

# MILWAUKEE REGION



# Drift

May/June 2006

## 2006 Worker Incentive Program

To qualify you must work **BOTH** days of **BOTH** the **Bonneau Double Regional** (June 17–18) and the **Cat National** (July 22–23) and one of the options listed below.

Any questions, contact Chris Cwiklinski, 414-449-3862 or [ccwikl@sbcglobal.net](mailto:ccwikl@sbcglobal.net)

### Option 1 - to get \$80

Any 5 or more days from:

Mueller National May 20–21

Rennen Double Regional June 3–4

VSCDA Sept 15, 16, 17

### Option 2 - to get \$20

Any 4 days from:

Mueller National May 20–21

Rennen Double Regional June 3–4

VSCDA Sept 15, 16, 17

### Option 3 - to get \$20

All three days of:

VSCDA Sept 15, 16, 17

## July Vintage Event Registration Hours for Workers and Guests

The event known as the BRIC is now the Kohler International Challenge with Brian Redman. We'll refer to it as the KIC.

Please make sure your guests are aware of the Registration Hours. The KIC 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.

Thursday, July 13 6:00pm – 8:00pm

Saturday, July 15 6:30am – 12noon

Friday, July 14 6:30am – 10:00am  
6:00pm – 8:00pm

Sunday, July 16 6:30am – 10:00am

# RE View

We have most certainly left the off-season behind. Solo has had a driver's school, an event, and a Performance Driving Experience (PDX). Road Racing has successfully completed another Quad Region (Milw, Chi, LOL, BVR) double driver's school and regional. Our region has benefited from partnerships with our neighboring regions with like interests. Solo works closely with Chicago Region and the local Solo community to set up a workable event schedule. Milwaukee and Chicago regions have been putting on successful PDX's for a couple years now, each taking care of the tasks they are strong at. Milwaukee Region Road Racing has joined with Chi, LOL and BVR to put on a joint driver's school regional race for quite a few years. Typically a driver's school weekend doesn't break even, expense-wise, and sharing this risk across more regions makes it easier to continue to offer. All of us strongly believe that we need to bring more drivers into the ranks, and provide training for them, to keep our Road Racing programs thriving.

Working with other regions helps us to foster a common worker base as well. In looking at the successful events of our season kick-off, I am again in awe of how so many people can come together and work so hard to achieve their common goals. I would really like to thank each person who has contributed their time and talents toward making our events successful. It takes so many people to put on a good event, be it a Solo, Road Race or Rally. Take the time to express your appreciation to those who don't hear it often enough. Remember, we are all volunteers, and a simple 'thanks' goes a long way. Drivers, if you'd like to express your thanks in a more concrete way, consider contributing to the worker appreciation fund listed on our entry forms. We use this money for worker 'perks,' and things that show our thanks for their efforts. In the past we have used the money to pay for worker camping, for giveaways, for prizes at the worker parties, and this year we are coordinating and contributing to building corner shelters for our flaggers at Road America.

June and July bring many more region events. I look forward to seeing more of you as the summer progresses. To quote a notorious region member, "Happy Motoring".

Julie



## Bill Porter 1936–2006

It is with great sadness that we report the death of Bill Porter after a courageous battle with cancer. Bill was a former Region Board member and RE, worker, driver, steward and raconteur. We will miss him.

Bill passed away on Friday April 21, 2006, at the age of 69. Beloved husband of Susan (nee Webb). Dear father of Sam (Stephanie), Elizabeth, Willy (Catherine) and Tom (Corrie) Porter. Brother of Jim (Cate) Porter. Further survived by 8 grandchildren, other relatives and friends.

Memorial services were held on Wednesday, April 26.

A native of Wisconsin, Bill graduated from Whitefish Bay High School before attending Middlebury College. He received his Law Degree from Cornell University in 1961. Bill was a humble man gifted with both a great sense of humor and wonderful insight. A natural counselor and negotiator, he enjoyed helping people solve conflicts without litigation.

Bill was also a dedicated car enthusiast, motor sports historian, racecar driver and teacher. He traveled to SCCA events in the Midwest throughout the 70's and 80's successfully campaigning various different sports cars. Bill later took on stewardship at his home tracks: Road America and Black Hawk Farms Raceway, where he helped oversee the sportsmanship and safety of amateur and professional race meetings.

He enjoyed playing the piano and preferred traditional and bebop jazz. He loved his dogs, grandchildren, the odd dry martini and occasional cat. Bill was also a sharp observer with interests as diverse as human experience. In conversation, his ability to discuss a vast range of topics was truly remarkable. .

# view

## The Knippel Family



“Been at it since 1992 when, for the first time, I worked a corner during the Road America VSCDA race.” So said Marc Knippel, who caught the bug that day and has never looked back. Actually, his becoming involved occurred because he won tickets to the IMSA race that year and while he and his wife Cheryl watched from corner eight, he thought, this would be a great way to get back into racing.

Shortly after the IMSA event, he and Cheryl joined the Milwaukee Region in time for Marc to sign up and work a corner at the VSCDA event. He remembers Susie Bonneau assigning him to corner one, where he met and worked with Steve Tupper and Marie Eggert. Upon arriving home that day, he told Cheryl, “It was the coolest thing I have ever done and that the next event was scheduled for some place called Blackhawk Farms and she had to try it with him”.

Together, they diligently worked corners for a couple of years before earning an opportunity to work corner twelve during Road America Indy Car races with Al and Karen Mattacotti, Chris Cwiklinski, Bonneau and others. Gaining the respect of Milwaukee Region race officials, Marc and Cheryl moved up the ladder and for the past three years, Marc has served as the region’s Chief Starter. He credits Win Reineman for providing the opportunity and for mentoring him along the way. Cheryl moved out of the sun to registration, where daughters Jackie at twelve and Amanda, eight became fixtures, as well as helping out in

Timing and Scoring, in the paddock area and Sound Control. Jackie, now twenty–six, is a Milwaukee Region member and Amanda, twenty–two, continues to work wherever she is needed. Marc also Chaired the Region’s Competition Committee for two years and Cheryl actively participated as a committee member for five years. She also served as the Region’s National Race Chairperson for five years.

Native Milwaukeeans, Marc and Cheryl married while still teenagers. Cheryl works at Milwaukee Children’s Hospital as an MRI Tech and Marc is in the wholesale tire business, having first started, as a teenager, moving tires about for fifty cents an hour for a friend. From that first job he became interested in racing the off road variety, kicking up mud through quite a few farm fields in Northern Wisconsin and dropping out, like many others, when it became just too expensive. The coolest car they ever had was a 1985 Volkswagen GTI that Marc did pretty well with on the Solo circuit.

Typical of so many members, Marc and Cheryl joined SCCA to become part of the exciting world of motor sports and, as a result, made a whole new world of great friends.

Photo (*left to right*): Amanda, Jackie, Cheryl and Marc The photo was taken at the 2002 Jungle Cat National.

# The Tupper Chronicles

By Steve Tupper

## “Liebrau Legacy” – Carl Liebich and Motorsports Enterprises

What do Formula One drivers Ralph Schumacher, Jean Alesi (retired) and Gerhard Berger (retired) have in common with Milwaukee Region racer Brian French and rural Plymouth, Wisconsin. If you’ve been a fan of vintage racing at Road America, you know that Mr. French owns and drives several vintage F1 cars formerly driven by the pilots listed above. You’ve seen the two Ferraris; one with a wailing 12 cylinder engine and the other prancing horse powered by a thumping 10 cylinder. You’ve salivated over the colorful and blindingly fast Benettons. You may also know that Brian, who lives in Sheboygan, races a Formula Atlantic; winning in class at the SCCA Runoffs a few years back. He also races a Toyota powered CSR.

How, you ask, does Mr. French maintain all of these beautiful, exquisitely running vehicles in top-notch condition? Enter Carl Liebich, of Motorsports Enterprises, LTD; a racing car servicing agency.

. Motorsports Enterprises (ME) preps French’s cars, transports them to and from the racetracks, and provides year round storage of the livery. The facility of which I speak is located in lush, secluded countryside near Plymouth, conveniently just minutes away from Road America. I had the opportunity to visit this wooded retreat and discovered that it was less than a mile from where my aunt and uncle farmed years back. Our family hiked and hunted in the same forest. The beauty of it hasn’t changed.

As I entered the driveway, curious cats paced on the porch railing of the house which is nestled snugly into the hillside. Carl Liebich and his sister Christine have lived there since the mid-1960s when their family purchased the home formerly owned by a local shade tree engineer who had a talent for developing rotor tillers and riding lawn mowers for what is now the local Toro plant. Driving a few hundred feet more to the garage, it was like touring a wildlife sanctuary as birds chirped birds and a deer casually crossed the path. The spotless race car complex is several times larger than the original lawn mower garage.

Carl showed me around and I was like like a kid in a

candy store. I saw the two Ferraris, then the two Benettons; all four chassis stripped and neatly spaced apart as if in a European F1 enterprise. Pete Baalke, an ME employee and also a Milwaukee region tech inspector converses with me while he’s wrenching on one of the F1 chassis. It was November and the cars were being prepped for the annual January trip to Moroso Park in Florida, the teams first racing venture each year. Pete explained some of the advanced F1 technology of these cars; tiptronic hydraulics, electronics and suspension some of which has to be re-tooled to Brian’s driving needs. Sometimes parts need to be tooled at other shops; often locally. Engine building can be done at Loynings in Ohio. On occasion, parts need to be sent from Europe. That’s when Carl hands me an original F1 wheel bearing weighing two ounces and costing close to two grand!

We entered the expansion of the shop where the floor is heated for working in winter. Behind the extra tall garage door stands the giant transporter with its all-inclusive shop on wheels. This is the essence of the company now. How did this racing adventure start? Let’s look back to its inception. Carl Liebich’s childhood memories go back to the city of Two Rivers in Manitowoc county in the 1950s. He reminisced about the time his dad bought an old fire truck and gave rides to all the kids in town. It was a popular exhibit at the local parades with its bells clanging and sirens howling.

In the ‘60s Carl’s dad and his uncle, who was a brew master, purchased a local bottling plant. The Two Rivers Brewery became famous for Golden Drops beer, Bobbi ale, White Cap ale, and their signature brew named Liebrau. The Liebrau logo incorporated the figure of a centuries old lion. Christine mentioned that they still have old cases of Liebrau bottles and other artifacts. Carl sometimes displayed the Liebrau lion logo on his race cars in memory of his father.

Carl remembers, as a child of four, his dad taking him to the SCCA street races in Elkhart Lake in the early 1950s. At that age he was afraid of the loud cars. Not for long.

It seemed that the Liebich family enjoyed the ambiance of the resort area of Elkhart so much that they bought a summer home in the village. Carl discovered the Karting Kettle go-kart facility located in the heart of town... how convenient ! It wasn't long before he began racing karts there and successfully competed all over the state. The aging process eventually lured him to larger racing vehicles. By 1967, he was able to purchase a "350" from local businessman and racer Terry Kohler. I queried as to "what was a 350". He said, "You know, a GT 350, a Shelby". Oh, THAT 350! What was I thinking? That was the only pony car I ever lusted for back in the "muscle car" sixties; the only thing (besides loud rock music) that could divert a testosterone fueled dude from the opposite sex.

One unfortunate problem was that Carl was, by SCCA rules, too young to race. At that time minimum racing age was 19. It happened that the Liebich's neighbor across the road was John Langenfeld. John, a sports car enthusiast himself, helped Carl out with mechanical and other needs. John had such influence at the Road America track that he let Carl sneak in a few laps with the car during test sessions. In order to race this car, Carl asked John to drive the Mustang until Carl became of age. Sadly, John Langenfeld one of our most respected Milwaukee Region members, passed away just several weeks after this interview in November, 2006. "passed away just several weeks after this interview in November of 2005. And, sure enough, at the funeral were displayed many of John's road racing memorabilia including a press photo of a very young John, with his late wife Lyn, and an even younger Carl Liebich posing next to that very Shelby car.

Carl's racing career ( not counting the karting years) spanned from 1968 to 1992. During this period, he taught math at high schools in Waukesha in his day job. His sister Chris and a brother also became school teachers. Whenever possible, Christine would faithfully accompany her brother at events; helping out where needed to ensure his safety and success. He drove a Jensen Healy in D Prod and made it to the SCCA runoffs in the '70s in Atlanta. When on the grid, he recalls spotting in his mirror the steel blue eyes of Paul Newman gridded behind him; an eerie feeling indeed. He said he was running as high as second place when he was punted off the track; not sure who it was doing the punting.

A Milwaukee region member for many years, Carl is probably best known for racing and winning in SCCA Formula Atlantics. But, the most interesting stories were about his participation in international events during the '70s and the '80s. He raced Atlantics and Formula Fords on four continents. While in Venezuela, he shared a humorous story when racing on a blistering hot day. He pitted his car and noticed a member of another pit crew giving out bottled water. Thirsty Carl asked the fellow if he could have a few bottles for himself and his own crew members. Deed being done, he later discovered that the "bottled" water was being tapped from a 55 gallon drum. A classic "don't drink de water" joke became reality when some of his crew became ill.

In New Zealand in this same period there was a famous series during the winter off-seasons called the Tazman. It was the place to be for F1 and others who wanted to keep in tune for the new season. Carl drove in these races and very often placed on the podium. A framed picture hangs next to his trophy collection. It is a group photo of drivers at one of the Tazman events. Assembled with Carl Liebich are Gilles Villeneuve, Keke Rosberg, Bobbie Rahal, Hector Rebaque, Price Cobb, Howdy Holmes and others. This was the pinnacle of formula racing at the time... a time that shined for one of our local stars.

I enjoyed my visit to the wooded villa. I heard that Brian French will possibly be purchasing yet another vintage F1 Renault for this season. Be sure to visit the Motorsports Enterprises paddock at Road America during the vintage weekends and say "Hi" to these incredibly nice people ... and drool over the machinery.



Carl Liebich in his Formula Atlantic

# Spare Parts

(Formerly Fiction and Fact from my Gunny Sack)

By Harvey Luginutz

**Back in the fifties and well into the sixties**, there was a wealth of sports car clubs in and around southeastern Wisconsin. Well naturally SCCA's Milwaukee Region was king, but there were others too. The Midwestern Council of Sports Car Clubs consisted of really enthusiastic satellite organizations that, in some respects, out shown the upper crust SCCAers. Included were the Milwaukee, MG, Madison, Great Lakes, Salt Creek, Carramana and maybe a few others. Lesser know, but very active and appealing were the UW-m, Triumph, Mercedes Benz and A.C. Spark Plug Sports Car Clubs.

Without their help the Milwaukee and Chicago Regions would have been hard pressed to staff race weekends at RA, the Fair Park, Wilmot Hills, Meadowdale and Lynndale Farms. The council also provided a rather aggressive schedule of road racing, at all but Road America, and to make it even better at a lesser cost and with less stringent rules which for a whole lot of fun for us low budgeteers.

Seems to me that the fifties and sixties road rallying damn near rivaled racing for all out fun with at least two and sometimes three scheduled per month to choose from. The Milwaukee Region's "On Wisconsin Rally" was clearly the premier event, but close behind was the wintry "Frost Bite 500" staged by one of the Council Clubs. Our "Impossible Rally" was always a challenge and the "Odds On and Poker Rallies" were always fun too. More often than not, they'd wind up at the Red Circle Inn, Fox 'n Hounds or the Grand Prix Cocktail Lounge where guess what? We all got hammered. Oh yeah, and we all drove sports cars.

Then there were our ice trials, or as we called them, The "Ice Capades" where Bill Wuesthoff would usually show up in a standard VW 113 and blow everybody away. Brown's Lake, Fowler's Lake, Lac Du Cours, the Wuesthoff Farm and, if I remember correctly, Leonard Brill's Timberline Farm in Mequon were a few of the venues we used. We were a pretty close-nit group back then. Sometimes, bigger is not always better.

**Well known racer Paul Newman**, who is eighty-one years old, recently said that his actress/wife Joanne Woodward never buys jewelry, furs and fancy clothes. Just life insurance. Butch Cassidy, eighty-one years old? Nah, I don't believe it.

**A legendary Milwaukee Region family name** returns to road racing this year when Carol and Bill Wuesthoff's son Karl and Grandsons Chris and Tyler debut. They join Brooks, David and Tony Stevens as the only third generation to do so.

Karl is no stranger to motor sports as he was involved in off road racing for many years and is a graduate of the Skip Barber School. Chris is a High School senior and will be off to Northern Michigan University in the fall and Tyler is sixteen years old. Co-campaigning a Mazda Miata with Dad all summer? How cool is that?

**Only one driver won the Indianapolis 500**, a World Formula One Championship and the 24 Heures du Mans. Car to guess who or are you just going to wimp out and go to the last page to find out?

**When asked what his motivation was to become a successful racer**, A.J. Foyt, who learned his mechanics while working in his Dad's garage said, "Whenever I'd jack up a car on a rainy day, with dirty water dripping in my face I'd say, man, I have to drive a little faster.

**While paging through sixties issues of SCCA's Sports Car Magazine**, I happened upon a few articles written by Milwaukee Region members. There was Dr. Bill Semler's "Course Physician's Manual", "Fighting Racing Fires" by Richard P. Eisenmann, Fire Protection Specialist, The Ansul Company and "The Workers" by Corner Captain Ham Miller, late of California. In addition, I recall Harvey Fedler creating SCCA's first Flagging and Communication's Manual. Toss in several national publication awards for the Drift and it becomes apparent that the Milwaukee Region contributed much to the growth of regional and national operations and safety. By the way, Fedler is alive and well living in the Madison area and is in his early nineties.

I also found a blurb about the closing of Wilmot Hills, that wonderful, little nine tenths of a mile road course that closed on October 1, 1968. Many of us enjoyed a fun ten years there.

**Have you ever been to a night race?** You know, like the Sebring 12 Hour or Daytona 24 Hour events? Well what would you say if I told you that we had one right here at State Fair Park back on October 20, 1962 when

the Midwestern Council of Sports Car Clubs staged the first night race this side of Sebring. Novice and lady drivers competed during the afternoon session followed by three night races for senior drivers. I remember it well with the only illumination was from the grandstand and of course the cars. Most interesting were the open wheel formula cars that had to jerry-up temporary lighting.

**VW turned seventy this past February.** The first "Peoples Car" was introduced during the Berlin Auto Show in 1936. Apparently there was some kind of "Heinie" delivery problem over the next few years because they didn't start to show up over here until the mid-fifties.

**Horsepower, precisely what is it?** How would you define horsepower? Kind of an interesting question because we all use the term quite often but can any of us adequately define it?

**Well, I couldn't until I read a recent Wall Street Journal article that described each unit of horsepower, which means the power developed by an engine, is the amount of energy required to lift 500 pounds one foot in one second. Oh yeah, that explains it. Never claiming to be overly intelligent, I guess I'll just stick with Webster's New World Dictionary, circa 1952, which offers, Horsepower - A unit of measuring the power of an engine equal to a rate of 33,000 foot-pounds per minute or the force required to raise 33,000 pounds at the rate of one foot per minute.**

Well guys, now you can feel comfortable talking shop with the guys over at the Jiffy-Lube and for you ladies, try interjecting this bit of stimulating information during tonight's dinner with your loveable gearhead.

**Every Tuesday night between mid-May and October,** Pandels Restaurant on the corner of Brown Deer Road and Lake Drive in Bayside, opens its parking lot to car clubs. The Masterpiece Car Show kicks off the season on May 16, followed by the Healey Club on June 6, the Porsche 356 Club on June 13, Wisconsin Jaguar, Ltd. on June 20, Italian Car Enthusiasts on June 27, the Porsche Enthusiasts on July 25 and others. Beer, wine and appetizers will be served on the patio. How come all these other car clubs are in on the ground floor and SCCA isn't involved?

**ANSWER:** I guessed Mario Andretti but it was the late, great Graham Hill.

## Minor Waiver Reminder

Every minor (under the age of 18) needs a signed minor waiver in order to be able to enter the track premises. There is no longer a permanent waiver; a new waiver must be filled out each **CALENDAR** year.

The minor waiver form is a 2-part form. Only a parent or legal guardian can sign the form.

**ANNUAL WAIVER:** For an Annual Waiver, the form **MUST** be signed by **BOTH** parents or legal guardians. **The signatures must be witnessed by an SCCA licensed Registrar or the waiver form has to be notarized.** If there is only one parent/guardian or if a parent has sole custody, the appropriate box so attesting must be initialed by the parent/guardian. A yellow minor photo ID (valid only for the calendar year) can be issued after the new Annual Waiver is completed. There may be a charge for this yellow photo ID.

**SINGLE EVENT MINOR WAIVERS:** For a single event, the minor waiver must be signed by at least **ONE** parent/legal guardian. **The signature on this must be witnessed by an SCCA licensed Registrar or Steward whether at or away from the event site or it may be notarized.**

Please, please, please remember, and remind your guests and crew, if they are bringing a minor to the track and you or they are not his/her parent or legal guardian, the minor must have a waiver signed by his/her parent or legal guardian and witnessed by a licensed Registrar or a Steward or the form must be notarized **OR THE MINOR WILL NOT BE ALLOWED TO ENTER THE TRACK!!!!!!!**

**If you have any questions or need blank minor waiver forms** for your children, grandchildren, nieces, nephews, other relatives, friends, friends of friends, friends of your kids, etc. please contact the event Registrar or the Milwaukee Region Goddess:  
Chris Cwiklinski, (414) 449-3862  
ccwikl@sbcglobal.net

Please include your mailing address and the number of forms you will need.

# Danika Wins the Lottery

By Harvey Lugnutz

Well, wouldn't you know it? Some time later, the one guy in the world who cares less about money than Mother Teresa did wins the damn lottery. Perhaps you read about it in the newspaper? Yup, old Patrick Danicka scratched the right numbers and came away with what he thought was enough to help General Motors escape bankruptcy reorganization.

This guy is something else. Instead of running right on over to the bank to pay off his Master Card, Visa, Discover, Capital One and American Express cards, student loans from the seventies and overdrafts, he first thinks about buying, you guessed it, a vintage car to race. I mean crikey mates; this guy owes more than the gross national product of one of those Stan countries over in Eastern Europe. Come to think of it, he even owes me a few bucks from the times I helped him come up with enough to meet his monthly paternity obligation.

Naturally, he came to me intending to benefit from the vast knowledge I possess. Surely, without my help, he would buy some tired old pile of crap from a sleezeball who, immediately after accepting Danika's cashiers check, would light up a cigarette and promise to call him in the morning, if you know what I mean. So what the hell, he's a good guy, a bit helpless but above all, he's rollin' in dough, so I decided to come along for the ride.

So, where do we start? How much do you want to spend? Big bore or a tinker bell? "I don't know, but I will when I see it," he says. Well, that helps a lot. I guess the best thing to do is talk to a few guys we've met over the past few years and see what they suggest. So first off, we motor on over to meet up with this guy Dick Eisenmann out in Elm Grove who's been around racing since teenagers bombed up and down Wisconsin Avenue on Saturday nights in their chopped and channeled 49 Mercs or Mommy's Ford Fairlane. He had us come to his garage, actually an airplane hanger at a nearby airport, where he stores and works on his cars when not sitting around drinking beer, and asking, "Did I tell you about my Cooper?" Turns out that he wasn't much help because he kept pushing for Patrick to get a Formula Junior and there was no way in the world that old Danika could shinny his big fat ass into one of those little open wheel shit boxes.

Next, we remembered that nice young Arnie, Artie, Augie, or whatever the hell his name was, that we met at the Grand Prix Cocktail Lounge some years ago and who later went to work at a brewery. We caught up with him out in Oconomowoc Lake where, most days between ten in the morning and two-thirty each afternoon, he manages, er, um, never did find out what he manages. Anyway, he must have done pretty well at the brewery and made a lot of money because he waltzes us over to a nearby building and in it, we find row, after row of as dazzling a group of vintage and all out racing cars that you'd find this side of a Barrett-Jackson Auto Auction. Wow!

After showing us around a bit, he introduces us to his son, Augie, Junior and finally we get the name straight. Turns out the handsome young lad runs something called Pabst Racing Services out of the same building and has been pretty successful building and maintaining a whole slew of super fast cars for professional and amateur racing teams. Does some driving too and is pretty damn good at it, I heard.

Soon enough, Augie the elder was telling us all about a McLaren mark something or other, Lola T70s and Bird-cages that he knew were for sale. Not wanting to appear as the rubes we are, we listened patiently as he said that this one should go for about \$800,000 race ready, that one for a little more, the hauler we could buy with it for about \$100,000 and the Bluebird motor home for about \$600,000. Spare engines, tools, tents and miscellaneous items would probably run about another hundred. Numb nuts is hanging on every word and ready to commit until I told him that we really had to think about it.

So, we left and all the way home, he wouldn't talk to me. Guess he was mad that I wouldn't let him play the big shot and write out check number 101 on his brand new checking account. What a horse's ass. Well, that's where we stand at present. Every guy in the area with a vintage racecar for sale has Patrick's phone number and I keep talking him down like I was some kinda Alcoholics Anonymous counselor. Guess we'll just have to keep looking, but one thing's for sure, he'll know it when he sees it. Ya. Sure, like the five or six that he would have bought if I weren't there to stop him.



**Are you bored at the track?  
Need something to do?  
Want to become more  
involved?**

How about helping out at our trophy presentation table?

We're looking for some helpers to help hand out trophies to the drivers on Sunday afternoons after the first race of an SCCA Milwaukee Region National event, or on Saturday or Sunday (or both!) of an SCCA Milwaukee Region Double Regional event.

This job is **EASY**... all you have to do is hand out trophies to the drivers and post the race results and sound sheets on the bulletin board. We will make sure you are paired up with an experienced helper that can show you how it's done and be there to answer any questions.

This job is **FUN**... meet the drivers&&hear their stories&..work with really nice people!

Bring your kids or a friend along if you'd like - they can help too! You do **NOT** need to be an SCCA licensed worker or SCCA member to help at the trophy table!

Visit our table at our Open House at David Hobbs Honda on March 26th and say hi... or just show up at the trophy table at one of our races. We would be glad to have you!

Our trophy table is located in the pavilion at Black Hawk Farms and in the gas station (AIR CONDITIONING!!) at Road America.

If you are interested in helping or have any questions contact Jackie Yahn at [razerx@execpc.com](mailto:razerx@execpc.com).

## **Masterpiece Style & Speed Showcase**

The second annual Masterpiece Style & Speed Showcase will be held on Milwaukee's beautiful lakefront on Sunday August 27 with a first time Euro-car event the day before.

The weekend provides the public with a chance to experience unique and historic automobiles from around the Midwest and as far away as Florida.

The inaugural 2005 event was a great success with one hundred and twenty-five cars displayed including award winners Dick Eisenmann's Cooper Formula Junior and Bill Porter's magnificent Allard J2. Other 2005 entrants with Milwaukee Region SCCA ties included John Hayden, Jr.'s Formula Ford, his father and former racer John, Sr.'s 1932 Packard Coupe Roadster. All are expected to return this year with SCCA members Bob Flemming's TR-3 and Bill Rice's HRG already added to the list of Duesenbergs, Bentley's, Ferraris, several vintage Indy cars, Jaguars, Bugatti, Mercedes, Healeys, Porsches, Alfas and countless domestic vintage automobiles.

New this year, Saturday's Euro-car day, will be a gathering of local enthusiasts with commitments to participate already received from local Alfa Romeo, Porsche, Mercedes Benz and Jaguar Clubs. An invitation to participate has been extended to the Milwaukee Region Board of Directors and several other clubs as well.

Over two hundred cars are expected for Sunday's Concours and perhaps more for Saturday's Euro-car Day. Additional information can be obtained from Bob Birmingham at [spiderbob@wi.rr.com](mailto:spiderbob@wi.rr.com) or from future press releases and a soon to be completed website.

# Region Calendar

## June

17-18 Bonneau Double Regional at RA  
27 Solo Meeting  
Solo Evolution Drivers School

## July

5 Competition Committee Meeting  
11 Board Meeting  
14-16 KIC at Road America  
15 Solo Test & Tune  
22-23 The Cats Pajamas National at RA  
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

**Competition Committee Meetings** - Location varies.

## 2006 Solo Schedule

All events at Miller Park

Evolution Driving School, Jun 29 – Thr  
Event #3, Jul 1/2 – Sat/Sun (National Tour Event, must be an SCCA member to participate)

Test n Tune, July 15 – Sat

Event #4, Jul 16 – Sun

Event #5, Aug 6 – Sun

Event #6, Sep 16 – Sat

Event #7, Sep 17 – Sun

Event #8, Oct 8 – Sun

## 2006

### Board of Directors

#### Regional Executive & Treasurer

Julie Komp\*  
(920) 849-7626  
scca\_milw\_re@yahoo.com

#### Vice Regional Executive

Jim Roemer\*  
(262) 650-7904  
lola540@hotmail.com

#### Secretary

Roy Rogers\*  
(262) 369-0782  
Rrogers695@sbcglobal.net

#### Board Members

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\*Denotes Executive Committee

## Chairpersons

|                                  |                   |   |              |
|----------------------------------|-------------------|---|--------------|
| Activities                       | Tony Machi        | USGUYS96@aol.com                        | 414-423-0867 |
| Election Committee               | Bob 'Honda' Clark | jskrclark@aol.com                       | 414-351-1465 |
| Novice Licensing                 | Bob 'Honda' Clark | jskrclark@aol.com                       | 414-351-1465 |
| Regional & National Licensing    | Bob Lybarger      | lrefv2@earthlink.net                    | 815-344-2447 |
| Competition Co-Chairman, Admin   | Mark Troemel      | mtroemel@earthlink.net                  | 262-547-6089 |
| Competition Co-Chairman, Drivers | Mike Cudahy       | mike@prototypecomposites.com            | 414-351-1003 |
| Marketing & Public Relations     | Jim Dentici       | dentici@aol.com                         | 414-333-6776 |
| Merchandise                      | Joellyn Key       | key822000@sbcglobal.net                 | 920-832-0568 |
| Membership                       | Susan Schuster    | flag.n.nag@gmail.com                    | 414-416-4011 |
| Solo Liaison                     | Jeff Cashmore     | cashmo@hotmail.com                      | 262-784-9670 |
| Solo II                          | Sam Karp          | karpsam@hotmail.com                     | 414-975-0846 |
| Rally                            | TBD               |   |              |
| Pointskeepers                    |                   |   |              |
| National                         | Andy Weldon       | andyweldon@sbcglobal.net                | 317-297-5474 |
| Area 5 Champ Series              | Jack Kolpack      | kolpaks@ticon.net                       |              |
| Region Counsel                   |                   |   |              |
| Newsletter Editor                | Chris Cwiklinski  | ccwikl@sbcglobal.net                    | 414-449-3862 |
| Co-Webmasters                    | George Kofman     | scca.webmaster@motorsports-exchange.com |              |
|                                  | Jeff Cashmore     | cashmo@hotmail.com                      |              |

## Road Racing Regional Administrators

|                           |                    |                            |              |
|---------------------------|--------------------|----------------------------|--------------|
| Course Marshal            | Dennis Kay         | dennis.kay@med.ge.com      | 262-338-2081 |
| Flagging & Communications | Toby Schuster      | tobin.j.schuster@gmail.com | 414-416-2371 |
| Assistant                 | Randy Langer       | rclanger@wi.rr.com         | 414-570-9794 |
| Grid                      | Dan Soiney         | dansoiney@hotmail.com      | 414-899-2637 |
| Assistant                 | Gary Soiney        | pdsges@aol.com             | 262-895-2238 |
| Medical                   | Dr. Jeff Gaver, MD | jpgaver@execpc.com         | 262-965-2914 |
| Pits                      | Dick Gmach         | rlgmach@bytehead.com       | 920-467-8655 |
| Registration              | Chris Cwiklinski   | ccwikl@sbcglobal.net       | 414-449-3862 |
| Paddock                   | Joyce Johnson      | jajapiinc@yahoo.com        | 414-545-8929 |
| Rescue                    | Eric Fairfield     | eric.fairfield@charter.net | 608-846-2062 |
| Sound Control             | TBD                |                            |              |
| Starters                  | Wayne Wasylko      | wraccoon@juno.com          | 847-623-0583 |
| Steward                   | Mike Engelke       | meng@charter.net           | 920-849-7626 |
| Assistant                 | Angelo Gazzola     | agazzola@charter.net       | 715-823-4533 |
| Tech Inspection           | Dennis Troemel     |                            | 262-547-6089 |
| Timing & Scoring          | Jamie Kipp         | jlkip@wi.rr.com            | 920-893-5860 |
|                           | Pete Klinger       | TNSGUY@gizex.com           | 414-351-1775 |

## Committees

**Competition Committee, Administration:** Mark Troemel (Chair), Tim Burns, Chris Cwiklinski, Jim Dentici, Tracey Gauper, Pete Klinger, Chris Cwiklinski, Ann Rudolph, Sue Schuster, Toby Schuster, Steve Tupper, Jackie Yahn

**Competition Committee, Drivers:** Mike Cudahy (Chair), Mike Alexander, Bob Clark, George Kofman, Bruce Lindstrand, Lawrence Loshak

**Solo Committee:** Sam Karp (Chair), Jeff Cashmore, Dan Kimber, Tony Machi, Amir Mahmoud, Marshall Moore, Jon Peccarelli, Tim White, Steve Wynveen