked burger Tony (it must have gotten taken off the grill prematurely due to the cook not being able to see through the brat smoke). I am sure our Safety Steward Tony Machi would have had no trouble explaining things to risk management, if needed.

Once inside the stadium, the seats gave us a terrific birds eye view of the inside of Miller Park (us cheap—a \_\_ solo drivers can't afford those up front seats). Everyone seemed to have a very good time. Even the Brewers twelfth straight loss in a row, did not put a damper the spirits with most of our group staying until the end of the game. The only Brewer highlight came on a sacrifice fly by Bill Hall after Geoff Jenkins tripled off the left field wall, after the Pirate left fielder tested the strength of the wall, the wall won. The Brewers lost 5-1. Many of the local drivers were busy bench racing, preparing for the Solo II Nationals. With a strong contingent of local drivers attending this year Nationals, I suspect the region

may have several 2004 National Champions and Trophy winners afterwards.

Our guest of honor for the game, lot attendant Earl Krause, did not attend the game but stopped by the tailgate party for a bite to eat and dropped off a box of sausage race t-shirts for the group. In addition, the public relations firm of Zigman, Joseph, and Stephenson donated some George Petak shirts. George is the former Senator from Racine who was recalled for casting the final vote for approval to build Miller Park. If that vote went the other way, there is no telling where we would be running events.

For those who think Miller Park was just for professional baseball, check out Heafner field. This is a world-class facility for Little League on the original location of the infield of Milwaukee County Stadium. There are concerts in the ballpark. The parking lots are used for car sales and many car clubs as well as being the home of the Milwaukee Region SCCA Solo II. So a big thanks is needed to Earl, George, and The Milwaukee Brewers.

I would also like to thank Paula, Ian, Tara, Jessica, Todd M., and Janice who helped set-up and clean up, Sam for taking care of the bus, and the BOD for sponsoring the event.

This was the first time a group from the Milwaukee Region SCCA went to a Milwaukee Brewers baseball game. And even though the Brewers lost, those who came out to the park were winners. We supported our site, had good time, hot food, cold beverages, a warm night, socialized with other club members, got to meet some of the wives who don't race, but support those of us who do, made some new friends, picked up a free t-shirt, ticket \$11, (yes, here it comes), cost priceless. If you attended, or wished you had attended, and would like to become an annual outing, tell a BOD member or a Solo Committee member and with enough support maybe we will meet at the old ballpark again!

# ME, MOTORCARS & THE PEOPLE WHO DROVE THEM

## Part 6

By Bob Birmingham, 2003

### Win the RA 500 in an Under 2 Liter Car, Impossible

In September, the Road America 500 field was like a who's who in American road racing. Staged as the seventh of eight races in the United States Road Racing Drivers Championship series, it brought together series point leader Bob Holbert, three Carroll Shelby Cobras, with teams of Bob Bonderant and Dave McDonald, Bob Johnson and Lew Spencer and Holbert with Ken Miles. Augie Pabst and Roger Penske co-drove John Mecom's Ferrari GTO and Walt Hansgen, Bill Kimberly, Paul Richards and John Fitch teamed with Briggs Cunningham to field two lightweight XKEs.

What helped to make this event so memorable was our own Bill Wuesthoff putting a new Elva-Porsche on the front row of the starting grid next to Ken Miles' powerful Cobra. Wuesthoff planned to do an iron man and drive the entire five hundred miles without relief. Road America is slightly over four miles in length with long straights and high-speed turns that would challenge any driver's endurance and concentration. At about the three hundred and thirty lap mark, while second overall, Bill signaled his crew that he would require relief for a few laps while he caught his breath. Close friend Augie Pabst, who had just turned the Ferrari GTO over to Roger Penske, volunteered to sit in even though he had never driven the car and on that day would have to adjust from the front engine Ferrari to the rear engine Elva Porsche. I was standing in the Wuesthoff pit when the driver switch was made and soon after, perhaps in a lap or two, over the loud speaker came the unsettling news that Pabst had spun at corner five. Bill and Carol Wuesthoff had several anxious moments while they, and everyone else in attendance, awaited word that Pabst was running and back on course. Throughout, the gas guzzling V-8 Cobras required refueling and at one point, brake pads were changed which took valuable time away from the track. In the end, Wuesthoff prevailed finishing first overall and becoming the first under two-litre car to win the RA 500. Augie's stint in the Elva Porsche earned him first place honors and with Penske, he helped the Ferrari GTO finish third in GT and eighth overall. That was as exciting as it gets.

As an aside, I think it was in Saturday's forty-mile supporting race for Formula cars that, with about a lap to go, I saw Augie's Brabham in my mirrors and knew exactly what to expect and what I had to do. Sure enough, on the back section, leading to station twelve, he zoomed by me on the outside with inches between our wheels. I'm pretty sure he was comfortable with his

move, knowing that I would not deviate from my line when being overtaken. I could see that great Pabst smile on his face as he lapped me and soon it was over and I had another story to tell.

Once, probably in about 1961 or 1962, he asked me to drive a car out to his home on River Road where he would pick me up. I started out while he was on the phone and the next I saw of him was on the freeway near Bay Shore Shopping Center when his red Mercedes Benz 220SE sedan filled my rear view mirror. The next thing I knew my speed was going up while my revs were going down without feeling much more than a slight nudge from behind.

The owner of Wuesthoff's Elva Porsche was Ollie Schmidt of Chicago and a pretty successful road racer himself. A year later, Bill drove Eddie Weschler's Porsche 904 to the 1964 USRRDC under two-liter National Championship. Robert Bosch Spark Plugs sponsored the car and Tom Schelble trailered it around the country behind a big, black Caddie stretch limo. A yellow canvas covered the trailer's rear end and on it, Schelble had printed in large red letters, Robert Bosch Special - Blow Engine to Pass.

### Lynndale Farms

It was in 1963 that Whitefish Bay Real Estate developer and Corvette racer Jerry Hirsch built Lynndale Farms, a 2.5 mile road course near Pewaukee, Wisconsin. The entire Midwestern road racing community anxiously awaited its completion and our region's Oktober Rennen, which was switched from Meadowdale. Milwaukee Region member Sam James was to land his light plane on the main straight with Grand Marshall and Formula One driver, the great Sterling Moss on board. On the first attempt at landing, one of the brakes locked up and Sam had to pull back on the stick and take it back up. The second pass went as planned, although Moss later commented that he "had a few anxious moments thinking that Lynndale was about to have it's first crash". Although he was never crowned Grand Prix Champion, he was easily the most popular Formula One driver of his era and it thrilled me no end to have Stirling Moss present me with my second place trophy. Good old friend and *Drift* photographer Charlie Wilson was on hand to snap my picture with Moss and it appeared in the next issue of SCCA's *Sports Car* with the story of Lynndale's inaugural event.

Like many of the courses I ran, Wilmot the first,

Lawrenceville an airport and Road America, site of my first national race, Lynndale Farms was extra special because Jerry Hirsh named a corner after me, albeit for less than flattering reasons. A week or so prior to the inaugural event, Alex Thien, Lynndale Farms Publicity Director summoned several local drivers to the track for their assessment of the new road course. Thien doubled as a *Milwaukee Sentinel* motor sports reporter and was preparing an article for his paper. He was late, so we decided to take a few laps at less than top speed. While entering a turn, somewhere at mid-course, I blew a tire and was thrown off the road into a pile of rocks that remained at roadside for pickup. Hence, I was the first to crash at Lynndale Farms, therefore the name Birmingham's Bend. Later that year, at our region's annual meeting, I was presented with a pretty good-sized rock that later served as a doorstep at our Shorewood apartment. Lynndale operated for just three years, probably because the two and one half mile course was so tight that big bore machines could not be aired out, thus it had difficulty attracting top-notch competitors from out of the area. As a result, racing tended to be less exciting than at places like Road America.

The track was also under-funded from the start, to the extent that on several occasions, we on the Milwaukee Region Board of Directors personally provided funds to pay expenses thus insuring that the show could go on. The Milwaukee Region, with just three hundred members and trying to do whatever it could to keep Lynndale afloat, often cut corners to keep expenses down. One year, the Lynndale trophy budget was so tight that awards for a regional event were given to no lower than third place. For some classes with low entries, we gave silverware down to second place and on one occasion, just to the winner. This was in direct contrast to the Chicago Region, which paid all the way down to sixth place. After Sunday's trophy presentation was completed, Mike Rahal came up to me and said, "Bob, if you want to draw more cars, you have to give more trophies." He went on to explain, that while he wasn't complaining, he took great pleasure in recalling race details when looking at past trophies he had won and that was important to him. Mike, of course was the father of one day CART National Champion Bobby Rahal, who Tommy Tufts recalls tagged along to sports car races with his dad.

### **The Beginning Of The End**

I continued to race the Stang until selling it over the winter to brothers Stan and Red Roadge, owners of Silver Port Shell on Port Washington Road and Silver Spring Drive. Next year, Stan asked me to continue as driver of the Stang, which was once again competitive in SCCA's growing front engine FJ category. The car was later sold to John Bearce, an enthusiastic, young, up and coming executive. Ford Motor Company had placed him with

Northwestern Ford in Glendale to gain experience and several years later, he left Milwaukee and bought his own Ford dealership in Peoria, Illinois, taking the Stang with him. Years later, I think in 2000, he called to report that he was doing a ground up restoration and needed a color picture to duplicate it's originality. I forwarded a color slide and the car's history. While taking in the inaugural Formula One race at the Indianapolis Motor Speedway in 2001, a friend and I were sitting in the unreserved first turn seats watching Friday's practice when a man walked up the isle and took a seat directly in front of us. His nametag said, John Bearce, Bearce Ford-Jaguar, Peoria. We sat and relived old times for an hour or more. Tom Schelble, Ike Uihlein, Augie, Eddie Weschler, all of our old friends were hashed over. It was a good day and great to see him again.

Over the past few years, I had owned a honest-to-goodness open wheel formula junior racecar, raced a Ferrari GT touring car, Fiat Spyder and a TR-3. I had practice miles in Richie Aguirres' silver and blue Formcar Vee, Kenny Kaminski's home made American V-8 B-Modified and Tom Schelble's FUBR, an aged Ferrari Mondial fitted with a Ford 260.

In 1963, Kenny asked me to co-drive his car in the RA 500 but Augie told me not to. I'm not sure if he had observed my brief practice time in the car and deemed me to be less than ready for big bore racing or was honest when he said, "that the car is dangerous". I was actually going to race the FUBR, as Schelble's co-driver but he blew it up early at the carousel and that ended that. FUBR, stood for — — ed Up Beyond Repair.

Kenny Kaminski was a giant of a man. Had to be six feet five or so and a good two hundred and sixty pounds. He was an easy-going guy who, for a short time, worked as a mechanic for Pabst Motors. By 1966, he had cast aside any chance of having his home made B-Modified racer become competitive. And, so it was that he was taking in the 1966 Road America 500 weekend as a spectator. During Friday's practice for big bore cars, popular driver Don Skogmo crested the hill in his brand new Lola T-70 just before the pit entry, lost control, went into a violent spin and crashed sideways into the new Armco barrier that for the first time separated the course from the pit area. I was a Steward of the Meet at that race and stationed at the old wooden pagoda, when we heard the crash and started to run down pit lane to the scene. Before I could get there, Kenny, who was coming towards us from the scene grabbed me and said, "Bob, believe me, you don't want to see that". Strange as it may seem, the newly installed Armco barrier was mandated by the insurance carrier to serve as a protective measure and on the very first day, it claimed a life, one that would have been spared had it not been built. Good friend Bill Schley was waiting for the next practice session

to begin when he saw the big ball of fire from Skogmo's crash which was only twenty yards or so from where he sat. Bill got out of line, put his Fiat Abarth on the trailer, packed up and went home.

### **Steward's Program**

Having been married several years and planning to start a family, I was racing less and less. One day Col. Bill Cooper, retired army officer, Milwaukee Region member, Central Division Chief Steward and owner/driver of a beautiful Ferrari sports racer asked me if I'd given any thought to becoming a race steward. Experienced stewards serve during race weekends as Chief Executive Officers. They are responsible to the national sanctioning organization, the track owner or promoter, drivers and crews and for the safety of all in attendance. It seemed like a great way to stay involved in sports car racing and I jumped at the chance. Like everything else in SCCA, I needed to gain experience before becoming certified as a National Chief Steward. That required participation as a Steward of The Meet at the regional level. Soon, I joined Berdie Martin, John McGee of Indianapolis and Jack Welch of Minneapolis during a regional race at Wilmot Hills. Martin was from a wealthy Chicago family with vast real estate holdings. He, too, had stopped racing and later moved rapidly up the ladder to eventually head ACCUS and serve as a steward at numerous Formula One Grand Prix events.

I earned my National Chief Steward license and served as Chief Steward, Steward of the Meet and as an observer at State Fair Park, Road America, Wilmot Hills, Lynndale Farms and Meadowdale until 1972 when raising a family became more important and led me to drop out altogether. Interestingly enough, Dick Eisenmann ended his racing career at about the same time and joined the stewards program. He has served the Milwaukee Region in that capacity and continues to do so.

### **The Impossible Rally**

Every year, our region held its very demanding Impossible Rally. Put on by Dick Doyne and Clay Gibbs, the Impossible Rally was a true test of wits, driving skill and the ability to calculate using a slide rule and stopwatch. By 1965, this team of engineers had won several national championships and their interest was waning. No volunteers stepped forward until racer Augie Pabst, never an avid rallyist, accepted the challenge and took on the task. He started preparing one week before the event was to take place and as a matter of fact, I rode along with him one afternoon taking notes and writing directions as we went along. The car of his choice that day was a new Chevy powered Iso Rivolta. The Iso had been recently introduced to the American market and turned out to be a flop. So much in fact that Art Pfitzinger took to calling it

"Its so Revolting. Anyhow, it soon became apparent that Augie's idea of Impossible, was to create a course that averaged well over the posted speed limits. The Waukesha lake country area that he chose included roads that he knew well. I remember approaching an intersection that offered good visibility from all four directions and also noticed that there was a stop sign for us as we whizzed through the intersection at ninety. I'm not sure if we had a winner, as panic envelopes steered all of the contestants to the Red Circle Inn where all shared wild stories.

### **Go For It**

One day, I think it was in 1965, Augie came to work and told me that he had met Pabst Brewing Company CEO James Windham at a social function and that Windham had invited Augie to do lunch. It was at that lunch that Windham offered Augie the opportunity to join Pabst Brewery. I remember sitting across the desks that we shared in the same office at Pabst Motors and, it was clear that something was troubling him. That something was Windham's one condition of employment, that Augie agree to end his racing career. While I'm sure that my response had no bearing on his ultimate decision to rid himself of Pabst Motors and to stop racing, I think he may have been pleased to hear me say something to the effect that, "Augie, you've won over fifty percent of the races you've entered during your career. Some big names haven't finished fifty percent of the races they've entered. Go for it." And he did.

### **Under New Management**

Soon after, he sold Pabst Motors to Gary and Pat Maher of Whitefish Bay. Pat was Boston Store's CEO and kind of a dandy little rooster who had been a Pabst Motors customer for some time. He drove Jags and if memory serves correctly, we installed a Corvette engine in his XKE coupe after he blew it up. Pat was reserved, a sharp dresser and could be seen almost every night having cocktails after work at Frenchy's on Oakland and North. His wife, I think, was from the family that owned or Federated Department Stores and that may have been where Pat got his start. His son Gary was a recent graduate of the University of Pennsylvania's prestigious Wharton School of Finance. Like his dad, he too was quiet and threw himself into learning the automobile business while Pat pretty much remained away from the every day operations.

*Next Month: You'd Have To Know Him To Believe Him - Ike Uihlein*

**Next Month: You'd Have To Know Him To Believe**



# Rally Reports

By John Gartner

## Hardwood Forest Road Tour and Trivia Rally

The 2004 SCCA Milwaukee Region road rally schedule was lead off this year by the Hardwood Forest Road Tour and Trivia Rally (HWF). Road rallying was very popular in Wisconsin in the 60's and 70's but interest in the sport dropped off slowly in the late 80's and 90's. There is resurgence in interest in Road Rallying however and this rally was designed by John Gartner, the Rallymaster for the event to be an introduction to road rallying ("It is the most legal fun that you can have in a vehicle on an ordinary country road"). The HWF was designed as an entry-level road rally, ideal for those people who are entering their first road rally. It combined elements of Tour or TSD (Time-Speed-Distance) and GTA (Games-Tour-Adventure) rallies and required no previous rally experience. Since the event offered only a stock class no special equipment or vehicle preparation was required. Trophies were given out for both the GTA and also the TSD parts of the rally

The course covered a route of about 95 miles, and started and ended in Crandon, Wisconsin. . Seven TSD legs were peppered throughout the Rally Route. In between the TSD legs, Competitors hunted for road signs, which were the basis of the answers for a suite of trivia questions that made up the GTA portion of the event. Nine teams were entered in the event traveling from as far south as Milwaukee and as far north as Park Falls Wisconsin.

When the fun was over the team of Driver Art Johnson and Jane Bushey who places third the TSD part of this event in 2003 had a winning score of only 114 penalties driving a Saab. Second to fifth place were closely fought with less than 50 one hundredths of a second. A half a minute is very close when we consider that all of the vehicles relied on only a stock odometer to keep track of distance. Second place in the TSD went to the team of Scott Wendrick and James Sorenson of Iron Mountain Michigan who went to compete in a Solo the following day in Houghton Michigan. Third place went to the husband and wife team of John and Lynne Gardner in a Jeep Cherokee. Fourth place was collected by another husband and wife team of Tom and Stacy Porod driving a Taurus SHO who is members of the

Cont'd on page 10

## Lion Hunt Safari Rally

A bright sunny day with temperatures in the seventies was ideal conditions for the first running of the Lion hunt Safari Rally. This was the second road rally in the Milwaukee region road rally schedule, it was a charity road rally organized by members of the Milwaukee Region of the SCCA, the Hardwood Motor Sports Association and the Boulder Junction (Wisconsin) Lions Club. The SCCA has designated this event as the charity event for the Milwaukee region this year and waived their normal road rally sanction fees so all proceeds from the rally went to benefit charitable projects supported by the Boulder Junction Lions Club.

Phil Lewandowski, president of the Boulder Junction Lions Club, conceived the idea for a charity road rally in this area. "We were looking for a different sort of event to raise money for the Lion's club community projects." Said Lewandowski "One that would be fun and interesting". Lewandowski's wife Peg remembered the fun she had competing in Games/GTA style (at that time known as Gimmick) road rally many years ago in the Milwaukee area, so Lewandowski visited the SCCA web site and became intrigued by Games Tour adventure (GTA) rallies which are games rallies, a sort of trivial pursuit played in a car. Lewandowski contacted Jim Heine with the SCCA. Several emails later the thread eventually lead to a contact with Tim Craft, Rally chairman for the Milwaukee region and also the National chairman of the Road Rally board who in turn forwarded the email to John Gartner, of the Hardwood Motor Sports Association. Gartner a novice rallymaster and member of the Milwaukee region and Bill Bates, Gartner's rally teammate met with Lewandowski and the Boulder Junction Lions Clubs to go over the basic idea of how a road rally is organized and it was decided to go ahead with the event.

The rally route covered a distance of about 55 miles traveling on the back roads of this part of Wisconsin from Boulder Junction to Manitowish Waters, Presque Isle and eventually returning to Boulder Junction. Along the way the teams answered 59 trivia questions, whose answers were based on the fixed signs that were encountered along the rally route. Some of the answers to the questions were straightforward, while the

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Harwood Forest

Milwaukee Region of the SCCA. Fifth place went to Novice driver Tony Cristan and Novice navigator Debbie Anderson from Iron River Michigan who competed in an S10 pickup.

The GTA portion of the event consisted of 39 questions whose answers were the fixed signs along the rally route. Competitors were penalized for every incorrect answer and the team with the least incorrect answers was the winner. No doubt their experience in 2003, aided the team of Johnson and Bushey in winning this portion of the Rally as well with a score of 8 incorrect answers. Second place with only one more incorrect answer than Johnson and Bushey was the team was John and Lynn Gardener of Sayner Wisconsin. Third place with eleven incorrect answers went to Dick and Judy Neitzel who competed in a Toyota Echo. Fourth Place in the GTA was collected the Porods and fifth place was a tie between Debbie Medinger and Nita Garon Driving a Jeep Cherokee and Tony Cristan and Debbie Anderson. The event is being planned again for 2005. The date for the rally is not certain as it may take place earlier in the summer due to the addition of another TSD Road Rally to the Milwaukee region schedule.

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*Lion Hunt Safari (Cont'd)*

answers to other questions may require some thought (or at least a sense of humor), and some questions will be down right devious reinforcing the notion that insanity is a character trait of many GTA rallymasters. The Teams were also required to complete some minor tasks at several places along the way.. According to the event rallymaster, Gartner, "in keeping with the fun Safari theme of the rally any team arriving and competing in safari wear not only garnered the admiration of the organizers but also scored two bonus points."

Although most of the eleven teams competing were from the Wisconsin Northwoods competitors did come from as far away as Waukesha Wisconsin (the Scarr Family) and Houghton Michigan (Joan Pavolich and Bill Yarroch). More than half of the competitors were novices who had not rallied before.

When the final scores were tallied, first place was a tie between the team of Dr. David Koski and his navigator daughter Sandi driving a 2005 Lotus Elise and novice rallyists Bennett Hudson and Anne Donnelly competing in a Chevrolet Suburban. The tie breaking decision was based on the final tricky trivia question which was "how many lions did you see on the rally route?" The answer of course was zero, since lions live in Africa. The team of Bennett and Donnelly were the only ones to correctly answer this question and the win went to them.

Former "Drift" editors Dick and Sheri Smith competing in a 1963 Corvette convertible were amongst the more experienced competitors and came in 3<sup>rd</sup> in the event. Fourth place went to the husband wife novice rally team of Doug and Joanne Stendebach of Lake Tomahawk Wisconsin who drove a 1996 Honda accord. The oldest car competing in the event was a red 1951 MGTD owned by SCCA members Baird and Rose Cook of Rhinelander Wisconsin. A 1967 Corvair convertible owned by Jim Hamilton of Boulder Junction, rounded out the classic sports cars entered in the event. The event was also a great family activity many of the competitors like the Scarr family of Waukesha Wisconsin and the Hamiltons from Boulder Junction competed with their children in the vehicle. The event proved to be very successful. The Lions Club definitely plans to host another GTA road rally in 2005 although the event will be held in September to take advantage of the autumn colors.

The next road rally in the Milwaukee region's rally schedule will be the series will be the "Fall Fest" road rally on October 24, 2004. See you there.

## Check out the Milwaukee Region



### Web Site



Road Racing Results

Solo II Results

Rally Results

Race Photos

Region Information

Links to Other Motorsports Pages

<http://www.scca-milwaukee.org>

# **SCCA ESTABLISHES FLORIDA RELIEF FUND FOR MEMBERS AFFECTED BY HURRICANES**

TOPEKA, Kan. (Sept. 9, 2004) Sports Car Club of America, Inc. announced today the creation of a relief fund through the SCCA Foundation to benefit members in southern and central Florida affected by the recent hurricanes.

As the Club enters its busiest time of the year, with The Tire Rack SCCA Solo National Championships, Sept. 14–17, and SCCA National Championship Runoffs Presented by Kohler, Sept. 20–26, many members have sustained significant losses and hardships following hurricanes Charley and Frances. As many members begin traveling to the events, hesitancy prevails as Hurricane Ivan approaches the southern tip of Florida.

We are an organization that helps people in need especially our members, which are our extended family, SCCA President and CEO Steve Johnson said. We are beginning this drive as we head into our Club's biggest two events. The relief fund will begin at the Solo Nationals, and I will be in contact personally with many industry leaders and race tracks to assist in this program.

All donations will go toward the relief effort, and Johnson will meet with region leaders from the Florida and Central Florida regions as well as the area director to determine the best course for distributing the funds.

Donations can be made at either event, or can be mailed to: SCCA Foundation, PO Box 19400, Topeka, KS 66619. All donations are tax deductible. Please make checks out to SCCA Foundation and note Florida Relief.

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## **Worker of the Year Award Nominations**

Several years ago the Milwaukee Region Board of Directors did away with the Annual Worker Point Awards due to lack of participation. In its place is a “Worker of the Year” Award for each specialty. Anyone can nominate anyone else from any specialty. You can make multiple nominations. This can be for a specific incident or event or for a whole season of contributions. Awards are presented at the Annual Meeting in November. Please send your nominations to Marc Knippel, Competition Chairman, 3953 S. Alexander St, St. Francis, WI 53235 or email at [iflagum@wi.rr.com](mailto:iflagum@wi.rr.com) Nominations must be received by October 31, 2004.

# 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 of 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@mchennysavings.com](mailto:jimm@mchennysavings.com) if you are interested in working the event.

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