

# MILWAUKEE REGION

# Drift



November/December, 2006

## **Congratulations to the Milwaukee Region National Champions and Trophy Winners**

### **Road Racing:**

1st FC – Niki Coello  
1st GTL – Jim Dentici  
1st EP – Lawrence Loshak  
3rd S2000 – Bart Wolf

### **Solo:**

1st STS2 – Andrew Canak  
1st ASL – Denise Cashmore  
1st AS – Jeff Cashmore  
1st STS2L – Megan Young  
2nd STUL – Mary Bahr  
2nd HS – Mark McKnight  
2nd AS – Steve Wynveen  
3rd STX – Chris Fenter  
5th FP – Mike Tews  
6th STS – Jimmy Crawford

## **Milwaukee Region Board of Directors Election Results**

Re-Elected: Julie Komp  
Tony Machi  
Jim Roemer

Also elected: Bruce Lindstrand

### **2006 Officers**

Regional Executive: Julie Komp  
Vice Regional Executive: Jim Roemer  
Treasurer: Toby Schuster  
Secretary: Niki Coello

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

Congratulations to those who were elected.  
And thank you to Roy Rogers, for his service on the Board.

# **2006 Annual Meeting**

## **Award Winners**

### **Wuestoff Award – Dennis Troemel**

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 – Toby and Sue Schuster**

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 – Dale Brown**

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 – Roy and Nancy Rogers**

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

### **Janitor's Cup – Tony Machi**

(who presented the cup to Brad Richards)

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.

### **Rookie Road Racing Driver of the Year – Frederick Guesneau**

# **2006 Annual Meeting**

## **Award Winners**

### **Solo**

**Tony Machi Rookie Cup – Chris Bailey**

Formerly known as the Solo Rookie of the Year Award,  
it was named in honor of Tony Machi and his contributions to the Solo program

**Fastest Solo Driver of the Year – Jeff Cashmore**

**King Motorsports Fast Honda Cup – Ben Zabel**

Presented to the top Honda that is not a Pro

**Dean Rhode Solo Service Award – Steve Wynveen**

**Earl Krause Hard Charger Award –  
Dale, Mary and Annemarie Bahr**

## **2006 Road Racing Specialty Workers of the Year**

**Course Marshal – Dennis Kay**  
**F&C – Doug Johnson**  
**Grid – Dan Soiney**  
**Pace car – Dave Yahn**  
**Paddock – Joyce Johnson**  
**Pits – Dennis Wendlandt**  
**Race Chair – Jackie Yahn**  
**Steve Tupper**

**Registration – Nancy Wheeler**  
**Rescue – Steve Dunkman**  
**Sound – Michael Holz**  
**Starters – Bob Flemming**  
**Steward – Fred Cummings**  
**Tech – Mark Troemel**  
**T&S – Sue Schuster**

# Debbie Does Danika

By Harvey Luginutz

Finally, old Patrick Danika gets into racing and he does it without my expertise, be that as it may. It just so happens that he met a cute little gal by the name of Debbie something or other, who happened to be racing a clapped out MG-B in Midwestern Council events and wanted to move up to bigger, faster and more glamorous vintage car racing. Upon learning that “Old” Danika was rolling in lottery winnings, she started batting her eyelashes at him, opening the top few buttons on her shirt and bending over a lot.

Well who could pass that up, so Patrick decides to put his racing career on hold and help his new little darlin’ chase her dream of becoming the next Donna Mae Mims. So, without my sage counsel, the two lovebirds start looking at race ready Vetts, Carreras and Formula Fords, which was their first mistake. I mean, he knows nothing about the workings of infernal combustion automobile engines and she doesn’t know much more than how to paint her fingernails and tease her hair, and Danika too.

What a pair. Dumb and Dumber, Doofus and Goofus, Edsel and Enron. So, they started going to early spring events and visited with a great many racers, hoping to find something she could handle. All the time she has dollar signs dancing in her head while Speed Racer has wild Road America race weekend nights in an upstairs room at Siebkins dancing in his. Clearly, their goals were different.

Well, soon they found a fairly nice TIGA that had been standing idle since a guy by the name of Mark Daniels last won a race with it back about twenty years or so ago. Danika, trying to impress the new love of his life, gave the car his personal once over, kicking the tires, looking to see if there was water in the wheel base, pulling the dipstick and then started dropping names like Eisenmann, Dentici and Schley, all of whom impressed Debbie. So Patrick wrote out a check and thought he bought the damn thing until Daniels told him, “no offense, but I prefer to have a cashier’s check”, to which Patrick replied, “don’t you trust me?”

Daniels responded with, “I did trust you until you mentioned that that you knew Eisenmann, Dentici and Schley”. Clearly, Daniels was a man who was at the top of the cam. Well, Debbie really wanted this car, so Speed

Racer calls and authorizes his attorneys, Cheetum, Gonif and Finagle, SC, to wire funds from his trust account.

That done, he hooked up the trailer to his brand spanking new nine litre Dodge Dakota and off they went to his new apartment on Prospect overlooking the Milwaukee Yacht Club, where for the next seventy-two hours they, um, talked racing, among other things.

Her first race was a VSCRA event and for it Patrick bought Debbie a brand new, form fitting driver’s suit, which provided clear evidence that she wasn’t carrying any wrenches in her pockets, if you know what I mean. That was Patrick’s second mistake because everybody, including Starters Flemming and Knippel, the Stewards and all the other hero drivers couldn’t take their eyes off her and she loved every minute of it, while Patrick started to get nervous.

None-too-soon, she was in the car and on the way to the grid, where she created even more attention as a few Pit Marshals leaned in and rubbed up against her while pretending to make sure her harness was properly fastened, all of which she enjoyed while Patrick continued to burn. Soon, she was off and after about three laps spun at twelve, hit the rubber tire barrier, did an easy roll and totaled their little “Love Bug”. When the public address system reported what happened, Patrick ran through the tunnel, under the track to race control where he could have a look see on one of the many TV monitors. There, before the hillside crowd and the workers on the other side of the track, were seven drivers, each having spun out their respective cars, to see if they could help. One was giving Debbie mouth-to-mouth resuscitation, another was loosening her drivers suit, another stroking her brow and still another holding her hand until Road America President George Bruggenthies roared up to take control. What a guy.

And that was the last brokenhearted Patrick saw of Debbie and the wrecked TIGA. Clearly, she was out of his class having met a whole bunch of new racers, workers and officials who knew a lot more about racing and would really take care of her.

# What's New at Road America?

From the Road America Website  
([www.roadamerica.com](http://www.roadamerica.com))

Elkhart Lake's Road America, Inc. has begun a significant construction project which includes the addition of a new tunnel to the paddock and the removal of the Bill Mitchell bridge. The project, which will be completed by May 2007, is part of the track's long-range facility improvement plan.

The new tunnel is located approximately 100 yards south of the farmhouse office and provides access to the paddock between turns 13 and 14. Designed to accommodate two lanes of vehicle traffic and two pedestrian walkways, the tunnel has a clearance of 16.5 feet and is 36 feet wide by 168 feet long. McMahan and Associates of Neenah, Wisc., designed the tunnel and is serving as general contractor. The tunnel's unique pre-cast concrete roofing structure enabled the tunnel to be located in this desirable location near the farmhouse office and Gate 1. When completed, the tunnel will be the main entrance point into the paddock and will be a dramatic landmark at the historic track.

The goal of the project is to enhance the racing experience for spectators and competitors. In addition to better paddock access, removal of the Bill Mitchell Bridge will create a new viewing area for spectators and provide better track logistics for race cars and motorcycles.



# Happy Holidays

Check out the Milwaukee Region  
Web Site

Results, photos      Race Photos  
Region Information  
Links to Other Motorsports Pages

<http://www.scca-milwaukee.org>

# Spare Parts

Fall of 2006

By Harvey Luginutz

This past August, I had the good fortune to take in the Monterey Prehistoric races at Laguna Seca, California with current or former Milwaukee Region guys Bob and Todd Flemming, Gary Hawk and Dick Eisenmann. To make it even better, we hooked up with former Milwaukee Region members Hamp Miller and Dave Johnson, who now reside in the Golden State. Anyway, I got to visiting with a track official on Friday afternoon and asked him how long he'd been around. "Thirty—some years working this event, but been around forever," he said.

So, "can you tell me where the Mark Thomas Hotel is?" I asked, as I wanted to visit the exact spot where a well known Milwaukee Region and nationally acclaimed racer deposited his Hertz rental Ford Falcon in the Mark Thomas swimming pool some years back. It would be kind of like a pilgrimage to Mecca for me. "It's the Hyatt now" and with that he provided me with directions. But alas, no historical (perhaps hysterical should really be used) monument was on the premises.

**As so many of you know**, corner workers can be sparse on Friday regional race practice sessions. Well, on such a Friday several years ago at Road America, the late Ralph Fedler was working a corner all by himself when a car spun out, careened up the road into a tire wall. Ralph phoned Race Control and report that he was going to the car to help out. After several minutes, he returned to the phone and said something to the effect that car number such and such spun out, hit the wall and he's dead.

Control went totally silent and all heads turned to the "ole" Chief Steward who sensed panic among the troops as they looked to him for the next move. "Take it easy, everything is fine, you'll see", he said and sure enough, Fedler came back on and shouted, "I mean the car, not the driver."

Tough situation, but the old gray beard Chief Steward knew Fedler for years, not only as a very capable

Corner Captain, but also as members of the Elm Grove Volunteer Fire Department and realized what he was trying to say. Fedler was a terrific asset for many years and as a matter of fact, he was the first recipient of the Erwin C. Uihlein, Jr. Memorial Trophy for his handling of a serious situation that occurred at the entry to the infield at State Fair Park back during one of the Wisconsin Grand Prix national race weekends in the sixties.

**Mike Beill, with major assistance** from motor sports historian/author Tom Schultz, has a new DVD out, aptly named 50 Years of Road Racing. I've had the good fortune to view snippets of it, which contains lots of good footage. Good Christmas list idea for your gear head. **Arguably, the all time best in his field**, long time motor—sports journalist Chris Economaki turned eighty—five this year and apparently has no plans to go fishing. Says, "he doesn't have the right gears for it".

**Did you know that Roger Penske** played wide receiver for the Lehigh University eleven in the late fifties and at the time tooled around campus in an XX140? Now that really ticks me off. A guy that good looking, a college football star to boot, tooling around campus in a Jag and most likely had a bevy of beautiful coeds begging to do his laundry while I, with probably ten bucks to my name at the time, further scarred with bad haircuts and acne, driving a clapped out VW and having all the exercise I could take by dragging my sorry butt off to work each morning. Hurrmp, and Rodney Dangerfield thinks he didn't get no respect.

**For you purists out there, let it be known that in 1954**, Al Keller drove a Jaguar XK120 fixed head coupe to that marque's one and only victory in the first ever NASCAR road race at the Linden, New Jersey Airport. Then known as Grand National racing, Jaguar competed in thirteen series races and recorded five top ten finishes. Equally amazing were single race appearances by Porsche, Austin Healey and Morgan and five starts by MG's.

Grand National racing, the forerunner to Winston Cup

and today's Nextel Cup, first came to my attention in the 50's when newsreels were shown at the old Uptown movie theater. While seated high in the balcony trying to cop a feel off of Gidget Shapiro, I remember seeing huge American made convertibles with roll cages driven by guys wearing T-shirts and with grease all over their faces. Boy, were they ever cool.

**Anyone know what the acronym CIREN stands for?** And for those of you, who do, how many do you think there are in America and where do you think the closest one is?

Crash Injury Research & Engineering Network is made up of nine centers in the US with only three that embody a full scale vehicular crash facility and yup, you guessed it, we have one of the three right here in Milwaukee on the VA grounds near Miller Park.

To hell you say? What's something like this doing in beer town and why haven't I ever heard of it before? Established here in 1964, it currently incorporates over 30,000 square feet of space and supported by the Center for Disease Control, the Department of Veterans' Affairs, affiliated with Froedert Hospital and the Medical College, which includes two trauma centers.

The focus of research is on human tolerance of frontal, side and rear impact and pediatric trauma. Sixteen full time employees including engineers and medical personnel specialize in head and spinal injury. High speed movie cameras (1,000 frames per second) and over the top computers record crashes that provide valuable information that helps to make the cars of tomorrow safer and to improve treatment for crash victims.

## ...And Another Thing

For those not aware, David E. Davis is back with a new online magazine – "Winding Road". It includes much of what you might be familiar with from the original "Automobile" It looks and behaves just like a glossy monthly. Find it at [www.windingroad.com](http://www.windingroad.com). Subscriptions are free via your e-mail address, but you can read the current issue without out signing up

The new SCCA vendor for merchandise can be found at [www.sccacollection.com](http://www.sccacollection.com) But **remember** that Joellyn Key is the Region merchandise person. Region merchandise and embroidery are available from her.

The 2007 GCR is available online at:  
<http://www.scca.com/Club/Index.asp?reference=gcr>

## Drive America March of Dimes Event

On October 6th at Road America, Concours Motors, Southeastern Wisconsin's premier imported automobile sales and service provider, sponsored the first annual Drive America to benefit the March of Dimes. One hundred and ten cars, drivers and their guests, participated under the tutorage of Chief Instructor and professional sports car race Champion Peter Cunningham. Who else but the Milwaukee Region's worker cadre turned out to staff the corners on what was a typical, beautiful fall day in Wisconsin.

Participants ponied up \$200 per car and, for that tax deductible donation, received personal instruction, lunch, on average about one hour and fifteen minutes of track time at speed and an awards dinner at Siebkins. In all, almost \$40,000 was raised. Most interesting car on hand? That would be a \$440,000 Porsche Carrera GT. Thanks to Bill and Karl Wuesthoff, Road America, Peter Cunningham and Tony Machi.

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**2007**

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