

# MILWAUKEE REGION

# Drift



December, 2005

# HAPPY HOLIDAYS



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## Region Calendar

### January

10 Board Meeting  
31 Solo Meeting

### February

2-5 National Convention  
11 Annual Competition Meeting (AM)  
11 Board Meeting (PM)  
28 Solo Meeting

### March

14 Board Meeting  
28 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

# R.E. View – Julie Komp

Season's Greetings!

Last month Milwaukee Region had our Annual Dinner/ Meeting and a good time was had by all. For those of you who were unable to attend, I'll recap a bit. Our keynote speaker was Peter DeLorenzo, founder of the Autoextremist.com website. You will find very little that is politically correct on his site and his keynote address was refreshingly so. Peter grew up in Wisconsin and among other things, offered some reflections on the Road America and the Milwaukee Mile he knew, and was excited to hear SCCA will be racing once again at The Mile. Peter's keynote address appears in this issue of the Drift.

From the Treasurer's Report: We have a very good cash position with conservative investments. We thank all the road racing drivers who donated to the Worker Appreciation Fund. An excess of \$3800 was donated this year. \$2000 of that was used to provide worker prizes and worker camping. The remainder in the fund is being saved to fund the construction of corner stations at Road America to shelter F&C workers from the sun and the rain. Hats off to Solo for rounding up \$5100 in sponsorship this year.

From the R.E. Report: Next year is the region's 60<sup>th</sup> anniversary. We are collecting memorabilia to commemorate our history and add to our celebration. If you have something to share or are willing to help in planning the celebratory events, please contact Tony Machi.

Thank you to Sue and Toby Schuster for putting together the membership directory, which was distributed at the dinner.

Our region hosted the last joint Roundtable between Area's 4 and 5. Area 5 is now incorporated and consists of the following regions: Milwaukee, Chicago, Blackhawk Valley, Land O' Lakes, Central IL, Great River, Badlands, Lake Superior and Iowa Regions. Area 5 will keep the

Central Division name and Area 4 will likely be known as Great Lakes Region. November 1, 2006 is the date we officially become our own division.

Track updates - *The Milwaukee Mile*: this race did not happen this year, but with a change in track management and financial commitments from the state, we are looking good for Labor Day '06. *Blackhawk Farms*: More paved paddock and improved garage spaces are some of the changes we'll see. *Road America*: Has leveled the hill behind the medical building and will be paving it for more paddock space. They are creating two more skid pads, and building a new medical building that will be more centrally located for competitors. The Billy Mitchell Bridge will have a new look next year, extending much farther to accommodate changes in the track runoff area below the bridge (between 13 and 13A). Turns 3, 5, 6, 8, and 12 will be resurfaced with specialized asphalt. Turn 5 will have more paved runoff and less gravel and lastly, a Paddock Village will be created across from the track with year-round shops, garages, condos, etc.

The rest of the night was spent honoring our workers and drivers for their achievements this season. See the posting in this issue for awards and winners and check our website for drivers' accolades.

On a much sadder note, the Region mourns the passing of John Langenfeld. John was a long-time active region member both as a competitor and as a worker, course marshal and pace car driver, and so much more and was a fixture at Road America. His smile, his warm greeting, his stories, and his willingness to lend a hand will be sorely missed.

The 2006 Cen-Div Road Racing schedule has been set and is available on the website. Planning for next year's events has already begun. We had a great year as a region and are looking forward to another.

Best wishes to each of you for a peaceful holiday season.

## 2006 CenDiv Road Racing Schedule Abbreviations

**D-Double**

**BHF-Blackhawk Farms**

**BIR-Brainerd Int'l Raceway**

**GRA-Grattan**

**R-Restricted**

**GM-Gingerman**

**M-O-Mid Ohio**

**T-Tentative**

**IRP-Indianapolis Raceway Park**

**WAT-Waterford Hills**

**NL-Nelson Ledges**

**RA-Road America**

## John N. Langenfeld

John N. Langenfeld, age 67, of Elkhart Lake, WI died unexpectedly Tuesday November 29, at his residence.

He was born August 2, 1938 in New Holstein, a son of the late Edward & Edith (Bell) Langenfeld. On February 3, 1967 he married Carolyn Stone; she preceded him in death on October 3, 2002.

John loved British cars and sport car racing. He had a love for racing his fully restored Austin-Healey. John was a longtime member of the Road America Board of Directors, a member of the Sports Car Club of America since 1965, the Vintage Sports Car Drivers Association and a member of the Elkhart Lake Service Club. John served many years as Milwaukee Region's Chief Course Marshal and Pace Car driver.

He is survived by his step-mother, Mary Langenfeld of New Holstein; five sisters, Mary Langenfeld of Madison, Lois Langenfeld of Madison, Sue (Harry) Anderson of Cedarburg, Paula (Douglas) Gaedtke of Eagan, MN and Colleen(Christopher) Cummins of Sussex, WI; 6 brothers, Tom (Joan) Langenfeld of Crofton, MD, Joe (Sue) Langenfeld of Burriged, IL, Michael (Sarah) Langenfeld of Charlesburg, Bob (Linda) Draeger of New Holstein, William (Leone) Draeger of Prentice and Al (Nancy) Draeger of New Orleans, LA; 1 brother-in-law, William Hertle of Chilton. He is further survived by many nieces and nephews and great nieces and nephews. He was preceded in death by his parents and 2 sisters, Margaret Langenfeld and Barbara Hertle.

A memorial fund will be established in his name.

Our condolences to John's family and his many friends.

## Pat Van Der Jagt

Patricia Ann Van Der Jagt, 67, of Sheboygan, dear wife of Neil H. Van Der Jagt, passed away Wednesday, December 14, 2005 at Miami Baptist Hospital in Miami, Florida after suffering a blood clot in her lung.

The Van Der Jagt family are automobile racing enthusiasts, enjoying many happy times at Road America, other sport car tracks in the mid-west and many NASCAR tracks throughout the United States. Pat became actively involved with the Sports Car Club of America. Over the years volunteering in timing and scoring, eventually becoming Chief of Timing and Scoring of the Milwaukee region of the SCCA.

In addition to her husband, Neil, Pat is survived by three children, Todd R. (Ronda) Van Der Jagt and their daughter, Taylor Jo of Dubuque, Iowa, Scott J. (Beth Bozeman) Van Der Jagt and their son, James Thomas of Memphis, Tennessee, and Lisa M. Van Der Jagt of Neenah, Wisconsin; three sisters, Mary (Lester) Gross, Arlene Zajkowski all of Sheboygan and Marjorie Oldenburg of Neenah, Wisconsin; two brothers, Gordon (Fran) Schneider of Sheboygan and Kenneth (Kathy) Schneider of Dundee, Wisconsin; nieces, nephews, other relatives and friends.

In lieu of flowers, the family requests memorial contributions be made in the name of Patricia A. Van Der Jagt to the University of Wisconsin Medical School, Transplant Clinical Research, 600 Highland Ave, Madison, WI 53792.

Our condolences to Pat's family and her many friends.

# **2005 Annual Meeting**

## **Major Award Winners**

### **Wuestoff Award – Anne Kumor**

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 – Bill Rudolph**

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 – Team Shanty**

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 – Joyce Johnson**

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

### **Janitor's Cup – Mike Cudahy**

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 – Steve Wynveen**

**Dean Rohde Solo II Service Award – Robert Bedelis**

**Solo Rookie of the Year – Danny Crawford**

# The Future of Racing

## Remarks by Peter M. DeLorenzo, Publisher, Autoextremist.com to the Milwaukee Region of the Sports Car Club of America Annual Banquet, November 12, 2005

Good evening. It's really a pleasure to be here tonight.

When I was asked to be the guest speaker for your annual banquet, it instantly brought back a lot of memories. I went to my first SCCA race in 1962 - and needless to say, I've been to countless events ever since. To me, the SCCA has always been about family and the thread of shared experiences on the road of life, and I'd like to share a few of those memories with you before I talk about my ultimate topic tonight - which is "The Future of Racing."

Because both of my parents had deep roots in Wisconsin (my mother's family is from Madison, and my father's family is from Racine), I spent many a summer in this beautiful state. And once the racing bug took hold of my older brother, Tony, and I - I found myself back here and in the surrounding region frequently. And it's an odyssey that continues to this day.

The first big SCCA "pro" event that I had the good fortune of attending was at the famous Meadowdale Raceway, in Illinois, in 1963. I'm sure some of you here are aware of that historic track, now long gone, because it was quite a spectacle back in the day - complete with its replica of the high-banked "Monza Wall."

If you've been around the SCCA for a while, you're probably familiar with the DeLorenzo name, because my brother Tony was one of the most successful Corvette drivers in history.

Starting with SCCA regionals in the mid-60s, I accompanied Tony on his exploits. We covered the gamut of tracks at that point in time - from Watkins Glen, Lime Rock, Vineland, New Jersey and Marlboro, Maryland on the East coast, to Mid-Ohio, Nelson Ledges, Brainerd, Waterford Hills, Grattan, Blackhawk Farms and Road America in the Central Division. We even raced at an SCCA National right here on a road course at the Milwaukee fairgrounds that utilized part of the oval, conducted by your forefathers in the Milwaukee Region.

Tony went on to racing success with his famed Owens-Corning Fiberglass Corvette team, which in one stretch won 22 straight SCCA races, finishing 1-2 in 12 of them, as well as accumulating several high-profile GT-class wins in the premier international endurance races in North America at the time, including the 24 Hours of Daytona, the 12 Hours of Sebring and the Watkins Glen 6-Hour.

Tony crowned his career as one of the top privateers in the "glory days" of the Trans-Am series in 1970 and 1971 and in IMSA in the '70s. Tony now races a 25<sup>th</sup> Anniversary Chevy-powered Scarab MK. 1 in vintage events. I'm sure many of you have seen him up at the BRIC.

As for me, I dabbled in racing Formula Fords in England in 1971

and then back here in the states for several years after. But I quickly surmised that though I was a pretty good driver (in my mind anyway), the leap to the next level was probably more than my talent was capable of delivering, so I decided to finish school and pursue one of my other passions - writing.

I ended up in the advertising profession, writing commercials for Pontiac, Dodge, Nissan and Chevrolet along the way - in a career that spanned over 22 years.

During my time in advertising, I was able to observe the car business close-up, and I was forming definitive opinions and insights every step of the way.

By 1999, I was finally ready for the next chapter in my life, which is how Autoextremist.com came about.

Many of you are familiar with our weekly Internet publication through the racing column I write called "Fumes" - under my pen name, "Methanol Boy." Others here have probably come across our website because of the commentary I do every week about the automobile business.

I'm proud to say that Autoextremist.com has become the most influential publication of its kind - offering a combination of informed commentary, editorial opinion and analysis that's unique, controversial, and remarkably accurate. We write about what other media sources will only discuss "off the record" or in "deep background."

We set out to "Influence the influencers" with the site - and I humbly submit that we have succeeded in doing so.

I'll give you a good example. When Bob Lutz was brought in by GM several years ago to jump start the company, he told me privately that he went back and read every one of my columns before hand - in order to, as he said it, "get my head back in the game." Needless to say, Bob pays attention to what we have to say.

The one key thing that sets us apart and that I believe we deliver better than any other automotive publication, is perspective. Growing up in a car family (my father was in charge of General Motors Public Relations for 23 years), I was immersed in the car culture from birth. I knew many of the legends of the business on a first-name basis, people like Bill Mitchell, Ed Cole, Zora Duntov, Bunkie Knudsen, John DeLorean and many, many others.

I've also had the good fortune to be immersed in racing from the time I was 12, witnessing the "glory" years of the Can-Am and Trans-Am series in person. And I've followed racing closely for more than four decades.

Add to that the fact that I spent over two decades creating marketing and advertising strategies and executions for car companies and their ad agencies in Detroit, New York and Los Angeles - and I'm able to combine historical fact and in-the-trenches experience into a perspective that has become highly sought after by automobile companies.

So tonight, I'm going to give you a full dose of The Autoextremist perspective on racing and the business of racing. I hope you'll find it interesting and even compelling. Or maybe you'll even find it a little exasperating, but here goes&

I believe that what Tony George has done to major league open-wheel racing in this country is a complete travesty. In an effort to gain control over the sport, the scion of the Hulman family used his control over the Indianapolis 500 and the Indianapolis Motor Speedway to force a split in major league open-wheel racing that continues to leave the sport in shambles today.

That said, however, I believe the Indianapolis 500 is *still* the greatest single motor race in the world and the Indianapolis Motor Speedway is the greatest race track in the world - sharing that title with the famed Nurburgring *Nordschleife* - which is the greatest road-racing course in the world.

I believe that the split in major league open-wheel racing in this country set off a chain of events that played right into the hands of the France family in Daytona Beach, Florida - which helped propel NASCAR to the popularity that it enjoys today. And I predict that, short of a miracle, the sport of open-wheel racing in this country will never recover.

I believe that, as much as Tony George has destroyed the sport of racing through his so called "vision" (or lack thereof) the France family has done as much damage, if not more so, for different reasons. The France family stopped caring about the "sport" of stock car racing so long ago that they can't even remember what it was about in the first place - and now they go out of their way to disavow themselves from their colorfully *authentic* roots at every opportunity.

Motivated by greed, pure and simple, NASCAR has abandoned any pretense of actual racing in favor of creating their own brand of "racertainment" - a mind-numbing promotional vehicle revolving around co-branding opportunities, marketing "synergies" and generating as much advertising revenue as possible. Not that I have anything against generating revenue, mind you, but NASCAR has gotten so far away from the actual racing that it's clear nothing else matters anymore.

Why am I talking about NASCAR at an SCCA banquet? Because if you don't think that the success of NASCAR affects what you do here in the SCCA, you'd be sadly mistaken. NASCAR's success with corporate America has made it even more difficult for organizations like the SCCA to attract sponsors for their racing endeavors and other activities. It's not something that I enjoy relaying, but it's a fact.

NASCAR races have become interminably long, drawn out infomercials punctuated by pit stops, caution laps and an

eventual winner whose remarks are so predictable and rehearsed that the post-race interviews dissolve into yet another commercial.

How many times have we heard something like the following? "My Cracker Barrel - Wham-O - Beef Jerky - Jello Dodge run real good today - and I'd just like to thank my other sponsors - Fritos - Jiff - Oreos - and Cheez-its while I'm at it&" and so on.

And then there's the NASCAR schedule, which is flat-out, the most ridiculous schedule in all of sports. NASCAR likes to tout itself as a "family" sport, but their 36-weekend death-march of a schedule has done more to destroy marriages and families than any episode of the Jerry Springer show. It's the ugly side of NASCAR that the France family doesn't want anyone to know about or talk about, but it's there, make no mistake about it.

NASCAR runs a relentlessly tedious "spec" racing series made up of "spec" cars and even "spec" robo drivers, who are hired as much for their acumen in dealing with the media and sponsors as their driving abilities. Pure talent behind the wheel stopped being the deciding factor long ago in NASCAR, now it's about the driver who presents the perfect "package" - with the perfect looks, the perfect demeanor, even down to the perfectly acceptable wife or girlfriend.

I believe NASCAR has become a caricature of itself, and I believe that the France family's greed will ultimately backfire on them. I'm already getting vibes from the most savvy media buyers in the business in New York that NASCAR has reached the saturation point.

These media experts are starting to caution their clients that spending \$15 million dollars a year to become the primary sponsor on a top-fifteen running car in NASCAR, plus another \$20 million or more to promote the involvement is no longer the smart way to go - because the messages from all the sponsors are starting to crash together in one wall-to-wall blur.

People scoff at the notion that the pendulum will swing the other way for NASCAR, but I've been in and around the sport of racing for a long time and make no mistake, no racing series can sustain the growth and popularity that NASCAR has enjoyed over the last ten years. NASCAR *will* run into problems, I guarantee it.

How would I "fix" NASCAR? (Since it's not going away, I like to amuse myself with such things).

If I had the keys to the NASCAR machine here's what I'd do with it: I'd cut the schedule to no more than 25 weekends, I'd end the practice of visiting the same tracks twice during the season, I'd return traditional dates to traditional tracks, I'd reserve the 500-mile race distances for only a very few premier events like Daytona and Darlington, I'd mandate stock-dimension sheet metal with no body templates, I'd cut the engine size to 2.5-liter V-8s with no restrictor plates, I'd make on-board jacks and gravity refueling mandatory, and I'd add at least three more road races to the schedule. But like we say at our Autoextremist editorial meetings, it's notgonnahappen.com

- because at the end of the day, rational thinking will never trump greed in the France family empire.

As for road racing, I believe that the “split” going on in road racing is a complete travesty too. When I was at the American Le Mans Series weekend at Road America this past August, the car count was a disgrace. 24 cars? From what is allegedly America’s premier road-racing series at this country’s premier road course? That’s simply unforgivable.

But as in open-wheel racing, we’re faced with a battle of egos in road racing too. Don Panoz, the one guy who can go toe-to-toe with the France family financially, and who cares about the sport of road racing and wants to see it thrive, is on one side of the equation with the ALMS. And the France family is on the other with their Grand-Am series.

Let me be blunt here - the France family couldn’t care less about road racing. The only thing they really care about in this matter is preventing Don Panoz from gaining control of road racing in this country - simply because they don’t want anyone mustering a challenge to their gravy train – on any level. So they’re willing to expend vast sums of money to keep the Grand-Am series afloat, just to derail any plans Mr. Panoz might have.

This makes perfect sense when you really think about it - at least from the France family perspective. They already have open-wheel racing covered, because as long as otherwise reasonable people can sit there and tell you to your face that two major open-wheel race series can survive, let alone thrive in this country – the France family will continue laughing all the way to the bank. (And by the way, I do believe there will be one major league open-wheel series again in this country - just don’t ask me when).

But back to road racing – the France family finds the international connections of the ALMS to the 24 Hours of Le Mans to be an insult and an affront to their domain. They actually believe that the Daytona 24 Hour is the premier endurance race in the world. That gives you a peek into the irrational thought processes running rampant in Daytona Beach, because in no way, shape or form is the Daytona 24 Hour equal to the 24 Hours of Le Mans in world prestige, not even close, as a matter of fact. I would argue that the Daytona 24 Hour isn’t even the premier endurance road-racing event in *this* country - I think the 12 Hours of Sebring has more prestige.

So just when we absolutely need one major road-racing series in this country, we have a burgeoning “split” that continues to do a disservice to the one constituency that really matters - the road-racing fans.

As for Formula 1, I believe it has become a technology-for-technology’s sake demonstration run masquerading as racing. Yes, someone other than Ferrari won the championship this season, but that doesn’t change my view that Formula 1 has become so out of whack and so removed from any reality that the appeal for me has become minimal, at best.

And what happened at Indianapolis this past summer was

simply the most embarrassing and disgusting thing I have ever seen in racing. And believe me – I’ve seen a lot of dim-bulb stuff over the past 40+ years.

That the powers that be in F1 couldn’t see fit to come up with a compromise so that a full grid of cars could be assembled at Indy is a testament to the fact that all semblance of reality vacated the world of F1 long ago. Fueled by \$300 and \$400 million dollar annual budgets and concerned only with the level of their five-star comfort on their travels, as opposed to what’s good for the sport, Formula 1 lost me years ago.

Yes, just like a lot of you in this room, I appreciate some of the technology displayed in F1. But now I view it from afar and with little interest. I would much rather see the entire F1 grid run Formula Fords – or even go-karts – and then see who really is the best driver, than see which team spent the most money that particular week.

You might get the impression after all of this that I don’t like racing or that I’m tired of it - and that couldn’t be further from the truth.

I still love racing. It still gets to me every time I’m at a race track, no matter what the event. There’s still nothing like it.

But I believe we’re at a crossroads for the sport, and that some drastic steps must be taken to protect the integrity and long-term health of the sport we all have grown to love so much.

The sport of racing cannot and does not exist in a vacuum, as much as the France family and Bernie Ecclestone would like to believe otherwise.

We will continue to see emerging nations around the globe put tremendous pressure on our energy supplies and on the price we pay for gasoline. And because of this fact, we are in the midst of a fundamental shift in our national attitude in the way we use energy, and it is already affecting vehicle purchase decisions. As we see more efficient vehicles become the norm - manufacturers’ attitudes about their involvement in motorsports will be affected too.

At that point a racing series like NASCAR becomes even more of a Neanderthal proposition for auto manufacturers than it already is.

I predict you will see manufacturers finally begin to take a giant step back from NASCAR, as their brand of “racertainment” – with cars bearing not even the remotest of connections to their production counterparts – becomes a glaring liability.

And that would be a good thing, in my estimation. Right now, the Detroit manufacturers spend upwards of \$140 million dollars each annually in NASCAR, only to see their promotional efforts take a back seat to the drivers, the sponsors and to the NASCAR marketing machine itself. It’s not hard to see why managers in Detroit are starting to feel that this simply isn’t a value-added activity.

And this, of course, will bode well for the SCCA, because I

happen to think the SPEED World Challenge series is *the* most authentic and relevant racing series in this country today. Detroit manufacturers in particular have to redirect their motorsport activities to go after the import-oriented consumers who normally wouldn't give a Detroit product a second look. And the SPEED World Challenge series gives Detroit manufacturers a forum in which to compete against the cars they're actually competing against in the showrooms - on the race-track.

With tightly focused budgets, manufacturers will need to establish a connection with the enthusiast consumer in the most direct and cost-efficient way. And that means that a production-based racing series, like the SPEED World Challenge, will grow in its appeal to manufacturers for years to come.

The shift in consumer tastes and our nation's more realistic and sober perspective on energy usage will fundamentally alter our performance vehicle choices too.

It's no secret that at this very moment we are in the absolute golden era of the modern high-performance automobile. As a matter of fact, we are at a historical milestone that may never be repeated. Remember when 300 horsepower used to be "wow" territory on the street? Now that figure is so common that it doesn't even raise an eyebrow. Now we have 400, 500, 600 and even 1,000 horsepower machines either available or in the pipeline.

But the pendulum inevitably swings back - and you can just feel that it's headed back the other way. No, big horsepower won't go away, but it will become frightfully expensive and much harder to come by.

And I expect the "climate" on the street for high-performance cars will shift and those of us who want to pursue our motorized passions will fall out of favor in certain circles. And when that occurs, I expect the SCCA to continue to provide an outlet - and a safe harbor - for enthusiasts all across the country.

I believe the sport of racing will remain vibrant, but we'll all

have to be aware that as consumers make smarter choices about their vehicle purchases, the powers that be in racing will have to be smarter about the racing they package and present to the public. To me that means fewer overlapping events, but more and bigger "super" race weekends.

It also means that the "splits" that plague major league open-wheel racing and major league road racing *must* end as soon as possible, for the good of the sport as a whole. Unfortunately, getting the powers that be to look at things from the perspective of what's good for the sport has been the biggest stumbling block. But I predict that attitudes will change for the better as costs go up and sponsors become much more selective in how they spend their motorsports marketing dollars.

In short, racing has to look beyond its fractional individual fiefdoms and understand the Big Picture.

I believe racing can survive and thrive as long as that happens.

Let me close with this: I think there's a tendency for some enthusiasts in and around our sport to take the SCCA and its members for granted, and I find that to be a real shame.

I have a great admiration for everything you're involved in - the solo events, amateur and pro race meetings and your countless other club activities - and the dedication and perseverance all of you demonstrate year-in and year-out to keep the SCCA going as a vibrant, enthusiast-run enterprise.

Everything you do plays a crucial role in keeping the enthusiast culture that has grown up around high-performance automobiles and high-performance driving stable, active - and thriving.

So I would like to just say a big "thank you" to all of you here for keeping the faith and for keeping what I consider to be one of the greatest sporting organizations in the world going.

Thank you and good night.

## **HELP!!!**

### **Solo Needs Helmets**

The Milwaukee Region Solo group is looking for some donor helmets. These are kept in the Solo bus to be used as loaners to the new folks. Per Solo Rules they must be M or SA95 or better. Please contact Sam Karp at [karpsam@hotmail.com](mailto:karpsam@hotmail.com) if you have one to spare.

## **Mary Hermann**

Many of you know Mary Hermann. She has worked in T&S for many of our events. Her husband Randy works F&C. Mary is again engaged in a struggle with cancer. As you can imagine, this is a difficult time for them. It would greatly be appreciated if you could please help show Mary how much we all care about her and wish her a speedy recovery by sending cards etc. to her at:

Mary Hermann  
891 Jerico Lane  
Sun Prairie, WI 53590



# Fiction and Fact from My Gunny Sack - Part II

By Harvey Luginutz

What do Mark Twain, Stuart Smiley, Austin Powers and Ted Tappet all have in common? Well you've probably guessed it by now, they're all pseudonyms. Yup, just as there is no Santa Claus, Easter Bunny or Tooth Fairy, there is no Ted Tappet, just me, Harvey Luginutz. I must confess that I liked the sound of the name and plagiarized it from the late Phil Walters, who while growing up in pre-war Long Island, raced midgets under that alias so his parents wouldn't find out about his dangerous avocation.

Walters met wealthy sportsman and car racer Briggs Cunningham at Watkins Glen in 1949 and soon after signed on to drive for the emerging and powerful Cunningham racing team. Over the early years he won at Sebring, Elkhart Lake, Bridgehampton, Watkins Glen, and elsewhere and after racing for several years in the 24 Hours du LeMans, abruptly quit for good when less than three hours into the 1955 race, witnessed a Mercedes Benz factory team car fly into the stands killing eighty-three spectators with more to follow as a result of injuries sustained in the crash. Over the years he raced the Chrysler powered Cunningham CR4, numerous Ferraris, D Jags and more, often teaming up with the great John Fitch, Bill Spear and Cunningham.

It just didn't feel right any more.

In the recent *Shepard's Express* Annual Readers Poll, Bill and Sue Porter's son Willie Porter was listed as the Best Acoustic Performer in the Milwaukee area. To quote the article, "Willie Porter has been knocking around between Milwaukee and Madison for fifteen years now. His heartfelt lyrics and endearing melodies have also kept him on the road and have led to modest success as a recording artist for San Francisco's Six Degrees label and airplay on adult-alternative programs such as World Café. He's been able to sustain a career in music largely on his own terms. He's also a hell of a nice guy."

I would guess that many of you younger gearheads have enjoyed Willie Porter's music but to those of you who have not, watch the *Journal/Sentinel's* Friday Weekend section to see where he is playing and make an effort to catch his show. While you're at it, pick up a CD too.

Ever wonder who started the celebratory practice of spraying champagne in Victory Circle? As I understand it was at LeMans in 1967, after the finish of the 24 Hour Classic that, on the spur of the moment, Dan Gurney popped the cork on

a magnum to celebrate, with co-driver A.J. Foyt, their record setting win in the new Ford GT40.

It was back in 1974 the Governor Pat Lucey proclaimed January 24<sup>th</sup> as Clif Tuft Day in Wisconsin. On that day, over three hundred friends gathered in the Grand Ballroom of Milwaukee's Pfister Hotel to further honor this one time civil engineer and small town entrepreneur who recognized the need for a world class road racing circuit, did something about it and aren't we all glad he did.

Friends, drivers and racing dignitaries came from all over to be part of the event and shower the slender old guy with an easy smile and rumpled old fedora for giving us, all of and more to come, Road America, the greatest road racing circuit in North America and one of the best in the entire world.

Chicago's Don and Ruth Nixon hosted the event where the racing elite of earlier years included 300SL ace Paul O'Shea, Bud "God" Seaverens, Chicago pioneers Larry Whiting and Fred Wacker, designer and father of the Excalibur Brooks Stevens, former SCCA and, at the time current IMSA boss John Bishop, drivers Hal Ullrich, Jim Johnson, Chuck Rickert, Dave Causey, Jerry Dunbar and Carl Haas, later of the successful Newman-Haas Indy Car team, SCCA Director of Professional Racing Cam Argetsinger, former SCCA Director Tracy Bird, the great Cunningham technical genius Alfred Momo and winner of the first Road America 500 "Honest" John Kilborn, Augie Pabst, Bill Wuesthoff, Jim Jeffords. Kim Dyer and perhaps some of you too. I know Mark Daniels was there because I have a picture of him standing next to his C Jag in the Grand Ball Room with Alfred Momo at the wheel.

Not too long ago, Bill Porter reminisced how he and his Dad took in the sports car races at Chanute Air Force Base back in 1952 and 53. Seems there was a gentleman racer by the name of Paul Gougelman who happened to pit next to paper industry mogul Jim Kimberly's entourage, which as always was replete with several beautiful, blond young ladies all clad in bright red Pirelli racing suits identical to his.

Racer Gougelman arrived and parked his clapped out bread van, crested with burnt pistons on either side, right next to Kimberly's encampment. Soon Mrs. Gougelman, who apparently was no slave to fashion, emerged from within, clad in a greasy sweatshirt and dirty khaki pants, threw open the van's back door, yanked out two planks for ramps,

crawled in and gave sufficient kicks to roll out a tiny, front wheel drive Nardi on to the tarmac.

Kimberly, known far and wide, as the “Silver Fox” took no notice and with great aplomb, slid behind the wheel of his bright red Ferrari and cranked it over while Gougelman did the same to his little Italian car. The powerful Ferrari burst into full song, as only a product of Maranello can, and screamed to rattle the heavens and impressed all within earshot. Soon Gougelman cranked over his little warrior, which sounded more like evidence of distress in one’s lower digestive tract coupled with the melody of BBs fired into a metal pie tin. Finally, Kimberly took note of his pit-mate, scowled for a moment and then retired to the quiet of his station wagon with the pit bunnies. Gougelman feeling the joy of David’s victory over Goliath shut his car down as well, climbed out and bowed to the applause of all-present. Another victory for us little guys.

Still with Kimberly, I recall an article in *Esquire*, many years ago that addressed his wearing an earring. Keep in mind that men didn’t wear such items in the sixties, unless, well, you know, “Not that there’s anything wrong with that” to quote Jerry Seinfeld. Anyhow, Kimberly claimed that he who had sailed all of the seven seas earned the right to do so. What a life this, wealthy, totally handsome, debonair playboy must have lived. Where’s the book?

Late last summer, I happened to meet young Milwaukee Region Formula Car racer John Hayden, Jr, son of the senior John Hayden who was a pretty fair racer himself back in the sixties. That father and son racing combo got me to wondering just how many first and second-generation Milwaukee Region racers we’ve had over the years. Brook Stevens first comes to mind as some years after he stopped racing, son David Stevens campaigned a Duetsch-Bonnet and Grandson Tony Stevens still actively races the original, although updated, Excalibur and Porsches. Yup, three generations but don’t count out the Pabst clan because my guess is that one day we will be watching a Grandson or Granddaughter with a heavy foot and grease under his/her fingernails race while Dad and Grandpa pop a few cold ones and enjoy the show.

Other father/son racing combos include Bob Clark, Junior and Senior, Ed and Scott Rubenzer, Art and Corky Jahn, Chuck and Mike Ruepert along Mark Daniels and Bill Porter and their Dads.

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