

# MILWAUKEE REGION



# Drift

August, 2005

## VSCDA Registration Hours

Friday, September 16  
Saturday, September 17  
Sunday, September 18

**6:30am – 10:00am**

### ALL THREE DAYS

Please make sure your guests are aware of the Registration Hours. The VSCDA Staff will NOT register our workers or guests. Anyone arriving after our Registration is closed will need to purchase a ticket to enter the track.

## Level One Performance Driving Event

Blackhawk Farms

Wednesday, October 5, 2005

Milwaukee and Chicago Regions will be holding this event. There are some changes from the previous HPCCC and PDE events. For details:

[http://www.scca-milwaukee.org/  
MISC\\_PDF\\_FILES/hpccc\\_entry2005brevb.pdf](http://www.scca-milwaukee.org/MISC_PDF_FILES/hpccc_entry2005brevb.pdf)

## MILWAUKEE REGION CALENDAR

Sept	5	Solo #6 at Miller Park
	13	Board Meeting
	16-18	VSCDA at Road America
	26	Brewer's Game (see Page 2)
	27	Solo Committee
Oct	1	Solo #7 at Miller Park
	2	Solo #8 at Miller Park
	5	Performance Driving Event at Blackhawk Farms
	11	Board Meeting
	25	Solo Meeting

**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

## .....and Another Thing

Hope you took the time to return your ballot for the Region Board of Directors election. They needed to be postmarked by September 2.

Speaking of the Board, Chris Cwiklinski resigned her position on the Board effective immediately.

Remember that you do not have to be an SCCA member to work at VSCDA, so bring your friends and family and let them see what you do on race weekends.

And don't forget to remind your guests about the Registration hours for VSCDA – 6:30am – 10:00am  
**ALL THREE DAYS.**

Car related story: "I taught sex education in the South Bronx, and as a sixth grade teacher I was told to answer all their sex questions. One kid asked, 'Is there

any part of the woman's body known as the Volvo?' Which I thought was a good question. I said, 'Only on Swedish women.'" —Dennis Wolfberg

The winner of the San Diego State University's 23<sup>rd</sup> Annual Bulwer-Lytton Fiction Contest, an international competition to write the worst opening sentence of a fictional novel, was sports car related. FYI, the contest is named for Edward George Earl Bulwer-Lytton whose 1830 novel "Paul Clifford" began with the now immortal "It was a dark and stormy night". This year's winning sentence: "As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual."

## Brewer's Game, September 26, 2005 – Information

[http://www.scca-milwaukee.org/MISC\\_PDF\\_FILES/05BrewerBaseballGame.pdf](http://www.scca-milwaukee.org/MISC_PDF_FILES/05BrewerBaseballGame.pdf)

## 2005 Solo Schedule

Sept. 5 - Solo #6 (Labor Day)

Oct. 1 - Solo #7

Sponsored by Kelly's Bleachers

Oct. 2 - Solo #8

Sponsored by Prototype Techniques

Event registration: 7:15 am to 8:30 am

Course walking 7:45 to 9:15 am

Tech inspection: 7:30 am to 8:45 am

Drivers meeting: 9:30 am

First car off at 10:00 am

Membership applications will be available and pre-registering is encouraged. There will be a hard registration cut off at 8:30am on the day of the event. 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.

\$20 for SCCA member pre-registration

\$30 for SCCA member onsite registration

\$40 for non-member onsite registration

## Welcome New Members

**The Crawford Family**

(Jim, Ruth, Kary, Danny, Katy)

**Bruce & Meredith Dagett**

**Eric & Susie Davis**

**Charles Hollman**

**Tim Hollman**

**Thomas Larsen**

**Rudy Wegner**

**Evan York**

# R.E. View – Julie Komp

If you read last issue's REView, you know that the 'worker problem' is weighing heavy on my mind. I was fortunate to run across this posting and am providing it to you as something to think seriously about.

As always, I welcome your feedback.

## What's happened to our club?

Posted: 15 May 2005 06:43 PM

Lone Star Region's RE, Cliff Maxwell, wrote a very interesting piece for their publication, The DRAFT. Cliff raises some excellent points, in my opinion, and with his permission, I'm copying it below. I agree with Cliff – when did we stop being a club? When did we stop having fun at races?

“If it wasn't for the workers, we couldn't go racing.” True statement, often repeated.

And if it wasn't for the racers, there wouldn't be much point in hanging out trackside with flags and radios.

If that sounds disrespectful or unappreciative, please read on, as I assure you, it is not. It is a simple statement of fact about a functional, symbiotic relationship.

For as long as I have been involved in the club, there has been discussion of “what to do about the worker problem”, resulting in the establishment of a token reward program. Unfortunately, in my personal opinion, we may have skipped the step wherein we define, “what exactly is the worker problem?” I have no doubt that we have adequately defined the impact of the “worker problem” (see opening statement, above), but I am not as certain that we have defined the problem itself.

So here is my take on defining what the worker problem is:

'Club racing' is failing to function like a club, and many drivers have instead become demanding consumers that see the club itself as an unrelated entity selling a product, and the other members of the club as the employees of that entity. Along with this 'customer' attitude comes a belief that if you have paid your entry fee, you are entitled to have your product expectations met.

Sorry, but it just ain't so, because in that commercial, for-profit scenario, the 'employees' would all be paid what they are worth, and the company would make a healthy profit as well - and the cost of racing, and the consequent entry fee, would be substantially higher than it already is. None of us would need to know or care about each other, as our agreed motive would be capitalism, and fair exchange of economic

value. There are organizations pursuing the commercial business model for amateur racing, and the jury is still out as to the degree of success being achieved.

In contrast, this is a club made up of people with purportedly common interests, and not a commercial venture serving a customer market. We as drivers cannot view the rest of the club as an unrelated entity providing a product to us. We need to see ourselves as a part of a social organization that comes together in pursuit of a common pleasure - participation in racing. The non-driving members of our club are not looking for a low paying weekend job, nor are they looking to earn awards in exchange for accumulated points and/or coupons. They are looking for a weekend of fun and pleasure shared with friends.

Drivers are not customers, the club is not an unrelated entity, and race workers and administrators are not employees - and that is the essence of the 'worker problem'!

On the one hand, I will be the first to admit that I don't know as many of the people involved in each of the events I attend as I would like to, and that when faced with the choice on Saturday evening between (i) making the repairs necessary to be in the race on Sunday, and, (ii) attending the race party, I fix the car.

On the other hand, I have made some good friends at our region's board meetings, where we gather to define the region's course, and plan its events. Many of them are not drivers, and are involved in the planning and/or actual operation of our events. When I attend an event, I take as much pleasure from seeing these folks and sharing a weekend's activities with them as I do from the race itself.

So maybe this is an element of the solution to the 'worker problem' - show up at your region's and division's meetings, both business and social. Help to plan and then participate in opportunities to meet and socialize with other club members. Give yourself the chance to get to know, and even make friends with a few of the folks that share your interest in racing.

Then I'll bet that you would look forward to seeing each other at the track, whatever role you play there.



# Cat National and Milwaukee Cup Results July 23–24, 2005 Road America



## Race 1 - FF, FC

### FC

- 1 - Niki Coello
- 5 - Brian Belardi
- 6 - Michael Wettstein
- 8 - Kirk Kindsfater
- 10 - Mike Beauchamp
- 11 - Mark Hutchison
- 16 - J.R Smart
- 20 - Tony Smith

### FF

- 7 - John Vlasis
- 8 - Anders Graf
- 13 - William Barnard

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

### SSB

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

### SSC

- 3 - Tom Putz

## Race 3 - Spec Miata Milwaukee

### Cup

#### Saturday

- 1 - Tony Coello
- 3 - Michael Coello
- 10 - Mark Greenisen
- 11 - Jeff Courtney
- 29 - George Kofman
- 31 - Adam Curtis
- 36 - Loren Ziglin
- 41 - Jacques Dresang
- 45 - Robert Hieb
- 48 - Thomas Burke
- 51 - Pete Wilson
- 62 - Tim McQuiston
- 64 - Jayson Eschrich
- 65 - Roy Dietsch

## Race 3 - Spec Miata Milwaukee

### Cup

#### Sunday

- 1 - Tony Coello
- 2 - Michael Coello
- 13 - Mark Greenisen
- 23 - Adam Curtis
- 34 - Jacques Dresang
- 35 - Loren Ziglin
- 42 - Roy Dietsch
- 45 - Robert Hieb
- 48 - Jayson Eschrich
- 49 - Thomas Burke
- 52 - George Kofman
- 54 - Tim McQuiston
- 60 - Jeff Courtney
- 62 - Pete Wilson

## Race 4 - FV, F500

### F500

- 4 - Bob Giesen
- 6 - Tom Bartz
- 8 - Darrel Greening
- 9 - Greg Olson
- 10 - Kenneth Holzer

### FV

- 7 - Ron Whitston
- 10 - Mike Beaumia

## Race 5 - GT1, GT2, GT3

### GT1

- 1 - Peter Mohrhauser
- 3 - Randy Rosenmerkel

### GT3

- 1 - Jim Dentici

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

### FM

#### CSR

- 1 - Brian French
- 2 - Jeff Miller
- 4 - Robert Mumm

## Race 6 (cont'd)

### FA

- 2 - James Bach
- 4 - Jeff Kowalik
- 8 - Charles C. Duncan

### DSR

- 1 - Jason Miller

### S2000

- 1 - Bart Wolf

### FM

- 4 - Denny Marklein

## Race 7 - SRF

- 7 - Lee Trainor
- 9 - Bill Douglas
- 10 - Becky Bach
- 12 - Steve Nekich
- 25 - Tom Doerr

## Race 8 - EP, FP, GP, HP, GTL

### EP

- 2 - Ken Kannard
- 4 - Mike Cudahy
- 6 - Roberto Reina
- 9 - Bill Meyer
- 11 - Filippo Reina
- 12 - Lawrence Loshak

### FP

- 3 - Michael Froh
- 5 - Tony Machi
- 10 - Mike Gnadt

### GP

- 1 - Bill Wessel
- 4 - Douglas Gehrke

### HP

- 2 - Richard Root

# Old Friends at the BRIC – 2005

By  
Ted Tappet

Some of you may recall that I wrote an account for the *Drift* after my visit to last year's BRIC but what would have been hard to realize is just how much I enjoyed seeing all the gullwings, bugeyes, speedsters and such and old friends too. In fact, it was so enjoyable that I decided to return this year and fulfilled a promised to take a friend along who had never been there before yet thought he'd like to sample the goings-on and even harbored some thoughts of getting involved.

His name is Patrick Danika and so I called him early in the week, prior to the big event, and told him to round up some beer, suntan lotion, more beer, a big brimmed hat, some more beer and a good pair of hiking boots. So early Friday morning, I picked him up in my old red sled of an MG and we proceeded to rallye on up to Road America via the back roads through Grafton, Saukville and along the Milwaukee River. Nice ride, still in the cool of the morning, the four-banger purring like an old man having his early morning sit-down and thoughts of what lies ahead of us.

An early practice session was in progress when we arrived and it was easy to see that Patrick was already enthralled with the sounds of cars at speed and people milling about.

Chris in SCCA Registration fixed us up with the right stuff and soon we were off across the bridge and on the way to set up our lawn chairs in the shade at corner five.

Wasn't long before I started to recognize a few familiar vintage race cars and what do you know, once again just as last year, there was Augie Pabst's beautiful Scarab turning left and beginning to climb the hill towards six. Something was missing though: seriously different from back in the early sixties and then it came to me. Old Gus just tucked in behind another car heading for six instead of diving inside for the pass. There was a time my friends when he would have caused everyone present to jump up off their blankets to watch him either skinny on through or dropkick the other car off on to the grass if it didn't move over. Of course Harry Heuer was paying

the bills back then, so what the hell, I cut him some slack this time around.

Next up were the Historic Formula Libre cars, you remember, old Indy, Formula One and anything goes cars, including a bright red Ferrari 412 that produced the most beautiful, high pitched whine one would hear this side of Nurburgring, Silverstone, Imola or Spa. I just sat back, closed my eyes and lap after lap, listened to the driver run up through the closely spaced gears before disappearing under the bridge. Exhilarating, to say the least.

After a while I told Patrick to watch the corner workers and explained what they do, how important they are and what the flags mean. I guess the crew was small in number, because of it being Friday, but I must say it was a joy to watch as they efficiently managed the action as it played out before them. The Corner Captain was quick and decisive, as he directed the effective use of the yellow and white flags. Use of the blue "move your big ass butt over because a faster car is about to overtake you" flag was a little harder to evaluate because of the vast difference in cars, mixed classes, driver ability and the degree of seriousness of one entrant over another. As a matter of fact, the differences can be so great that honest to gosh, I saw a Sprite pull a yellow Vett up the hill from five, lengthen the lead a hundred yards or more on the next lap and, my friends, there was no apparent mechanical problem with the big iron machine which continued until the session ended. But then, I gave pause to think, who the hell am I to criticize, at least the Vett driver was out there doing it and my days as a hero driver are but a dot in the rear view mirror.

I must add that later in the day we worked our way over to Race Control in the big white mausoleum and while there witnessed the cadre of Stewards react to the television image of a car that spun two times and might have hit the wall at the kink and kept on going before they could catch it's number. Sounded pretty serious and for a moment screams of "he did two 360's" (hmmm, I guess that would have been

a 720), and “who was that, get him/her in here and on and on. I thought hell, why be upset, give the guy a special award for how he pulled it off because the damn woods over there are full of broken car parts scattered by others who couldn’t handle it.

Well the sun started to dip lower in the sky, shade from the trees lengthened and soon the on track fun was over but with still more to come as it was on into town for the popular street concours and more race cars. Patrick and I hooked up with Dick Eisenmann and along the way chatted with Jerry Dunbar, Bill Schley, Tom MacArthur, John Langenfeld, concours Judge Ron Schneider and others before running into the world’s largest gathering of people named Porter, each up to celebrate the near completion and showing of Patriarch Bill Porter’s 1952 bright red Allard J2X roadster.

Over the past year, Bill and his good friend Mark Daniels kept many of us abreast of the ground up restoration in progress with email pictures and comments and finally there it was, sitting between a bright orange Jagermeister sports racer and something else with Jeff Miller’s beautiful Lola T-497 one slot over. Magnificent Elkhart Lake could be seen just beyond the sleek racers on the other side of the street and the throng of strolling gear heads and their lovely wives and girlfriends. Countless strangers and friends alike stopped to admire the Allard and visit with Bill, who at times wore a pre-war European hard hat, you know the kind that Fangio, Nuvolari and Varsi wore in early photographs. Pictures were taken, backs slapped, hands shaken, old friendships renewed and, in general, it was evident that a love-in was taking place between a very nice man, his friends, family and the star of the evening, the Allard roadster (see pictures below).

As an aside, and reaching back about thirty years or more ago, it was Daniels who found the J2X and mentioned it to Sue Porter who purchased it for \$8,000 from a gentleman in Milwaukee who was experiencing some severe cash flow problems. In twenty-degree weather, Daniels drove the topless car from the city out to the family’s home in Mequon to make what must have been a very merry Christmas for Bill.

To top it all off, the Committee presented Bill with an award for one of the top entries among retired race cars. What a fine evening it was, what a fine array of beautiful motorcars and what a fine time we had among so many good friends.

Well, needless to say, my friend Patrick Danika was impressed with the events of the entire day. He kept saying “I gotta get me something cool, something fast, something that I can take the top off and leave it that way for the entire summer”. He was hooked, as each of you and I were some years back and it wouldn’t surprise me one bit, if next year he picks me up in an old Jag 120, Porsche Speedster or TR-3 and we do it all again. May the good Lord grant all of us the time to come back. Life is good.



# 2005 Region Directory

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