

MILWAUKEE REGION

Drift



September/October/November, 2005

Congratulations to Niki Coello on his Triple Crown Victory (June Sprints©, and Division and Runoffs Championships) in Formula Continental !!

Congratulations to Mary Bahr, Solo II Champion in STUL!!

More Run-Offs and Solo II results on page 3

Milwaukee Region Board of Directors

Election Results

Re-Elected: Jeff Cashmore
Jim Dentici
Roy Rogers

Also elected: Mike Alexander
Niki Coello
Jason Miller

2006 Officers

Regional Executive: Julie Komp
Vice Regional Executive: Jim Roemer
Treasurer: Bill Rudolph
Secretary: Roy Rogers

Executive Committee: The 4 officers listed and Jeff Cashmore, Mike Cudahy, and Jim Dentici.

Congratulations to those who were elected and to Bill Rudolph who was chosen to complete the unexpired term of Chris Cwiklinski. And thanks to Cheryl Barnes, Chris Cwiklinski, Angelo Gazzola, and Mike Piotrowski for their service over the last year.

You Are Cordially Invited **MILWAUKEE REGION** **ANNUAL MEETING**

SATURDAY, NOVEMBER 12, 2005

*Midway Hotel – Brookfield,
1005 S. Moorland Rd.
(SW corner of I-94 and Moorland Rd. exit)
6PM Social Hour
7PM Buffet Dinner and Awards
\$25 per person*

*Guest speaker is Peter DeLorenzo,
founder and editor of the AutoExtremist.com*

*For information contact Jim Roemer
262-650-7904 or lola540@hotmail.com*

R.E. View – Julie Komp

Mid–October and another excellent racing season in the books. Please come celebrate successes and friendships with us at our Annual Meeting and Awards Banquet on November 12th at the Best Western Midway Hotel in Brookfield. Invitations have been mailed. Also mark November 5th on your calendars, as Milwaukee Region is hosting the Cen–Div Roundtable, notable because it is the last time Area 4 and Area 5 will host a joint Roundtable. Next year the division will be split. The event will be held at the Four Points Sheraton by the airport. Details can be found at www.cendiv-scca.org. The Cen–Div Roundtable is used as a scheduling meeting for all regions to come together and work out the details of the next year’s Solo and Road Racing schedules. Solo and Divisional Administrators also use the Roundtable for training on worker specialties and Solo. As soon as the schedules are firmed up, we will post them on the web.

This time of year also ushers in new Board of Directors members. Those elected on this year’s ballot were Mike Alexander, Niki Coello, Jason Miller, as well as incum-

bents Roy Rogers, Jeff Cashmore and Jim Dentici. Officers are Bill Rudolph as Treasurer, Roy Rogers as Secretary, Jim Roemer as Vice R.E. and myself as R.E. We offer our sincere thanks to those who have left the board this year, Cheryl Barnes, Chris Cwiklinski, Angelo Gazzola and Mike Piotrowski. We appreciate your time sacrifices and service to the region.

I would also like to thank each one of you who has put in time and effort organizing or working one of our events, or competing in one. Our region is a group of volunteers who all enjoy competitive motorsports. We are drawn from diverse backgrounds to one common obsession. We exist and thrive as a region by each of you sacrificing some of your time, effort, and ok, money to put on successful events. Now is a time to rest, to reflect on what went well and not so well, and to make plans for the next season. Enjoy your Fall and I look forward to seeing you at one of our November events.

.....And Another Thing

Don’t you think that having also been elected to the Milwaukee Region Board of Directors that it could be said the Niki Coello actually won the “Quadruple Crown”? OK, then again maybe not ☺

Lucky you. We - the editorial “we” - have accepted the challenge to continue as newsletter editor. Watch for exciting new features and stuff starting early next year.

As always we - the editorial “we” - are looking for more contributors. Or make that ANY contributors. Come on, some of you have to have interesting stories and/or pictures to share. We - the editorial “we” – would really like to have someone who would like to do write-ups of our race and solo events. Even small tidbits, interesting stuff that happened, etc. Please, please, please.....

Sad News

Marcia Nappi, passed away recently as a result of complications following surgery. Many of you will remember her as a co–founder of Blackhawk Farms. And many of you may know her as mother of Bunny Snively who is Midwestern Council’s Race Staff Director.

If you’ve ever worked a race in Florida you may have met Bob Sager, F&C Regional Administrator for Central Florida. Bob lost a hard fought battle with cancer. As described mby Milwaukee Region member Doug Johnson, Bob was “a "one man walking worker party" as he traveled from corner to corner at the Rolex, slyly slipping people extra patches and trinkets, always with the disclaimer "don't tell anyone where you got this."

Our condolences to the families and friends of Marcia and Bob.

2005 Run-Offs Results

In addition to Niki Coello's Formula Continental Championship, Milwaukee Region had 2 other drivers with podium finishes – Bart Wolf, 2nd in S2000, and Harry Manning, 3rd in SSB. Congratulations to them and to all Milwaukee Region Drivers who participated in the Run-Offs:

Race 1 - HP

11th - Richard Root

Race 2 - CSR

DNF - Jeff Miller

Race 3 - SSB

3rd - Harry Manning

10th - Joe Ebben

Race 4 - S2000

2nd - Bart Wolf

Race 7 - GP

14th - Greg Gauper

DNF – Bill Wessel

Race 9 - F500

16th - Darrel Greening

19th - Kenneth Holzer

DNF - Robert Giesen

Race 11 - FM

11th - Dennis Marklein

Race 13 - FC

1st - Niki Coello

6 - Brian Belardi

15 - Michael Beauchamp

Race 14 - DSR

5th - Michael Reupert

6th - Jason Miller

Race 15 - EP

28th - Lawrence Loshak

DNF - Ken Kannard

Race 16 - GT1

8th - Cliff Ebben

Race 18 - FV

18th - Mike Beaumia

26th - Ron Whitston

Race 19 - FP

19th - Mike Moser

35th - Gerald Lamb

Race 21 - FF

18th - John Vlasis

2005 SOLO II NATIONAL CHAMPIONSHIPS

Milwaukee Region has one Solo II National Champion – Mary Bahr, 1st in STUL. Congratulations to Mary and the other Milwaukee Region Solo II trophy winners:

Denise Cashmore – 2nd in ESL

Jeff Cashmore – 3rd in ES

Sebastian Strauss – 3rd in F125

Patrick L Washburn – 3rd in HS

Mike Tews – 4th in FP

Roy Dietsch – 4th in STS2

Craig Mankiewicz – 5th in STS2

Chris Fenter – 6th in STX

Steve Wynveen – 7th in AS

Jimmy Crawford – 7th in STS

Colin Fiedler – 9th in AS

In addition, Steve Wynveen took 2nd overall in AS for Pro Solo

Goodwood Revival 2005

By Dick Eisenmann

This past mid-September, Bob Flemming and son Todd, Gary Hawk and I left for O'Hare on the first leg of our adventure to Great Britain and ultimate goal of experiencing the Goodwood Revival. Goodwood is a three-day event similar to the Monterey Historic Concours and Vintage Car Meet held each summer in California, only larger, arguably classier and definitely more British.

After almost eight hours in the air, we arrived at London's Heathrow Airport, where we took one of those cute little black cabs to our hotel and then on to sample the fare at our first English Pub, followed by early to bed. The next morning, we set out to experience London with visits to the famed Herrod's Department Store, Big Ben, Westminster Abby, the Tower of London, St. Paul's Cathedral, Hyde Park, Parliament and, in the evening, over to the Drury Lane Theater to see Mel Brooks "The Producers". We soon learned that life in London can be expensive with ninety dollar cab rides, sixty dollar phone calls home, the equivalent of seven to eight dollars for four litres of petrol, as much as eight dollars for one hour at a parking meter, thirty-six dollar breakfasts and, as advertised, \$36,000 to rent a luxury apartment for one month. Porsches, Mercedes, Bentleys, Beemers and Aston Martins were everywhere with an occasional Lamborghini at curbside.

The next day, we headed for Greenwich, England via a riverboat up the Thames and, while there, we visited a site known as the Prime Meridian where, if straddled, would have one being in two hemispheres at the same time. Lunch was at a local pub that claims to have been where the Great Train Robbery of 1967 was planned. Later, we searched Piccadilly Square, with no luck, for a pub that might carry the Packer game on its telly

Next, it was on to Stratford on Avon to join up with our purchased tour, enjoy a fine meal followed by an afternoon of cricket while having many laughs with Brits as they tried to explain the rules. Visits to an English car museum and the Rover automobile manufacturing plant were next and then a tour of Stratford, where all buildings must maintain their original exterior design. Our travels had us going through mostly sheep country and many small villages, one where former Formula One Champion Jackie Stewart maintains a very large and beautiful hunting residence.

Then it was off to West Bromwich and a tour of the Jaguar factory that was quite the same as most automobile plants. At dinner that night, Dickie Atwood, 1970 24 heures du LeMans winner and occasional Formula One driver joined us, as did Paul Roller and John Leopold of Milwaukee.

The following morning, we stopped at 4 Ashes Garage. While quite spartan on the outside, the interior was filled with row upon row of Aston Martins under restoration or being tuned. Then it was off to Portsmouth to meet Francis Tuthill, whose garage prepared professional rallye cars for European and African events including the famed Dakar run which originates

annually at a European starting place and ends in West Africa.

On to Goodwood and assorted local stops and we were all excited. Included was a visit to the estate of Lord March, benefactor of the Goodwood Revival and wealthy landowner. A spirited cricket match was being played on the front lawn by guests and, while watching, we were treated to a flyover by a World War II Spitfire at near ground level. Lord March is said to own over sixty miles of coastline along the English Channel, courtesy of a grant to his ancestors several hundred years ago. While there, we enjoyed lunch and refreshments under a large tent where I noticed two fellows sporting Cooper patches on their jackets. While visiting with them, I learned that Peter Jackson has a T-56 like mine and Geoff Gaertenside owned a F-3 500 cc racer. As proper Englishmen with similar interests would do, they invited us to join them in the paddock at race time.

Friday came and with it a chance to attend the famed Bonham Auto Auction where scads of interesting motorcars were to be offered including a 1930's Buggatti expected to bring \$7,000,000. The rest of our day was spent viewing row after row of beautiful vintage cars and visiting automotive vendors. To do so, one must be properly attired in vintage clothing or at the very least, with the gentleman donning blazers and ties.

Four times each race day, we were treated to mock air battles overhead, yet close to the ground, by World War II vintage American P-51 and British Spitfires complete with strafing and simulated close contact dog fights. Truly spectacular!

A VIP tent was available for our use throughout each day, where we were served breakfast, lunch, high tea at four in the afternoon and champaign at any hour. It was our distinct pleasure, one afternoon, to be joined by Sir Sterling Moss, with whom we visited and had our pictures taken. I should add that, erected above our hotel suite, was a closed circuit television screen about 25' x 35' in size. Throughout each day, it provided coverage all of events and activities including cars, planes and strolling guests.

Sunday night marked our last in Jolly Olde England, after first enjoying dinner with famed English racer and Speed Channel commentator, Derek Bell. He too posed for pictures with us and then, all too early; it was all over, except for our trip home.

Expensive, yes, but I'd do it all again, even if it cost twice as much.

September 2005 Road America Vintage Car Races

By Ted Tappet

Well that didn't take long. A few months after last summer's BRIC was time enough for my old pal Patrick Danika to separate himself from a few shekels after finding a somewhat used and abused 1956 Moretti 1200 Sport Vignale Spyder. The old stove had been sitting in a barn just this side of Madison, Wisconsin for the past thirteen years where a covey of barn owls with a pretty serious case of diarrhea had been squatting over it for at least that long.

He called one day and asked me to trot on out with him for a look see and I thought what the hell, let him get stung like the rest of us did with our first purchase of an oil leaking, drafty and rattling old pile of schiess. So all the time we were motoring on out, I was thinking, hell if this old pile of crap was worth anything, Madison's Chris Beebe would have found it by now for his collection. I have to admit that I know about as much about the workings of an automobile as your average shoe salesman, but old Pat didn't know that. As a matter of fact, I have a rough time zipping my pants and tying my shoes every morning but, in the past, I had used terms like gear ratios, oil pressure and knuten valve, so he thought I was the reincarnation of Alfred Momo or Herr Neubauer.

Well, we got there and were pleased to see that the owner had draped a tarp over the seats and had the damn thing actually running. Didn't sound too bad and there was no evidence of oil under it, so off we went for a spin over to Sun Prairie and back. Damn if the thing didn't just purr like a kitten and I could tell old Patrick was hot to trot when he asked if I noticed anything wrong. Well he knows less about cars than I do, so I told him the only thing I noticed while he was driving was that there was a loose nut behind the wheel. When he accepted that I went on to say that there might be a little water in the wheelbase and again he said nothing but I just couldn't screw him around any more, so back we went to Farmer Brown where Pat shelled out a bunch of Lira and we headed for home.

We made it back in good fashion with Speed Racer's

hands covered with one hundred dollar calfskin racing gloves at the 10 - 2 position while he made like Alberto Ascari at Monza. Scared the living crap outta me but we made it home. The following week we spent changing the oil and filter, buffing the seats and paint, changing the plugs and making it presentable for our drive to Road America for the September vintage races. Damn if the son-of-a-gun didn't look real nice – no, it looked down right beautiful and I wished that I had found it.

Got up there OK and soon we were on the grounds and what-da-ya know? People were stopping us, asking questions and posing for pictures next to it. Now, I was really pissed because no one had ever reacted like that to my old MG and another thing, if it wasn't for me coming along and offering my expert opinion, he wouldn't be having all this fun and new found fame. Clearly I was jealous.

For the entire morning, while making new friends, we embellished, no, down right lied while telling of our prowess and history with exotic European automobiles. That was fun but soon it was time to take it out in the touring time spot and show off a little. Wow, it became evident that this guy was a fast learner and hooked for good. Well, for the rest of the day, I was little more than baggage but you know what? No longer was I jealous, but instead truly happy for the guy. He found the Holy Grail, he was driving at Utopia, his cup runneth over and he was Superman. How could I not be happy for him as I recalled feeling the same way almost fifty years ago?

A couple of days passed before I dropped in unexpectedly at Pat's house and found him on the phone and couldn't believe my ears hearing him tell somebody on the other end all about gear ratios, oil pressure and knuten valves. Iyeeeeee, I created a frigging monster.

Fiction & Fact from Ted Tappet's Gunnysack

First off, if you are not old enough to know what a gunnysack is you might want to skip this item and go back to playing your video games. But if you decide to carry on then, please be advised that there is no story here, just a bunch of snippets about people, cars and other issues that I like.

Many years ago, the great pre-World War II Grand Prix Champion Nuvolari was introduced to a woman who was in awe of the great Italian driver and said to him, "How dangerous it must be to drive at such speeds and went on to ask aren't you worried that you might get killed?" The Great One responded by asking her how she would prefer to die when her time comes to which she answered, "Peacefully while in bed as I lay sleeping." Then my dear, he asked, aren't you afraid to turn the lights out each night?"

Formula One Champion from the sixties, Graham Hill's first venture into the sporting world was as a student oar on his Henley crew. Later when racing automobiles, his distinctive helmet carried the colors of the London Rowing Club.

Nothing to do tonight? Nowhere to go? Nothing good on the telly? Well trundle on over to your 'puter thing and surf some of the following:

Il Tridente on line is the official organ of the American Maserati Club and if you hunt hard enough you will find a great article on former Milwaukee Region racer Bill Kimberly. Great stuff with lots of familiar local names from the sixties.

Try surfing **Meadowdale International Raceway** and you will be rewarded with an opportunity to view countless pictures from Meadowdale, Wilmot, Lynndale Farms and the Fair Park.

If you're a Formula One buff, with special interest in the old days, type in the **Story of the Grand Prix** or **Grand Prix History** and you'll find numerous opportunities to revisit the romantic yesterdays of international motor racing.

Try scanning **Briggs Cunningham**, **Piston Patter** or **Monterey Historic Races** to learn more about the good old days. *Piston Patter* serialized a history of the Chicago Region entitled "*Once Upon a Wire Wheel*" and it's still there for your viewing pleasure.

If your not into surfing the net and prefer to read, pick up Masten Gregory's bio *Totally Fearless*. The Kansas City flash was the first American ever to stand tall on a Formula One podium when in 1957 at Monaco; he finished third in his first GP try. Local Motorsports writer Tom Schultz and veteran racer and enthusiast Mark Daniels both give it a strong two thumbs up and it's on my list.

If you ever get down to the 12 Hours of Sebring, be sure to visit Bob Tullius' museum on the airport grounds and but a thrown piston away from the race course. All of his old Group 44 Jags from LeMans and SCCA Championship Triumphs are on display together with a wonderful collection of vintage airplanes. Among his classics is a World War II P51 Mustang fighter and

it's said that he is as good a pilot as he was a racer. The March 14th issue of Sports Illustrated reported that the Indy Racing League was switching to corn based fuel this year. Are you ready for this? Gentlemen, and Lady, Starch your Engine.

Does anybody remember the American Motors Gremlin? If you do, did you know that the great Italian automobile designer Giotto Bizzarinni, who created shells for Ferrari, Maserati and Lamborghini, is said to have designed the Gremlin. Now I ask you, wouldn't the chances of that be about equal to that of Michelangelo painting "Dogs Playing Cards"?

Following are some little known facts about Milwaukee Region members, past and some present and others too that I bet you didn't know:

Bill Wuesthoff was Augie Pabst driving instructor at one of our region's schools at the Fair Park in about, and I'm a little fuzzy here, 1957.

Bill Tannhauser, Milwaukee Region driver of the fifties, sixties and into the seventies once raced a 1957 Ford Thunderbird in several SCCA events. It was referred to as the Blunderbird.

As a teenager, Bill Porter had a part time job working as a caretaker at the Brooks Stevens Automobile Museum in Mequon. There is no truth to those who say the cars were all new when Bill was in high school.

NASCAR's Richard Petty and David Pearson, the latter of who is considered by many to have been a superior driver, finished one-two on sixty three occasions.

Staying with NASCAR, if Viagra is so good, how come Mark Martin, driver of Rouse Racing's Viagra sponsored Ford # 6, never gets a pole?

The late Dale Earnhart was a true baseball fan and part owner of a minor league team in his hometown of Kannapolis, North Carolina. Care to guess what the team's name was? What else but the Intimidators?

And while on the subject of Dale, Sr., it's been said that first and second graders in the Kannapolis public school system learn and recite their number as one, two, Earnhart, four, five, etc.

Wouldn't you like to see, or I mean hear, a revival of the one and five minute bombs at RA during the vintage events? With all the nostalgia present, why not take it a step further and scare the hell out of a whole new generation of race rats.

According to a recent article in BusinessWeek, an estimated two thirds of new US cars, and thirty million already on the road, are equipped with devices that, after an accident; records information about speed, accelerator position, braking and airbag deployment. They can even tell if the seat belts were buckled. Information from the "black boxes" can be critical and admissible evidence in criminal cases and other lawsuits.

2006 Board of Directors

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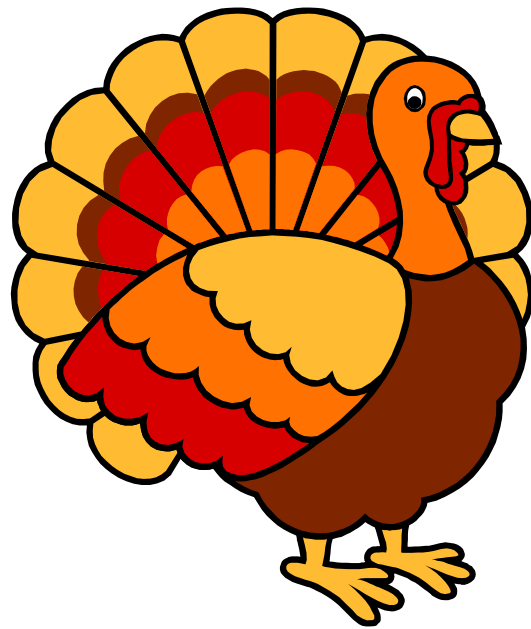
*Denotes Executive Committee

Classified Ad

Wrecked GT-1 car. Have 358" Ford engine and lots of spares including C302 heads, 5.5" 3 disc clutches, 12x16" wheels, brakes & rotors, coil-over shocks & springs, fuel pumps, -16, -12 & -10 aeroquip lines, radiators and all of the little stuff left from a bent chassis.

Bill Paul 414 461 5051 - days, 262 781 8003 - eves

Happy Thanksgiving



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>