

MILWAUKEE REGION

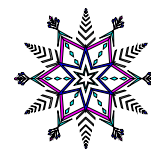
Drift



November/December, 2004



Happy Holidays



Annual Competition Meeting and January Board Meeting

Saturday, January 8, 2005
8:30am

Hilton Milwaukee River
4600 N. Port Washington Road
Just off I-43, south of Hampton Avenue

Directions from I-43

From the south – Take the Hampton Avenue East exit off I-43. Turn Right at the end of the ramp, turn left into the Parking lot.

From the north – There is no Hampton Avenue exit off I-43. Exit at Silver Spring East. Turn left at the end of the ramp, go under the freeway, turn right at Port Washington Road. Take Port Washington Road, approximately 1 mile to the hotel.

All Region Specialty Administrators and Racechairs, or their designee(s), are expected to attend this meeting. All Region Specialty Administrators should be prepared to submit a list of their specialty chiefs for each of this year's events.

Any problems or questions, please contact Julie Komp,
(920)849-7626

The restaurant at the hotel will be open for breakfast.

The January Board Meeting will follow the Competition meeting at approximately 12 noon.

2005 Road Racing Schedule

April 22-24

Quad Double Drivers School/Regional at Blackhawk

May 21-22

Mueller National at Blackhawk

June 4-5

Rennen Double Regional at Blackhawk

June 18-19

Bonneau Double Regional at Road America

July 15-17

BRIC at Road America

July 23-24

Cat National and Milwaukee Cup at Road America

Sept 3-4

Regional at Milwaukee Mile

Sept 16-18

VSCDA at Road America

R.E. View – Julie Komp

How can I summarize my first month as R.E.? Let's just say I've gotten a lot of phone calls that began, "I'd like to bring you up to speed on&" I appreciate the input I've received from each of you, and have learned there is a lot that is working quite well in our Region and a lot of hard-working people who are proud of it.

There are a couple large issues to bring *you* up to speed on, but first a few welcome's and thank you's are in order. We welcome Mike Cudahy as a new Board of Directors member. Mike is an E Production Alfa racer. A big thank you goes to Mike Alexander whose term ended after four years. Another huge thank you goes to Angelo Gazzola for his contributions over the last two years as R.E. His financial and analytical insight has simplified many issues before the board and helped us walk a clear path. Angelo has one year left of his term on the board, so he's not quite off the hook yet.

The 2005 CenDiv Road Racing schedule has been distributed and is included in this issue. Milwaukee Region is proud to have a regional race date at the Milwaukee Mile on Labor Day. The Mile has reactivated the infield road course. Although at present the track has not been SCCA certified, track management is working closely with Milwaukee Region and our Area 5 Director to smooth that road. Along with our traditional races, we welcome the Milwaukee Cup Spec Miata drivers back for a restricted regional during the Cat National weekend.

Another track is coming on-line in our Area, Autobahn Country Club in Joliet has set a regional date with Chicago Region for July 30-31st. If this track and The Mile become certified, they will double the number of racing facilities we have in our Area. That will become very important as you read further.

The biggest issue facing us at the moment is the possible split of Central Division. There have been some longstanding issues including tremendous problems agreeing on a road race schedule, distance/travel drawbacks due to the division's geography, and being one very large, successful division. Earlier this year the possibility of splitting the division arose and was discussed at length. Currently CenDiv is comprised of Area 5 (basically west of the lake) and Area 4 (east of the lake). Our Area 5 is the smaller of the two, membership-wise and licensed driver-wise and has fewer road racing facilities. Area 5 also has 9 regions compared to the 19 regions in Area 4. I know, what were our founders thinking? Area 5 has lived in that minority status since it was created.

Splitting the division requires a vote of the National Board of Directors. There is a little misunderstanding about that as well. A vote of the membership is not required to split the division as long as we use the existing boundaries of each Area. If the boundaries were to change (which is not proposed) a full vote

of the membership is required. When the issue was posed earlier in the year, the CenDiv directors (one for Area 4 and one for Area 5) charged each region's R.E. and board with making a sound decision for their membership on a split. Milwaukee Region decided that we were against a split unless Area 4 overwhelmingly supported one. We would find it even harder to do business with Area 4 if most of them wanted a split and Area 5 forced the division to stay together. Chicago Region and most of the other regions in our Area have taken a similar position. Blackhawk Valley Region is against a split with no qualifiers.

So what would a split mean to our region? Well it means a bit of change and that always means opportunities. First off our Area will keep the CenDiv name. Area 4 will be called Great Lakes Division. Our division will need a full cadre of Divisional Administrators, an Exec Steward for road racing, a Solo Safety Steward and a Rally Steward, so we'd be recruiting folks to step up into those leadership roles. As a division, we will also be asked to offer 6 national road races. We can request a waiver from that number though and may have to until we can grow our events at the Mile and at Autobahn, (and Brainerd remains a question mark). Opportunities also exist to get some other regions involved in hosting road races. From the Solo side of life, the Subaru CenDiv Series really has nothing to do with the division although they use the name, so that series could draw from both Areas as it currently does. The new division would be required to host a Divisional Solo though.

From a driver's perspective, CenDiv and Great Lakes Division would each get 10 Run-offs spots per class which doubles your chances of qualifying. Also any event you attend in Area 4 will be considered an out of division race. As far as the Champ series goes, Area 5 has been running the TRO Area 5 Champ Series for 2 years now and that would continue. Area 4 is also creating a Champ Series and the CenDiv champ series as we knew it is gone in 2005. From a worker perspective we will have more races on our turf to support. Your choices of where and when to work will become increasingly important if we become our own division.

If a split is approved by the National BoD, what is the timeframe for implementation? If approved, the 2005 schedule is set and we'd be held to that, but we'd make 2005 a transition year, starting to get our key Divisional personnel in place and working through financing and possible incorporation issues. In 2006 the two divisions would schedule separately and the split would take effect.

So as the snow flies, we have a lot of changes facing us, but many opportunities as well. I hope you each have a festive holiday season and are resting up for the excitement that lies ahead.

2004 Annual Meeting

Major Award Winners

Wuestoff Award – Liz Gauper

The Wuestoff Award is Milwaukee Region's highest honor, given annually to a member for long time meritorious service to the Region. The recipient is chosen by previous Wuestoff awardees.

Uihlein Award – Jackie Yahn

The Uihlein Award is a sportsmanship award. Given for going above and beyond the call of duty. The recipient is determined by the year's Racechairs. This award is not necessarily awarded every year.

Kopiske Award – John Vlasis

A relatively new award, this award is presented to a driver who exemplifies what club racing is all about – entering at a variety of events, supporting a multitude of region events and driving for the pure joy of competition, a “true” grassroots driver. The recipient of this award is chosen by the Region Board of Directors.

Susie Bonneau Memorial

Worker of the Year – The Yahn Family

The recipient of this award is chosen by the Region Board of Directors.

Janitor's Cup – Lawrence Loshak

A fun award, this is presented to the driver with the some of the most interesting, humorous, and sometimes embarrassing stories of the trials and tribulations of being a race car driver.

Solo

Earl Krause Hard Charger – Art Hodge

Dean Rohde Solo II Service Award – Sam Karp

Solo Rookie of the Year – Craig Mankowicz

2004 Annual Meeting

Major Award Winners

Specialty Workers of the Year

Course Marshal – John Langenfeld
Flagging and Communications – Joellyn Key
Grid – Dan Soiney
Pits – Rick Hayden
Race Chair – Ann Rudolph
Registration – Karen Mattacotti
Rescue – Dave Karling
Sound – Nathan Engelke
Starters – Pat McCarthy
Stewards – Bill Porter
Tech – Bill Dalton
Timing and Scoring – Anne Kumor

Special Lifetime Achievement Award — Bill Porter

A Special Lifetime Achievement award was presented by the Milwaukee Region Board of Directors to Bill Porter for over 35 years of service to the Region in various capacities including Regional Executive, Chief Steward, Competition Director and Region Counsel.

Region Calendar

Jan 8 Annual Competition Committee
Board Meeting (12 noon)
25 Solo Committee
27-30 SCCA National Convention

Feb 8 Board Meeting
22 Solo Committee

Mar 4-6 Steward/Worker Seminar
8 Board meeting
23 Editor's Birthday
29 Solo Committee

Apr 3 Open House (Hobb's Honda)
12 Board Meeting
22-24 Quad Drivers School/Regional
26 Solo Committee

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

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

ME, MOTORCARS & THE PEOPLE WHO DROVE THEM

Part 8

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

The Family that Races Together, Stays Together????

Years ago—I don't recall exactly when—probably sometime in the eighties, Mark and Martha Daniels took their entire family to Brainerd, Minnesota to crew while Mark raced his Tiga S-2000. Lost in time are the race results, but what happen on the long drive home will not soon be forgotten. Well into the return trip from far North of Minneapolis, just across the Minnesota/Wisconsin state line near Hudson, Mark pulled into a truck stop. Jerry Dunbar, well known Beloit, Wisconsin radio personality and Milwaukee Region Corvette racer pulled in at about the same time. While refueling and visiting with Dunbar, a State Trooper joined them and asked if all were accounted for in the van and while Mark was somewhat confused by the request, he did a head count only to find that daughter Lizzy was not asleep where he had last seen her. Here he had left a barefoot child at a wayside on the outskirts of Brainerd, without money or other resources, but with a clear view of her Dad pulling away without her. She didn't have a clue as to where she was or what to do.

Just south of Brainerd, four hours removed from where they were approached by the Trooper, the entire family – except for Lizzy – had exited to refresh themselves. Or so they thought. Lizzy awoke while Mark was taking on gas and the others were stretching their legs and unnoticed, she visited the restroom. A nice twist to the story had a young “Hippie” couple, returning from a weekend camping trip, recognizing Lizzy's plight, gave her money to make a phone call and stayed with her throughout.

Lizzy, smart little gal that she was, placed a long distance call to next door neighbor and successful Milwaukee Region racer Bob Snider, who said, “I'll come and get you”, before he learned that she was hundreds of miles away. So, resourceful Snider called the State Police who set out to locate a brown van with a white racecar in tow. When found and alerted to the missing child, the race

weekend weary family turned the van around and back-tracked four hours to claim Lizzy.

Well, I'm happy to report that Lizzy suffered no permanent emotional scars and today is a beautiful, well adjusted wife and mother who, I would guess, counts heads every time she gets behind the wheel of a car. Mark on the other hand, continues to have nightmares about himself being in Lizzy's shoes(less) while Dunbar and Snider will never let him forget that unusual race weekend.

The Lake Drive Hundred Mile An Hour Club

I can't remember the exact year, probably in the late eighties or early nineties, when Bill Schley put together a small band of race rats for an evening of good food, drink, movies and reminiscing at the University Club in downtown Milwaukee. Included were Schley, Dick Eisenmann, Ron Schneider, Ron Scoma, Tom McArthur, Mike MacKintosh and I think either Harold Zimdars or Bill Porter joined us. Since then our mailing list has grown to about one hundred and fifty names with about fifty or more in attendance at each of our spring and fall get-togethers.

With no officers, dues or structure of any kind, we just enjoy each other's company and relive our past. McArthur serves as our unofficial historian and takes a moment at each event to honor the motorcar enthusiasts who came before us. While I cannot due justice to McArthur's eloquent style, his dissertation goes something like this:

Sometime after the war, Dave Uihlein and another gentleman were having a beer in a local East side bar when the friend asked Uihlein if he still had his old Bugatti. Uihlein said that he did and as a matter of fact it was but a few blocks away in his mother's garage. With that they were on their way to fire it up and go for a spin. It was late at night and the Bugatti's roar put an end to the otherwise serene setting in first Shorewood, Whitefish Bay and then Fox Point as they hit the one hundred mile an hour mark on their way to turning about at the old Saxony restaurant which is now Pandle's in the Village of Bayside.

According to McArthur, lights went on all up and down

Lake Drive as the beast returned followed by, and soon to be left behind, 1947 Studebaker Police cars. It's pleasing to know that our predecessors raised a little hell too.

Me, Letterman, Sneva And Gurney

Late in September of 2000, my old friend Tony San Filippo, Concours Motors General Manager called to say that he had credentials for the first American Formula One race in decades. It was to be held, on the upcoming weekend at the Indianapolis Motor Speedway and the package included tickets for all races, practice and supporting events, meals at the Mercedes Benz courtesy station, programs and more. Apparently they were for a valued Concours customer who cancelled out at the last minute. I called Dick Eisenmann, and before telling him of my good fortune, I asked if he could get out of his weekend steward's assignment and when he said no, I then asked, could he get out of it if I could guarantee that I would get him laid by Sophia Loren to which he jokingly replied "sure". "Well it ain't gonna happen my friend, I said, but I got the next best thing."

I then called Lance Erickson, who lived in Indianapolis and was little more than a casual acquaintance when he lived in Milwaukee. I asked if he knew of any out-of-the way ma and pa motels that might have an open room for the weekend. "No way, he said, it's a mad house down here so why don't you stay with me." Pretty nice of him so off I went to stay with Lance and together we would see Michael Schumacher, Rubeens Barachello, David Coulthard and others race. Lance had just purchased a new house and lived there alone. He was dating and introduced me to his girl friend who happened to be the senior nurse for the entire Indy Racing League series. Through her, we obtained a special parking permit that allowed us to take a closed route from a hospital, non-stop, past barricaded side streets directly to the track entrance.

Next she provided us with special medical team vests that would allow us to go anywhere, even into the highly secured pit area. Formula One travels world wide with its entire administrative, technical, medical, security, timing and scoring staffs. As a matter of fact, a local police officer stationed on the premises, told us that local police had limits to where they could go. So I remained skeptical when told that we could go anywhere while wearing the medical vests. Lance and I headed for the newly constructed pit area located behind a large gate and much to my surprise, it swung open for us and we were greeted warmly upon entering. Inside, we met TV talk show host David Letterman who also greeted us with a smile and handshakes all around. Lance took my picture with Letterman and I did the same for him. Later I visited with and had my picture taken with Tom Sneva, the first to qualify for the Indy 500 at over two hundred miles an hour and also with Dan Gurney, one of my early road racing heroes. While with Sneva, I pointed to the nearby stands and said, "My

young sons and I were sitting right there, when you set the Indy qualifying record of over two hundred miles an hour". He too seemed like a really nice guy. Gurney, one might recall, was the first driver to paint his Bell helmet black. I duplicated that early on because I admired him so.

The Last Few Years

Sally and I flew to Rome in April of 1999 on the first leg of our one-month tour of Europe. After spending time in Florence, Venice and the Alps we moved on to Stuttgart where we visited the Mercedes and Porsche museums. The Mercedes Museum, in Unterturkheim, was by far more impressive than that of Porsche. Situated adjacent to the factory in a modern glass structure it allowed for the perfect opportunity to span the entire history of perhaps, the world's greatest automotive marque. Multiple floors were linked by ramps that allowed for viewing of the early Blitzen Benz, pre-war Auto Union Grand Prix cars, Gull Wings, SLR's and examples of just about every model ever produced. Homage was paid to Caracciola, Rosemeyer, Fangio, Moss, Herr Neubauer and others.

The Porsche Museum, a fifty by one hundred foot one room structure located in Zuffenhausen, was not nearly as large or impressive. Still, a twenty-car array was tastefully displayed and included my favorites, a 550 Spyder, an early Speedster and the less than successful Cisitalia.

Throughout the years, Dick Eisenmann retained his Steward's license, although participating at a lesser pace. I was grateful that, year after year, he would sign me in as a guest during Road America's vintage car events and I would assist him with the daily touring. I loved walking through the paddock greeting old friends and viewing all the amazing cars of years gone by. A few years ago, I spotted a bright red Stanguellini and approached the driver/owner who was from Colorado. He estimated the car's value at over fifty thousand dollars as a ground up restoration. That reminded me of a call I received from Dick, some years back, which started with "I've got some good news for you and some bad news." The good news is that I just saw a Stanguellini for sale in *Monopost Magazine* for seventy-five thousand dollars." I said, "what's the bad news"? "You don't own it any more", he replied. Remember, I paid fifteen hundred dollars for mine in 1963.

I became a sports car owner once again in 2000 when I bought a 1971 MG-B roadster that needed lots of work. The motor seemed to check out and aside from a leaking seal at the bell housing, the mechanics seemed to think it was O.K as a project car. After all, what British car doesn't leak oil? At the Brian Redman Vintage Car weekend in 2002, my son Peter, and his wife Sue, used it to participate in touring during a break in race activities.

Almost two years ago, Dick Eisenmann dug deep into storage and pulled out his 1961 Cooper T-56 Formula Junior. It had been sitting there since the mid-sixties after the transmission housing and gears were damaged during an on-track shunt. A year and one half later, and with only Dick and the Lord knowing how much money he spent, a complete ground up restoration was completed. The end result was absolutely magnificent. Once again painted in Team Cunningham colors, he could be extra proud that this car had a great race history that included wins by Walt Hansgen and having been driven by Roger Penske, Augie Pabst and Briggs Cunningham. In addition, Dick won his class with it at several tracks including Road America. This was not some tired old racecar to be bought and restored. This was his car and they deserved each other.

In the spring of 2003, he completed driver's school and entered vintage events around the near Midwest. I went to several with him and was sorry to see him struggle while sorting out the Cooper. First it overheated, then it wouldn't hold a charge, then the brakes gave him trouble and all the time he took it like a man. During his final race of the year at Blackhawk, it looked like all the bugs were ironed out. He qualified reasonably well and his times were coming down with each lap until he pulled into the pits and reported that he heard a loud pop and that the water and oil gauges were O.K. With a quick look in the back, I found a substantial crack in the transmission housing and he shut it off. His year was ended. No need to go into reporting the problem in detail but

as of now, he has located, purchased and received a new three-speed Citroen housing and my guess is he'll be back on the track next year.

After an earlier one-day event at Blackhawk, we left the track dead tired and sunburned. While passing through East Beloit, Dick spotted a run down corner bar and said, "Spider, thirty-five or forty years ago we would have stopped and knocked down four or five Old Styles before heading for home", to which I replied, "Now we just have to worry about staying awake at the wheel."

During this summer's Brian Redman International Competition vintage car race weekend, Dick entered the Cooper in Friday night's Concours for race cars on the streets of Elkhart Lake. Lined up, side by side with many other vintage racers, he, Bill Porter and I spent the evening greeting old friends and telling friendly folks of the car's history. The next day, *Road & Track* Magazine motor sports writer, Peter Egan presented Dick with a beautiful trophy symbolizing one of the best cars in the event.

Finis

Well here it is, fifty-two years after seeing my very first road race around Elkhart Lake. Been a lot of places, drove a lot of fantastic automobiles, met a lot of nice people, got a lot of great memories and drank a lot of beer. Life don't get no better than that.

2005 CenDiv Schedule

http://scca-milwaukee.org/RoadRacing/2005/2005_CenDiv_Schedule.pdf

2005 National Reserved Number Form

http://www.cendiv-scca.org/03racing/reserved_numbers/2005application.pdf

.....And Another Thing

Cornerworker Rich Smith had quintuple bypass surgery in November. Rich is doing well and thanks everyone for their concern and good wishes and the cards and letters he received.

The 2004 Competition Committee had its final meeting on Nov. 20. OK, so it was more sorta like a party. Well, it was a party!. Everyone brought something to share and we all chipped in to get some pizzas and a good time was had by all. The Committee Members presented their fearless leader who is stepping down after 2 years as chairman – Marc Knippel - with a Harley Davidson map folder and a restaurant certificate to show their appreciation and recognition of his hard work this year.

Make a New Year's Resolution to recruit some new workers this year. Its easier than lots of other resolutions you could make and we need the help!

Glacial Trails IX/ El Diablo Revisited

Road Rally: Success for local Rally Teams

A typical Wisconsin Northwoods fall day set the backdrop for this year's, the Glacier Trails IX /El Diablo Revisited Road Rally. The rally, a joint organizational effort between Dave Parps the event Rallymaster, with the Wisconsin Autosports Group, the Sports Car Club of America's Milwaukee and Lake Superior Regions and the Hardwoods Motor Sports Group a local association of road rally enthusiasts, traversed slightly more than 220 miles of mostly gravel forest roads in Vilas, Forest Counties. The event fielded 15 teams from throughout the country from as far away as Princeton, Connecticut. The field of competition included two rookie teams from the Wisconsin Northwoods.

The Rally was divided into two parts, a daylight portion, which traveled north to Land O Lakes and traversed much of west central Vilas County and after a mid point meal break at the Chanticleer Inn, an early evening portion that traveled through eastern Vilas and western Forest Counties. Many of the experienced competitors competed in the event last year. All were so impressed with the area and the rally last year that they made the trip back to the area. "This is a perfect place to hold road rallies," explained Tim Craft, Chairman of the National Road Rally Board for the Sports Car club of America. "And the Wisconsin Northwoods is my favorite place to come and rally." The rally community has been very impressed with the hospitality that they have received from the Eagle River area.

2004 Nation tour rally points leaders Ron Johnstonbaugh from Wadsworth Ohio and Jack Von Kennel from Arlington Virginia competing in the (computer) Equipped class and piloting a 2002 Subaru WRX lead the charge throughout the rally to ultimately win the event after receiving only 0.23 penalty points for the entire rally. "We really enjoyed competing in the rally again this year. We had such a great time up here in 2003 that we were very anxious to return. You have a great place to road rally," said Von Kaenel.

Closely behind Johnstonbaugh and Von Kaenel was the father and son team of Tom and Tyler Bell from Traverse City Michigan also competing in a 2002 Subaru WRX. Third place went to the team of Dean Champeau and Jim Jurgenson from southern Wisconsin driving a 1992 Mitsubishi GSX

The Limited class allows mileage and speed measurement equipment that are not connected to a computer or

other calculation equipment and allows the use of programmable computers. The team of Dennis Wiedbusch from Princeton Connecticut and Kenneth Wiedbusch from Royal Oak Michigan competing in 1996 Chevy Cavalier won the event with a score of .71, a score that was almost good enough to beat out several of the competitors in the (Rally computer) Equipped class. The Wiedbusch team had strong competition from the husband wife team of Phyllis and Scott Carlborn in a jeep Cherokee from Michigan's Upper Peninsula until a navigational error by the Carlborns gave a clear lead the Wiedbusch team.

The stock class rounded out the event with nine entries, six of which were in the rookie class, which is separate from Stock although it uses the same equipment as the stock class. The Stock class winner was the team of Banfield and Myles driving a Chevrolet Tahoe. Second place in Stock went to the Father and Son team of Bill and Michael Yaroch from Hancock Michigan. Third place in Stock went to the team of Gary Kowalski and Jacki Dolin, who competed in the event last year and placed 12th overall.

The top rookie team had a score, which would have placed them in second place in the stock class. Chad Eixenberger of Grafton Wisconsin and Josh Woo from Chicago competed in a 2002 Subaru WRX and won the rookie class with a score of 5.61. They placed eighth overall in the standings. Second place in Rookie category went to the Wisconsin Northwoods road rally team of Jane Bushey and Art Johnson from Park Falls. Bushey and Johnston competed in a 1986 Audi 4000 and were the winners of the Hardwood Forest Road Tour, out of Crandon WI earlier this summer. Following closely behind despite problems with timing equipment was the rookie team of Bill Bates from St Germain, Wisconsin and John Gartner from Three Lakes Wisconsin competing in a 2000 Honda Civic. Gartner and Bates took third place in Rookie category and had a score that would have placed them 12th and 5th place in the Stock class

Craft is looking forward to the next rallies in this area, which will be organized by the Hardwood Motor Sports Association a local group of rally enthusiasts. In addition to more road rallies and the Glacier Ice Trials series in the Northwoods, they will be hosting a beginner's road rally school in the spring 2005. For more information about road rallying in this area contact the Hardwood Motor Sports Association at hwmsa@yahoo.com.