

MILWAUKEE REGION

Drift



Summer, 2006

VSCDA Registration Hours

Friday, September 15
Saturday, September 16
Sunday, September 17

6:30am – 10:00am

ALL THREE DAYS

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

March of Dimes Drive America PDE Event at Road America

Friday October 6, 2006

Milwaukee Region is looking for workers to staff the March of Dimes fund raising PDE event at Road America. This is a special event with all proceeds going to the March of Dimes.

Worker meeting is at 8:25am

Workers will receive an embroidered event hat, a sweat shirt, lunch, a donation certificate from the MOD to be used as a charitable donation for tax purposes and a chance to win the use of a Porsche for a weekend

Please contact Toby Schuster at 414-416-2371 or tobin.j.schuster@gmail.com if you are interested in working this event.

Worker of the Year Award Nominations

Several years ago the Milwaukee Region Board of Directors did away with the Annual Worker Point Awards due to lack of participation. In its place is a "Worker of the Year" Award for each specialty. Anyone can nominate anyone else from any specialty. You can make multiple nominations. This can be for a specific incident or event or for a whole season of contributions. Please take the time to make a nomination.

Awards are presented at the Annual Meeting in November. Please send your nominations to Competition Chairman Mark Troemel, S37 W26921 Genessee Road, Waukesha, WI 53189, email – mtroemel@earthlink.net Nominations must be received by October 31, 2006.

Region Calendar

Sept	12	Board Meeting
	15-17	VSCDA
	16	Solo #6
	17	Solo #7
	26	Solo Meeting
Oct	6	Drive America at Road America
	8	Solo #8
	10	Board Meeting
Nov	11	Annual Meeting
Feb	24-25	CenDiv Spring Training (includes AWT)

Board Meetings - 6:30pm the 2nd Tuesday of the month

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

Interested in Road Rally And Rally Cross In the Milwaukee Region?

We are looking ahead to develop events in 2007.

If you are a member of the Milwaukee region and are interested in road rallies or Rallycross Please Contact John Gartner via email at: Rockheadracing@yahoo.com

Have an idea for an article for the Drift?

Want to contribute photographs?

Contact the Editor,
Chris Cwiklinski
414-449-3862
ccwikl@sbcglobal.net

March of Dimes

Every year nearly 500,000 babies are born premature in the United States every year. Wisconsin ranks 50th among the states in infant mortality. Premature birth is number one cause of infant mortality. Every one of you has been touched by the March of Dimes. From Polio vaccine to folic acid, the effects of smoking and alcohol on fetal development, and the miracle drug Surfactant, every one has benefited from the research funded by the March of Dimes.

Please come and volunteer on October 6, 2006. Every worker that we bring out is one that we don't have to hire from the track. We have great give-aways and the chance to **win the use of a Porsche** for a weekend.

See Page 1 for more information.

R.E. View – Julie Komp

It's amazing how fast the summer flies by, isn't it? Seems I was just writing about the season kick-off and now we're anticipating the season wrap-up events.

But guess what? We're officially back racing at The Milwaukee Mile. A survey of the best memories in the region nailed 1971 as the last year we raced the road course there, so 35 years later, the event returned. Officially called the Wisconsin Grand Prix, run on Labor Day weekend this year, the event has many in the region jazzed to return to racing actually in Milwaukee (West Allis officially), and a 'home track' advantage. At the board level, we are very excited to have brought a new track on-line in the division, especially one in the heart of the city. What a rare opportunity. We've gone from two active tracks to four now with the addition of Autobahn in Joliet and The Mile.

We would like to thank each worker and each driver who supported our event at The Mile, since we are aware of all the racing events that were scheduled against ours as well as that crazy thing called 'family' that tends to want time with us on holiday weekends! A special thank you goes out to Rick Mancuso and Lake Forest Sportscars, who stepped up with sponsorship for the event.

The next Road Racing event we are supporting is VSCDA at Road America, a Friday-Sunday event, September 15-17th. We can use more cornerworkers, and you don't need to be a member to work this event. If you have an interest in sweet vintage cars, have friends that want to come out and want the best seat in the house, please come spend the weekend with us at the track.

If Road Racing isn't your bag, check out one of the remaining three Solo's on the schedule. Solo hosted a National Tour event and did a great job with the logistics. A good time was had by all. Keep an eye on the Rally schedule as well. If you're into Performance Driving Experiences, check out the March of Dimes event we're sanctioning at Road America on October 6th, a great way to get to know the track up close and personal.

Above all, come out and enjoy the remaining summer days with good friends.

See you at the track,
Julie

Wisconsin Grand Prix

September 2-3, 2006

A brief report from from Harvey Lugnutz

It's been over thirty-five years since the Milwaukee Region staged a race program at Wisconsin State Fair Park in West Allis. Aside from the major changes to the Milwaukee Mile's physical plant, the cars and classes bared little resemblance to those of the early seventies.

While difficult to compare generations, Dan Cobb's new one lap track record of 1:04.28, set during Saturday's qualifying session in his FA Swift 014, stacks up favorably against Hamilton Vose, III FA and overall lap record of 1:14.0 aboard a McKee at the 1968 Oktober Rennen and Jerry Hansen's 1:14.4 in June of 1969 in a Lola. Not to take anything away from Cobb of Libertyville, Illinois, but going faster the twenty-seven time SCCA National Champion Jerry Hansen, although given that today's cars and tires may be better, is probably due more to the reconfiguration of the infield section.

New lap qualifying and race records established by Wisconsin drivers were credited to Jim Roemer, Brad Ellingson, Ian Lenhart in two classes, Greg Olsen, Sanford Silverberg, Tim McQuiston also in two classes, Timothy Burns, William Banner, Frank Malaczynski, Filippo Reina, Roy Carrera, Richard Rosenmerkel, Greg Gauper and David Kittleston. In addition, Daryl Wessel established a qualifying record in GTL.

Overall race winners from Wisconsin, on either Saturday or Sunday, were Olson, Silverberg, Rosenmerkel and Ken Bonneau.

The only major incident of the weekend was a spin by Brad Richards in Tony Mach's USGuys Honda CRX si that sent him into the wall at turn one. Machi reported heavy damage to the passenger side with no idea as to what caused the car to spin out of control.

The small slate of entries was probably due to the Labor Day weekend race dates and in part to waning enthusiasm and bank accounts as the season's end draws near but all in all, those who participated gave the track high marks and hopes for more dates in the future.

MILWAUKEE REGION



*Come help us kick off our 60th year
1947-2007*

ANNUAL MEETING

NOVEMBER 11, 2006

SHERATON FOUR POINTS HOTEL

4747 South Howell Avenue Milwaukee, Wisconsin 53207
Across from Mitchell field

Featured speaker

Tom Hnatiw

***Host of Dream Car Garage and Sports Car Revolution
on Speed Channel and the Track Announcer for the
SCCA Speed GT and Touring Car Series***

Tom Hnatiw:

As long as I can remember, I've been fascinated with cars. As a six-year-old, I spent many summer afternoons at our local track, getting in my older brother's way and drinking in all of that action. Since then, cars have been at the center of just about everything I do.



I've hosted a bunch of television shows about cars over the last fifteen years or so, worked as a race announcer for just about every road racing series going and raced a few cars myself over the years, winning a Championship in 1998 (with a brilliant co-driver, Al Ayre) and the odd race in regional competition (when the really fast guys stay home).

Dream Car Garage is the most fun I've ever had. Every day is a new adventure. Every car is a new challenge. Everyone we meet reminds us that the car guy community is special place - a place where the average guy mixes with the rich, the famous, the extraordinarily gifted and the incredibly fortunate, and at the end of the day, he (or she) finds himself among peers.

I've got a wonderful wife and a couple of young boys who can pick out just about any car on the road by the front, side or rear profile. If I get my wish, they'll be car guys too. Or else, what am I gonna do with all of this gear.

view

Bob Flemming



tional Championship Pro Series Hill Racing Team in 1988, '89 & '90.

If one were to make note of all the things they are involved with, you know, hobbies, business, family, travel, friends and more, it's a pretty good bet that they'd come up short when compared to Bob Flemming's list, much of which revolves around fine motor cars.

A native of Easton, Pennsylvania, Bob attended Lafayette College and graduated in Electronic Engineering from Spring Garden College in Philadelphia before moving here in 1960 to take post-graduate courses in Computer Science at Milwaukee School of Engineering. He decided to remain in Milwaukee after meeting Phyllis and worked initially for A.C. Sparkplug in Oak Creek and Globe Union-Centralab prior to starting his own company in 1970, specializing in electronics, aero space products, and later renewable energy systems, until retirement in 1998.

Today, he retains his entrepreneurial involvement as an investor in several small biotechnology businesses. In addition, over the past thirty years he has been a collector of pre-prohibition Brewery advertising, which led him to his investment in the successful Delafield Brewhaus. To attest to his talent and resultant success, Bob was presented with the Friend of Wisconsin Business Award in 1989 by, then governor, Tommy Thompson.

As a teen, he lived four miles from the Nazareth Speedway where he could be found most Sunday evenings during the summer; but upon moving to Milwaukee, he motored on up to Road America for the June Sprints. About the same time, he joined the Wisconsin Triumph Owners Association, which he later served as President, and joined the Milwaukee Region of SCCA. Over the years, he served as our Regional Executive, Rally Master of the On Wisconsin National Rally, has held a national starters license since 1966, was a consistent winner of road rally and ice racing events for over thirty years and, in 1975, was the recipient of the Herbert C. Wuesthoff Memorial Trophy. In addition, his firm, ASI and Coca Cola co-sponsored the S2000 Na-

An avid curler, Bob has been a member of the USA Senior Men's National Championship Team and was selected to be on the USA Men's Team to compete in the 2001 Scot Tour in Scotland. Locally, he is a Past President of the Kettle Moraine Curling Club and currently is Vice President of the United States Senior Men's Curling Association.

Bob's wife Phyllis, aka "Flip", worked corners from 1962 until son Todd was born in 1970. Todd attended his first Road America event at age two and has not missed a year since. Bob and Phyllis have a daughter Kelly who currently lives in Chicago.

Travels have taken him to twice to the Sebring 12 Hour, the Monaco Historic Formula One Grand Prix in 2000, the 2001 Indy GP, the 2005 Goodwood Revival in Great Britain, the famed Nort Nurnberg Ring course (12 miles) in 2004 and Italy's Targa Florio (44.7 miles) in 2005. Including this years event, he has attended the Monterey Historic Races at Laguna Seca five times.

Over the years, starting with his first car, a 1956 Plymouth, he has owned countless vintage and sports cars including his favorites, a 1960 Peerless GT coupe, 2000 BMW Z3 coupe, a Porsche Carrera C4 and a 1956 Salvador Blue TR-3 with 48,000 miles that he still owns. In 2001, he and partner Paul Roller purchased and remodeled a small industrial building in Pewaukee where they set up JRJ Classics, maintain offices and display their collections of fine motorcars.

While not as active with the region as in the sixties, seventies and eighties, Bob continues to be well known and respected by his peers. A true gentleman, quiet and reserved, a man of many interests, Bob is able to converse on just about any subject you might choose and lives life to the fullest.

Bedlam in the Cat's Pajamas

By Toby Schuster

Milwaukee region hosts the Cat National event each year at Road America race track in Elkhart Lake, Wis. This event is named after a cat that is reputed to have belonged to Brian Redman. The story of Brian's cat is quite interesting but that is another story. This story is about the first annual bed race held in conjunction with the Cat event.

The bed race at the end of the race day had the feel of a pick up basket ball game. There was no official schedule or sanction for this event. It was thrown together at the last moment by the Cat event workers to blow off some energy after a successful race day. The only official notification of the event was the repeated calls to the grid during the Saturday night party. The calls to grid were received with some skepticism by the diners who were finishing up their dinners of some of the best rotisserie chicken this side of the ocean.

The lure of getting up out of their chairs and walking past the beer taps to get to the event track was too great for a few brave soles to bear. Fewer still were willing to risk life, limb and self dignity to participate in this questionable event. All they knew was what they heard during the calls to the grid. "Last call to the grid. Get your three people teams together for the bed races." Eventually, we had enough participants to field 6 teams in the race. Luckily, we didn't get an over whelming response, we only had a total of 10 "beds" available for the contestants.

The race teams slowly gathered at the designated grid location. There was some confusion as the teams had been forewarned that it might be advisable to have a small third team member. The event sponsor, Tobin Schuster, had let it slip that size really did matter for this event. There was a fair amount of racer's camaraderie as teams looked for families with small children that might be willing to enter into who knows what.

As the race participants gathered at the grid, they were wholly under whelmed by what they saw, a pile of cardboard boxes and two packages of rope. The event promoter had gone all out to put on a first class race. He provided two packages of rope. The "beds" (card board

boxes), were provided by the event sponsor, Mike Cudahy of Prototype Composites. The rules of the event were very simple. We made them up as we went on and by this time of the day, we had drunk too much beer to be able to think of any rules that might have made any sense. Self appointed chief steward, Chris Cwiklinski, took over control of the event to try to bring some dignity to the event.

At this point, the rules, and object of the event, were revealed to the race teams. Each team would be given a bed, (box) and a 10 foot piece of rope. When the green flag was waved, each team needed to make their bed and then make two laps around the course. "Making the bed" consisted of assembling the box and attaching a pull rope. One of the team members needed to ride in the box with the other two people pulling. (Actually we would have allowed two people to ride in the box but the teams were ahead of us on that one.) The race equipment was handed out to the teams and everyone started to take up their grid positions.

As the teams were taking their positions, one team jumped the start forcing an RFA. When the stewards learned it was only Rick Hayden trying to understand the mechanics of the race equipment, they decided to subject him to public ridicule and put him back into his place. From this point on, the accuracy of this report may be suspect since I was laughing to hard to take proper notes of the action.

With the race teams at the ready and the spectators growing restless, the green flag was presented to the field and the race was on. Several teams had early failures with the tow rope pulling out of the bed forcing them to regroup and try to reengineer their bed designs. This is an unconfirmed report but I'm sure I saw one team using a bed design that challenged the concept of having a rider in the bed for the race. The bed was shaped more like a large tire with the rider sitting inside the contraption. As typically happens when race teams push the envelope, the tired bed failed to match the Knippel team's expectations. The team fell apart in the dog leg on the back stretch forcing them to rethink their design

It didn't take the Kittleson team long to figure out a winning design. Once they made their bed, they charged ahead and completed the two full laps without needing to make a pit stop for repairs. As the Kittleson team took the checker flag, the second place team was still struggling to get through the back stretch on their first lap. I'm not sure if it was the fact that their bed was on the cutting edge of racing design or if the racing gods just wanted to play with the minds of the fans, but the winning bed fell apart on the checker flag lap causing the crowd to go wild. The failure was so complete that they were forced to "pack" it in and forgo the rest of the victory lap.

The winning team consisted of Charley "the feather" Kittleson as the rider, David "the destroyer" Kittleson as the left puller, and Joellyn "the jet" Key as the right puller. I was able to catch up with them after the race to get this quote from the winning team: "It all came down to superior design with an eye on friction and drag." I also heard that this was a winning weekend for David. This was the weekend that he got his first National win in HP class.

As the fans headed back to the party to refill their empty beer mugs, I thought I heard a cat purr and say, "Next year we'll see who's better at sitting in a box."



Top photo: The winning team of Joellyn Key, Charley Kittleson and Dave Kittleson

Bottom photo: "Bed" Assembly

Photos by Jackie Yahn

2006 Solo Schedule

All events at Miller Park
Event #6, Sep 16 – Sat
Event #7, Sep 17 – Sun
Event #8, Oct 8 – Sun



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>

LYBARGER RUNS FOR DIRECTOR OF AREA FIVE



My name is Robert Lybarger and I am a candidate for Director of Area 5, Sports Car Club of America. I am a "grassroots participant" and my 45 year history with SCCA demonstrates that I am "for the people" and I will represent the whole membership of Area 5.

During the last decade SCCA has experienced challenges in several areas. I believe that my life experiences will enhance the deliberations and decisions of the Board of Directors for the long range benefit of the Club.

Like many "ole timers" I began my interest in SCCA with rallyes and gymkhanas (predecessor to Solo II). From there I moved on to become a Corner Worker from 1961 to 1965. However, driving became my passion and I have been road racing for 38 years, beginning with Formula Vee, also driving Formula Ford, Super Vee, Formula Atlantic and finally returning to FV. I have qualified for the Runoffs eighteen times. I have been Central Division Licensing Administrator for eight years and a National Licensed Scrutineer for nine years. I am currently pursuing my Steward's license. This experience led to my service on the Club Racing Board for eight years from 1995 to 2003.

At the Region level, I have been a Blackhawk Valley Region member, BVR board member for six years and Regional Executive twice. I have received numerous service recognition awards from the Formula Vee com-

munity and BVR, culminating in the National SCCA's John McGill Award in 2004.

After a successful career as a VW Parts Manager for 25 years (serving on the National Parts Manager Council for eight of those years) I started Lybarger Racing Enterprises (LRE) in 1987, providing parts and service to the motor sports racing community.

My wife Pat and I have been married 39 years and she has been a beloved and valued companion, friend, pit crew and business partner.

As a Director of SCCA, I would work to involve our members in local Region and National administration of our Club. I would faithfully communicate to the membership on those issues so vital to the continued vitality of SCCA. In turn I would ask your feedback and guidance on those aspects of our operation which are important to you; whether related to competition, licensing, membership, finances, service to members or any other aspect of SCCA operations.

We need to concentrate on the future of SCCA; strengthen our finances, grow our membership and increase our club participation. We pride ourselves in being a safe, fun "family sport" with a solid management and an enthusiastic constituency. With your support and involvement we can facilitate beneficial change for all.

Historic Race Circuits of Elkhart Lake

On Thursday, July 13th, the Historic Race Circuits Committee of Elkhart Lake hosted about one hundred and twenty-five cars and drivers for a two-lap tour on the old road course and dedication ceremonies in town where a historic marker now stands across the street from the bank.

In all, fourteen markers have been placed around the original public course honoring such early racers and dignitaries as Jim Kimberly, Ted Boynton, D. Cameron Peck and others.

Speakers included winner of the 1952 feature race, John Fitch, winner of a supporting race Phil Hill and Augie Pabst who we learned was watching from somewhere in a corn field that beautiful early September Sunday afternoon. Jim Dentici represented the Milwaukee Region at the podium and another all time super star, Jim Jeffords was also up front but did not speak.

The committee led us down long straights, around sharp corners, up and down kettle moraine hills to finish in town for the ceremony. The restaurants and taverns were full of car people, each with their own stories about the old days; however, my guess is that, like the fabled Green Bay Packer/Dallas Ice Bowl game, many, if not most, were fabrications.

(View from the Left) Do you want to Rally?

By Rouleen Gartner

That question was posed to me in early January 2006 by my husband John. For the past 5 years John has been involved with the local SCCA Road Rally group as a rally master (for local events) and a competitor (a right seat Navi). We live in Northern Wisconsin, a place that as a result of the vast expanses of national and county forests is infested with wonderful roads for road rallying. About six years ago John went looking for local TSD road rally events to compete in and was chagrined to find out that they were few and far between. So if the mountain won't come to Mohammed, He chose to go to the mountain. John searched on the internet for people that could help him to learn how to create a road rally; the responses were mostly: "good luck". Eventually he had the good fortune to come across Dave Parps, chairman of WAG, and who helped him to write his first local road rally the "Hardwood Forest Rally" which was ran out of Crandon, Wisconsin and was a combination GTA and TSD rally.

Although I had been corralled into being a control worker at a few of John's rallies, I had yet to compete in a rally myself. As a control worker I did wonder what John found so fun about rallying. Control workers duties usually consisted of a long boring wait followed a short period where one car after another descend onto your location USUALLY (but not always) from the same direction. The car's occupants often had a confused look on their faces and often asked if they were doing Ok? I always reassured them that they were doing well. Or at least I hoped they were...

Back to the question....

Although not quite sure what I was getting into, I agreed to be John's driver for the event.

We were going to compete in Dave Fuss' Chippewa Trails Rally on June 10th. John assured me that this was a TSD Rally not a Trap Rally. Not quite sure of the difference, I did recall John grumbling about trap rallies when he first competed in the Chippewa Trails two years ago. I vaguely recall him telling me that he and his driver for the event, Bill Bates had "found" all the traps by falling into them and that this type of rally might lead to divorce for husband and wife teams.

In 2006 Dave Fuss did a wonderful job creating a route

that worked as a TSD, Trap and GTA rally (all in one). We were going to compete in the TSD in Stock Class.

On Friday June 9th the day before the rally, the family all packed into our GMC Safari for the 5 hour trip down to Menominee Wisconsin which was the headquarters of Chippewa trails. Our two daughters Larissa (age 10) and Breanna (age 8) were young enough to be passengers in our vehicle according to the Road Rally Rules. We brought along a play station so the girls could play Gran Turismo if they got bored, while John and I were occupied with the event. This was after all a family event for us and we did not want to exempt our daughters from the adventure of our first road rally together.

We had a bit of a rough start, as John and I got used to working together as a rally team, myself the driver, reading the instructions and following the route and John the navi calculating our position and watching the route too. Dave Fuss sneakily put the first checkpoint about 3/4 of a mile or so from the start of the leg. John had just told me to call out when the ODO hit a mile so he could figure out if we were on time when we came around the corner and saw the checkpoint. Knowing we were coming in fast, I hit the brakes hard to slow us down but we still received a double digit score. Onto the next leg where we (actually John) made a navigational error and we missed a turn, mistaking a turn signs for the route instruction. Unfortunately the next route instruction worked too, so when we finally figured out we were off course and it took all the available time allowance to get us close to our time. Even after using up all our time allowances, we maxed out the next two check points until the break when we were able to get back on the time. The rest of the rally went smoothly and was a lot of fun. We were working well as a team and although we never did get a zero, we got a 1 and lots of low single digit times. In the end we won our class, of course we were the only ones in our class. Mind you even with the early trouble we did get a respectable score. It was a very fun family event and I could not wait until the next one.

I was quite disappointed to find out that in this region the next rally was not going to occur until the August 6 charity GTA rally, the Lion Hunt Safari Rallye for which John was the safety steward and Ken Storms a former Black

Hawk Valley Region RE and local Northwoods rally enthusiast was the Rallymaster.

The Rally that John and Ken set up was a basically a question and answer-type GTA (Games-Tour-Adventure) rally which followed a 65 mile route and required the competitors to find solutions for 101 questions and puzzles from the road signs and objects along the way. I decided to team up with Cheryl Storms, Ken's wife. John and Ken became secretive about the puzzles and since they did not talk in their sleep, we did not have any advantage.

Cheryl and I were joined by my daughters Larissa and Breanna and we became the "Road Rally Ladies" team. Since this rally has a safari theme, we thought it appropriate that we compete once again in our GMC Safari Van, this time without the play station, since we needed the girls to be sign spotters. Some of the questions and puzzles were straight forward, others strange and downright insane making us question the sanity of our husbands and our own sanity for marrying the two jokers who thought up these questions and puzzles.

In the end we would up with a respectable 5th place one point behind 4th place. We have now forgiven our husbands for MOST of the questions, though there are one or two questions that we still have issues with.

Rallying is a lot of fun and it was made even more fun because we made it a family event. If you haven't tried road rallying do so. "It's the most fun that you can legally have on a public road. So if someone asks you "Do you want to Rally?" Take them up on it.

I can't wait until my next one.



Lion Hunt Safari Rally

By Jean Rein

Reprinted with permission from the Lakeland Times (Minocqua, WI)

It was a beautiful sunny Sunday afternoon - one of those proverbial days that are great for a drive through the Northwoods.

So that's just what several area visitors and residents did Aug. 6 - they enjoyed a 60-plus-mile trip as part of the Boulder Junction Lions Club-sponsored Lions Hunt Safari Rally.

The games, tour, adventure (GTA) rally was organized by the Milwaukee region of the Sports Car Club of America. It is a driving skills and observation contest where teams follow a set of instructions and collect points by answering prepared questions.

Starting at 12:30 p.m., the cars left at one minute intervals to follow the route along which instructions were posted in intervals not more than five miles apart.

The drivers and their passengers all returned shortly after 4:30 p.m. for refreshments, while the rally masters computed the scores based on the answers submitted.

The third annual rally has continued to grow each year. Race organizers felt the total number would have been higher if it hadn't rained the morning of the event. Some of those who have participated in the past have convertibles and do not want to expose them to rain, said John Gartner, chairman of this year's event.

Club President Phil Lewandowski said his wife, Peggy, originally posed the idea for a new type of fundraiser for the club. She had competed in Corvette rallies in the Milwaukee area and remembered the fun she had.

The rally had no emphasis on speed or timing, instead focusing on safe driving on rural roads, with a navigator to follow directions and write the answers to questions.

Several teams in this year's rally participated in the two earlier events, and several were first-timers.

Cheryl Storms, Rouleen Gartner and her daughters, Larissa and Breanna, made up one team, using a GMC

van, not a typical rally car. They had a great time, they said, and the girls, ages 8 and 10, were a huge help in solving the puzzles.

Storms said she enjoyed navigating the van for the Boulder Junction event. “You can do well or really mess up in these rallies, but they are great fun, no matter what,” she said.

There were some other seasoned drivers, such as Ron Breiler of Ironwood, Mich., who brought his 2005 Cooper S to the event - it was selected as the “favorite car” in the rally. His navigator, Bonnie Sokolowski, also of Ironwood, was a first-time participant. The team took third place.

At the other end of the spectrum, there were first-timers participating who commented on the genial competition.

Patty and Bill Putnam, summer residents of Boulder Junction, saw the rally last year and thought it would be fun, so they drove their 16-year-old Miata this year.

Patty said she felt like she was “brain dead” at the start. As the navigator, she was in awe of some of the questions, but recovered and enjoyed the ride and the event, she said.

The first place award was given to the Hudson team, who also won the previous two rallies. Bennett Hudson lives in Boulder Junction, Tom and Ann Hudson are residents of Wadsworth, Ohio, but vacation in the area annually. Doug and JoAnn Stendeback of Woodruff were second, and Ron Beiler and Bonnie Sokolowski of Ironwood placed third.

A special “humanity to animals” award was given this year to Dale and Jenny Haessly who were driving the route when they spotted a wet dog running down the middle of Hwy. B. They took the dog out of danger by placing him in their car, but missed some clues for the competition in all the excitement.

They stopped at a service station in Presque Isle to purchase a rope to serve as a leash so they could walk the dog. While doing so, the dog was recognized and it was returned to its home in Natural Lakes.

The rally’s purpose was to raise funds for the Lions Club to use in their service projects. The winning scores were based on the number of correct answers, in addition to a five-point bonus for any team members who wore “safari-style” clothes, which in Wisconsin, includes blaze orange and camouflage gear.

2006

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