

MILWAUKEE REGION



Drift

Issue #1 - 2008

2008 Road Racing Schedule

May 17 - 18

Carl Mueller National
Blackhawk Farms

May 31 - June 1

Susie Bonneau Memorial Double Regional
Road America

July 18 - 20

Kohler International Challenge (KIC)
Road America

July 25 (Test Day)

July 26 - 27

Cat National
Road America

September 19 - 21

VSCDA (Vintage)
Road America

October 31

"Drive America" (Performance Driving Experience)
Road America

2008 Solo Schedule

All events at Miller Park

Event #2, May 18

Event #3, June 8

Event #4, July 19 - 20

Event #5, August 16

Event #6, August 17

Event #7, September 21

Event #8, October 12

BREAKING NEWS

**2009 Runoffs Moving
to Road America**

See Page 4

2008 CenDiv Road Racing Schedule

DATE	REGIONAL	NATIONAL	TEST DAY	OTHER
May 17 - 18		MIL @ BHF		
May 24 - 25				
May 31 - Jun 1	MIL @ RA (D)			
June 7 - 8				AMA @ RA
June 14 - 15				AHRMA @ RA
June 20 - 22		CHI @ RA	6/19-CHI @ RA	
June 28 - 29				
July 5 - 6				
July 12 - 13	BVR @ BHF (D)			
July 18 - 20				KIC @ RA
July 25 - 26		MIL @ RA	7/25-MIL @ RA	
August 2 - 3				
August 9 - 10				ALMS @ RA
August 15 - 17		CHI @ ABJ	8/15-CHI @ ABJ	
August 23 - 24				
August 30 - 31				
September 6 - 7				
September 13 - 14	CHI @ RA (D)			
September 19 - 21				VSCDA @ RA
September 27- 28				
October 4 - 5	RUNOFFS OCTOBER 5 - 12			
October 11 - 12				
October 18 - 19	CHI @ BHF			

MIL - Milwaukee Region
 BVR - Blackhawk Valley Region
 CHI - Chicago Region

ABJ - Autobahn Joliet
 BHF - Blackhawk Farms
 RA - Road America

(D) - Double Regional

Check out the Milwaukee Region Web Site

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

2007 Annual Meeting Award Winners

Wuestoff Award – Marc Knippel

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 – Tracey Gauper

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 – Jody Seidler

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" grass-roots driver. The recipient of this award is chosen by the Region Board of Directors.

Susie Bonneau Memorial

Worker of the Year – Tracey Gauper

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

Janitor's Cup – Mike Sturm

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 - Mark Weidenhoeft

Solo

Tony Machi Rookie Cup – Tim Greenwald

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 – Bartek Borowski

Dean Rhode Solo Service Award – Jeff and Denise Cashmore

Earl Krause Hard Charger Award - Andy Seipos

Road Racing

Specialty Worker Awards

F&C – Karen Mattacotti

Pace car – Dave Yahn

Race Chair – Jackie Yahn

Sue Schuster

Registration – Sarah Wegner

Rescue – Eric Fairfield

Sound - Michael Holz

Starters – Mike Piotrowski

Steward – Paula Spencer

Tech – Bob Schuman

T&S – Holly Langer

Car Emblems

Ever wonder how car emblems came to be. If so, you might enjoy this article which reveals the evolution of popular car logos. Highlights include an explanation of the "four rings" in the Audi logo, the fascinating stories behind Fiat, Peugeot, and other foreign automobile manufacturers, as well as the meaning of "Mitsubishi".

<http://www.neatorama.com/2008/02/18/evolution-of-car-logos/>

SCCA Runoffs Moving to Road America in 2009

SCCA
National Championship
RUNOFFS
ROAD AMERICA 2009

TOPEKA, Kan. (May 12, 2008) – Sports Car Club of America, Inc. announced today the results of a vote by its Board of Directors that will move the National Championship Runoffs® to Road America (Elkhart Lake, Wis.) in 2009. Road America will become the sixth venue to host the event, dating back to 1964.

The Board directed its staff to move forward to negotiate a three-year agreement with Road America for SCCA Club Racing's signature event, which has averaged over 650 participants since 2000. The Runoffs is currently in the final year of a three-year agreement at Heartland Park Topeka, in Topeka, Kan.

"Given the deep history the track, the town of Elkhart Lake and SCCA enjoy, it only seems natural for the most prestigious Club Racing event in the world to be hosted by Road America," SCCA President & CEO Jim Julow said. "The Board had a difficult decision, as we had an unprecedented number of outstanding potential hosts for the event, meaning the long term future of Club Racing's National Championship is very bright."

"The SCCA has been an integral part of our 53 year-history," Road America President and General Manager George Bruggenthies said. "The opportunity to showcase our facility and our community to a nation of SCCA racers and fans is a tremendous honor. On behalf of our board of directors and staff, my thanks to the SCCA for their confidence. We promise to build on the outstanding Runoffs tradition and exceed stakeholder expectations."

The first-ever "Interdivisional Championship," later referred to as the "Runoffs," was held at Riverside Raceway (Riverside, Calif.) in 1964, and alternated coasts with Daytona International Raceway (Daytona Beach, Fla.) through 1969. In 1970, the event began a 24-year run at Road Atlanta (Braselton, Ga.), before moving to Mid-Ohio Sports Car Course (Lexington, Ohio) in 1994. After 12 years in Ohio, the Runoffs moved to Heartland Park Topeka in 2006. The move after three years signifies a change in philosophy after such long runs at venues from the 1970s through the turn of the century.

"Club Racing in the United States has evolved in the last decade, and rotating the Runoffs will do nothing but help the event and the Club Racing program, overall," SCCA Chairman R.J. Gordy said.

"This is by no means a reflection on the job that Raymond Irwin

and his staff have done at Heartland Park Topeka," Julow added. "In the last four years, they have met every challenge and request and built a tremendous facility that is worthy of potentially hosting not only the Runoffs, but other high-profile road racing events in the future. Additionally, the local community and business groups have been outstanding and we thank them for their continued support."

The event has grown in both size and stature over the years, with approximately 700 of the nation's best amateur race drivers from across the country making the annual trek for the event that spans an entire week, preceded by additional days of optional testing. The sheer number of competitors makes the Runoffs the largest annual amateur road racing event in the world, and results in an average local economic impact approaching \$10 million each year.

The Runoffs annually crown the National Champions of SCCA Club Racing's National level classes (currently 25) and has been referred to as the "Olympics" of motorsports. Drivers from across North America race locally to earn points, with the top-10 qualifying drivers from the nine SCCA Divisions in each class earning an invitation to compete in the event. The list of past Runoffs Champions is a who's who in road racing history that includes Skip Barber, Michael Galati, Paul Newman, Bobby Rahal, Graham Rahal, Greg Ray, Boris Said and Scott Sharp.

Road America's history dates back to the early 1950s when public street races in the Elkhart Lake area were a part of the SCCA national championship series. When street racing became illegal in 1952, participants and supporters joined efforts and raised funds to develop Road America. The track held its first event, the SCCA National, on September 10-11, 1955. The inaugural June Sprints® was held the following year, June 23-24, 1956. Today, the 14-turn, 4.048-mile track holds its original configuration and continues to challenge the world's best two- and four-wheel racers.

The date for the 2009 event has yet to be finalized, although it will move from October to September.

The 45th SCCA National Championship Runoffs will be held at Heartland Park Topeka October 6-12, 2008.

Carl Mueller National Race

Event Schedule

Milwaukee Region SCCA

May 17 & 18, 2008 – Blackhawk Farms Raceway – Rockton, IL
Sanction 08-N-35-S

Friday May 16, 2008

Mandatory Tech (GCR Reinspection): FA, FB, FC, FE & FM

6:00 PM - 9:00 PM Registration and Technical Inspection
(No late entries from 6:00 PM to 7:00 PM)

Saturday May 17, 2008

6:30 AM - 1:00 PM Registration
(No late entries from 6:30 AM to 7:30 AM)

7:00 AM - 1:00 PM Technical Inspection

7:15 AM Worker Meeting

8:30 AM - 12:00 PM Scales Available

8:05 AM - 8:30 AM	Qualifying 1	Group 1	FF, FV, F500
8:40 AM - 9:05 AM	Qualifying 1	Group 2	FA, FB, FC, FE, FM
9:15 AM - 9:40 AM	Qualifying 1	Group 3	EP, FP, GP, HP, GTL
9:50 AM - 10:15 AM	Qualifying 1	Group 4	CSR, DSR, S2
10:25 AM - 10:50 AM	Qualifying 1	Group 5	GT1, GT2, GT3, ST, T1, BP, DP
11:00 AM - 11:25 AM	Qualifying 1	Group 6	SRF
11:35 AM - 12:00 PM	Qualifying 1	Group 7	T2, T3, SSB, SSC, AS, SM

12:00 PM - 1:00 PM **Lunch**
12:15 PM **Mandatory drivers meeting at the base of the Tower**

1:00 PM - 1:25 PM	Qualifying 2	Group 1
1:35 PM - 2:00 PM	Qualifying 2	Group 2
2:10 PM - 2:35 PM	Qualifying 2	Group 3
2:45 PM - 3:10 PM	Qualifying 2	Group 4
3:20 PM - 3:45 PM	Qualifying 2	Group 5
3:55 PM - 4:20 PM	Qualifying 2	Group 6
4:30 PM - 4:55 PM	Qualifying 2	Group 7
4:30 PM - 4:55 PM	Registration	



Sunday May 18, 2008

7:00 AM - 12:00 PM Registration

7:00 AM - 1:00 PM Technical Inspection

7:15 AM Worker Meeting

8:30 AM - 12:00 PM Scales Available

8:10 AM - 8:20 AM Warm-up Open Wheel (Groups 1, 2, 4, 6)

8:30 AM - 8:40 AM Warm-up Closed Wheel (Groups 3, 5, 7)

8:50 AM	Race	Group 1	25 Laps
	Followed By	Race	Group 2 25 Laps
	Followed By	Race	Group 3 25 Laps
	Followed By	Race	Group 4 25 Laps

Lunch

1:00 PM	Race	Group 5	25 Laps
	Followed By	Race	Group 6 25 Laps
	Followed By	Race	Group 7 25 Laps

First Announcement: Meadowdale Raceway 50th Anniversary Reunion and Festival

Carpentersville, IL... September 13-14 will see the first official return of race cars to Meadowdale International Raceway since 1969. To celebrate the 50th Anniversary of the first race at the old track, there will be a reunion of old cars, veteran drivers, speakers and videos, displays, rides around most of the circuit, and a bunch of other stuff connected with the track. Entrance and all activities are free.

The Festival expects to show cars in two categories. Racers - could be sports cars, stock cars, dragsters, motorcycles, Indy cars, midgets, - anything that did, or could have, raced at Meadowdale between 1958 and 1969. And "spectator cars" - street sports cars, hot rods, customs, and other neat and clean cars from the '50s and '60s. If you, or anyone you know, has a car(s) fitting these descriptions, please let them know about this. More information and a registration form are available at www.meadowdalraceway.homestead.com

The organizers are also offering free booth space to clubs and other non-profit groups who wish to present displays on topics connected to Meadowdale Raceway.

There is also a need for volunteers to assist before and at the festival. If you'd like to be a part of this unique event, please contact Ross Fosbender, rossf@cognifast.com.



Susie Bonneau Memorial
Double Regional Races
Event Schedule

Milwaukee Region SCCA

May 31 & June 1, 2008 - Road America - Elkhart Lake, WI
Sanction # 08-RS-78-S and 08-RS-79-S

Friday May 30, 2008

6:00 PM- 9:00 PM Registration and Technical Inspection
(No late entries from 6:00 PM to 7:00 PM)

Saturday May 31, 2008

6:30 AM - 1:00 PM Registration
(No late entries from 6:30 AM to 7:30 AM)

7:00 AM - 1:00 PM Technical Inspection
7:10 AM Worker Meeting - Road America Center
9:00 AM - 12:00 PM Scales Available

Qualifying

8:10 AM -8:45 AM Group 1
8:55 AM -9:30 AM Group 2
9:40 AM -10:15 AM Group 3
10:25 AM -11:00 AM Group 4
11:10 AM -11:45 AM Group 5
11:55 AM -12:30 PM Group 6

12:30 PM -1:30 PM Lunch and Touring
12:45 PM Mandatory drivers meeting
Black Flag station (near the tunnel)

10 Lap Races

1:30 PM Race Group 1
Followed by Race Group 2
Followed by Race Group 3
Followed by Race Group 4
Followed by Race Group 5
Followed by Race Group 6

5:00 PM- 5:30 PM Registration
Following Last Race Dinner & Refreshments

Sunday June 1, 2008

6:45 AM - 12:00 PM Registration
7:00 AM - 9:00 AM Technical Inspection
7:10 AM Worker Meeting - Road America Center
8:00 AM- 12:00 PM Scales Available

Qualifying

8:10 AM -8:45 AM Group 1
8:55 AM -9:30 AM Group 2
9:40 AM -10:15 AM Group 3
10:25 AM -11:00 AM Group 4
11:10 AM -11:45 AM Group 5
11:55 AM -12:30 PM Group 6

12:30 PM -1:30 PM Lunch and Touring

10 Lap Races

1:30 PM Race Group 1
Followed by Race Group 2
Followed by Race Group 3
Followed by Race Group 4
Followed by Race Group 5
Followed by Race Group 6

Group 1 F500, FV, FF, CFF, FST
Group 2 GTL, EP, FP, GP, HP, SM, ITE2, SPU
Group 3 FA, FB, FC, CFC, FE,
FM, FS, CSR, DSR, ASR, S2
Group 4 GT1, GT2, GT3, BP, DP, ST,
T1, T2, AS, ITE1, SPO
Group 5 SRF
Group 6 T3, SSB, SSC, ITA, ITB, ITC, ITR, ITS,
SMT, BG

Shifting Gears Webcast: www.racinboys.com

Some of you may know about the Shifting Gears web cast presented by SCCA on Wednesday nights. The show is broadcast on www.racinboys.com in audio at 7:00 PM CDT as a live call in and e-mail talk show about all stuff SCCA. It is posted with videos to the web about an hour later.

They are working on a new feature where they look at an track/event each week. For each event/track they hope to post a track map, and offer a little bit about the facility, and would like to have the competitor's perspective. A turn by turn written description of a fast lap would be great, or if the driver wished to go on the air please provide a phone number where they can be reached for about 10 -15 minutes between 7:10 and 7:50 CDT Wednesday nights.

For more information contact: Michael E. Dickerson, Region Development Manager
Sports Car Club of America
800-770-2055, ext 358
mdickerson@scca.com

Historic Rallye/Drive America 2007

By Steve Tupper

One of my favorite SCCA weekends in a long time was on Oct 5-6, 2007 when my wife Sarah and I participated in the Elkhart Lake Historic Rallye; a National championship event run under SCCA Road Rallye Rules (RRR). Fortunately, this took place right in Elkhart Lake and close to home. Entry fee was \$200 which included a \$25 contribution to the March of Dimes "Drive America" event at Road America. That allowed us to tour the track for a 30 minute session and attend the banquet that evening at Seibkins. The rallye itself included lunch on Saturday at the Osthoff and the awards dinner at Victorian Village. I'll do it again next year for the sheer driving pleasure in Wisconsin's Autumn... and the food, of course.

On Friday A.M. I arrived at RA for the Drive America workers meeting. This was a drivers ed touring event hosted by the Milwaukee region. I met some young enthusiasts who had been working with Mike Cudahy's race car preparation projects. Some of them volunteered to work corners (woo-hoo!). It's nice to see new faces.

After lunch, Sarah and I discovered a mini solo course that was set up in the new paved paddock. Timing lights, cones and all, it was a great introduction for young and old to test one's autocross talent. After a ride with an instructor (helmets on please), I tried four runs. I managed to knock off a second each time (ie: 31,30,29,28). The box gate was the most challenging. The time to beat was in the low 20s.

The announcement for the track tour sounded so we headed for the false grid. I insisted that Sarah wear a full face helmet to experience the ambiance of a real race track. "Yup," she said, "I felt the ambiance of claustrophobia!" The touring session would not allow



passing so it was a little disappointing especially when stuck behind a van. Still, 30 minutes got in a lot of seat time. Dave Yahn got

some photos of us cruising through turn 7.

Next, we were off to Seibkins for the "Dimes" banquet. This was where we officially registered for the Historic Rallye on the back porch of the legendary Race Bar; the one where all of the legendary drivers have been partying for the past 50 years. Our rallye package included a bag of goodies - event cap and pin, tourist pamphlets, a great magazine produced by Elkhart native Peter Laun describing the history of the street races which wound around the lake and through the village in 1950, '51 and '52. I purchased a poster painting of the street race of 1952 where John Fitch led in a Briggs Cunningham car followed by Phil Walters (Cunningham) and Phil Hill Jaguar). We met up with Milwaukee region members Toby and Sue Schuster, Dave and Jackie Yahn and Gary and Jane Soiney for cocktails.

While admiring the various historic signs and posters displayed on the walls and ceilings, Sarah queried, "Isn't that one of your flags?" Wow! One of the checker flags that were printed for a Milwaukee National race at BFR was pinned to the ceiling above the snack bar. As former owner of a print shop, I had printed this item. A driver must have donated it. Incidentally, Jackie and I were co-chairs for that particular race so we asked the bartenders if we could stand on the bar to sign it. It must have looked like a deed of drunken vandalism, no doubt, but we sure had fun.



It was an unusually warm and pleasant October evening. Our group lounged on the charming outdoor patio with its decorative lights. Dinner was served in

the lovely, antique adorned dining room. MC Tony Machi handed out prizes and praised everyone for donating to the March of Dimes. After winding our way out to the parking lot, "some" of us noticed wicker lawn furniture near the dumpster that simply needed to be rescued. "Gee, this stuff is in pretty good shape; just needs a little power spray to get rid of the mold and mildew." There were more valuables inside the dumpster. Several happy divers managed to find room for these treasures in their vehicles. It was a typically mischievous night at Seibkins.

Sarah and I arrived back at Seibkins Saturday at 8:30 A.M. for the rallye briefing. There were 21 teams present. I noticed some familiar faces in the group. Road America president George Brugenthies was co-driving in an Audi RS4. George is an experienced race driver in vintage events and he has competed often in the "One Lap of America" formerly known as "Cannonball Run". He would prove to be competitive this day. Mike Langenfeld (John's brother) co-drove in a BMW M3. Milwaukee Region tech inspector Dave Kettler and his wife Sue brought his 1960 TR-3. Dave was entered in the vintage class consisting of three cars. The 1950 SAAB 92 entry resembled a horseshoe crab. Its 3 cylinder, 2 stroke engine wheezed, sputtered and smoked (brrrring-ding-ding). A '59 Austin Healy 3000 was driven by a couple of jovial chaps. They were fun to watch. While the car laid tread at the start, the navigator feigned losing his notes to the wind. A '78 Datsun 280z chose to run in Stock class rather than Vintage. Most of us were in Stock group consisting of sports cars like Corvettes, Porsches and a shiny, red Ferrari 360. My Nissan, a SAAB, a Honda Civic, and a Ford Focus rounded out the class. Equipped and Limited classes had cars with fancy rallye electronics stuffed into plain sedans such as a Subaru Legacy, Ford Contour, Honda CRV and the Audi RS4. These were the serious competitors who could calculate times to within one-one thousandth of a second. So, sporty and fast are out; comfort and precision is the ticket in this type of motorsport. Next time I'll bring my family sedan with softer ride because the rallye lasted almost 6 hours.

We had just a few minutes to read our general instructions and become familiar with the essential acronyms (CZT- car zero time, BTZ- begin transit zone, NRI-numbered route instruction, SOL-sign

on left, etc.). Hopefully our effort would not end as SOL in another idiom.

Start was on Lake Street. Departing at one minute intervals, we drove through the village streets to the historic old track leading around the lake. One could imagine what speeds the 1950s racers reached on these long country road straights. Then we headed north winding through narrow forest roads of opulent yellow and red foliage. Our first rest stop was next to a cemetery near Kiel (Louis Corners). Some fellows borrowed tools, clamps and duct tape. Didn't they bring their own stuff? A local liquid manure tanker breezed by offering a bouquet of fine bovine perfume. Funny thing is that for the 20 minutes we rested, that truck breezed back and forth two more times. Everyone was happy when the order came to line up, zero odos and proceed. More beautiful rural roadways awaited. Occasionally, we'd see a familiar car pass us and then return. Hmm, which one of us was going in the wrong direction? Penalty points would be awarded for "creeping" to a checkpoint to avoid arriving too early. But what of the cars parked well out of sight? Sometimes we played follow the leader. If one parked, several others parked. This went on all day. Eventually, our team decided to follow speeds and odo readings and hope for the best.

The stage ended at the Osthoff for a delicious deli style lunch break on the patio. Sarah and I befriended some of our competitors; they hailed from all over the Midwest. Departure time was one hour later. Stage two in the afternoon presented more colorful vegetation on roads through the Kettle Moraine forest that we'd never seen before. Eventually, we found ourselves on Highways 67 and 45 heading south to Kewaskum. On the way were the checkpoints assuring us that we were not lost, but not telling us where we stood. Rest stop was at a gas station on the south edge of town, time about 3:30. It was hot but no one complained. A harsh winter was not far off.

Returning back to Elkhart was reminiscent of years gone by. "My late uncle's farm was just down that road," I said. While driving through Greenbush, I noticed the parking lot where my brother's tavern recently stood. He told me that many workers from Milwaukee and Chicago regions were regular clients. Bittersweet memories came flooding back. Yet, on the late afternoon horizon appeared a village. It

was Victorian Village which was the final stop on our journey and rallye's end. We all gathered at the bar and the lake view patio to converse, eat brats, drink beer and congratulate the winners. The Equipped Subaru won first overall followed by the Ford Contour. The Honda CRV and George Brughent's Audi RS4 were 3rd and 4th overall (1st and 2nd in Limited). In Vintage, the wheezing , sputtering 1950 Saab was 1st!! (6th OA), Dave and Sue Kettler's TR3 2nd (9thOA) , the Austin Healy 3rd(13 OA). Mike Langenfeld placed 3rd in Stock class (8th OA). Sarah and I managed to get 10th in Stock (18th Overall) of 21 beating a Corvette, a Boxter and a 911.

Sarah and I went home a mere 17 miles away and got a good night's rest while others had "miles to go before they slept." Kudos go to Spencer Chaple of Historic Race Circuits of Elkhart Lake, and Rallye Master Dave Parps for laying out a great course. The organizers were a little disappointed with the low turnout and want you to know that there will be a membership meeting on Thursday evening July 17, 2008 at Seibkins (KIC weekend) to gather more entrants and interest in this great rallye program. E-mail them at historicracecircuits@gmail.com Any street legal car will qualify. Let's hope they will be able to run another rallye this Fall.

Love and Thanks, Steve



Photos for this story courtesy of Dave Yahn

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!

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.

See you at the track!!



Mark your
calendars for
October 6-12th!

The 2008 SCCA RUNOFFS® Needs You!

It's time to start planning for our return to Heartland Park Topeka for the third and best year yet! Here are some of the exciting additions slated for this year:

- Park Where You Work! - Corner Workers will be able to drive to their stations and there will be additional parking near the Tech Barn and SOC Area.
- Free Volunteer Camping moved to the North Paddock! Reservations available after Registration opens.
- Enhanced Community Presence
- Continued Improvements to Evening Parties
- AMA Flat Track Championships—Saturday, October 4th
Special Admittance for SCCA Runoffs Participants (minimal fee). Located at the Dirt Track adjacent to the paddock.

**ONLINE VOLUNTEER REGISTRATION OPENS
TUESDAY, JUNE 10TH AT 9:00 A.M. C.D.T.**

In Memorium.....

Over the past several months, the Region has lost several members.

Ken Reinders

Ken Reinders passed away on November 10, 2007, at the age of 68.

Being surrounded by great friends and puttering with motors on the farm developed his love for fast cars, go-karts, super V's and open wheel racing. Kenny served a term in the Army during the Bay of Pigs (stationed at Washington State, Fort Lewis). After his homecoming, he began developing lighter, faster race cars. Pursing his racing passion had taken him to most U.S. tracks, and throughout Canada, Europe and Australia. He was the proud owner of Speedway Inn tavern for over 30 years (corner of Bluemound and Brookfield Roads in Brookfield, Wisconsin). Ken was a Milwaukee Region member and racer. His most recent racecar had be a FC.

Richard E. Gmach

Richard E. Gmach, age 66, of Sheboygan Falls died of a sudden heart attack on Monday, January 7, 2007. Dick had been the Region's Administrator for Pits.

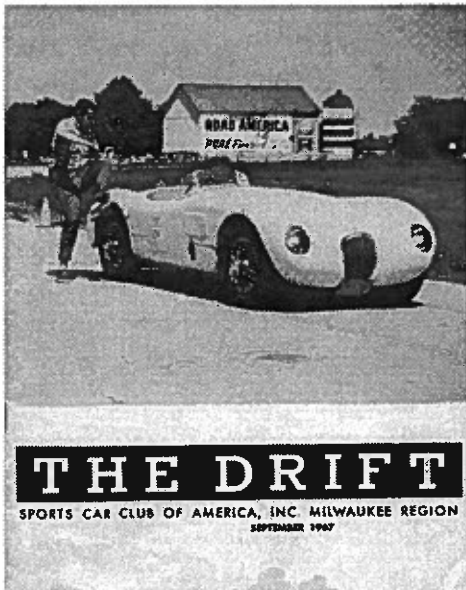
He spent his working career at VPI until his retirement in May of 2004. His retirement was spent playing with the grandchildren he loved. Grandchildren's sporting events were a favorite for grandpa to attend. His other love in life was walking, most days up to ten miles. Dick had a soft spot for animals and neighborhood dog, Mack, will miss his daily treats. Summer weekends were spent volunteering at Road America, where he thoroughly enjoyed the racing atmosphere.

Dick is survived by his wife, Lynne, a son, daughter and four grandchildren, Todd (Lisa) Gmach and their children, Ayden and Zachary of Sheboygan and Kim (Craig) Senglaub and their children, Brandon and Brooke of Sheboygan Falls. He is further survived by two brothers, Donald (Nancy) Gmach of South Carolina and Thomas (Wendy) Gmach of Sheboygan; a sister in law, Penny (Dick) Tetschlag of California and many nieces, nephews and friends.

Mark Daniels

Mark G. Daniels Sr, 1936 – 2008.

Mark passed away February 14 after his third battle with cancer. He was a 52 year member of SCCA and the Milwaukee region. He was very active in the region for many years as contributor to the Drift with his "Page from the Past" series, Course Marshall, race chair and as a FF and S2000 competitor in the seventies and eighties.



He was one of the original band of 5 that started the S2000 class here in the United States and went to the Runoffs in '78 as part of that effort. He enjoyed restoring and driving British sports cars, his pride and joy being his '52 C type Jaguar that was a fixture at Road America events for many years. He is survived by his x-wife Martha, his children and 13 grandchildren.

Mark Attended Milwaukee Country Day School , Avon and Babson college, He worked most of his career at the Milwaukee Journal/Sentinel in the advertising department. An Avid Jazz man and drummer, downhill skier and National Ski Patrol member, loud Packer fan and artist, he will be missed on corner 5 and elsewhere by all those whose life he touched.

Spare Parts

By Harvey Lugnutz

Way back on September 25, 1960, the United States Auto Club's 250 Mile Stock Car race at State Fair Park was scheduled on the very same day that the sanctioning club planned to run an Indy Car race at Trenton, New Jersey. Tony Bettenhausen, a major star on both the stock and Indy series, chose to run Trenton so Roger Ward, owner of Bettenhausen's Ford stocker, invited SCCA sports car racer Augie Pabst to do the honors in Milwaukee. Ward had raced against Pabst during an earlier pro Formula Libre race at Meadowdale and apparently liked what he saw in the rising young star.

Of course it helped that Pabst was USAC's 1959 reigning National Sports Car Racing Champion driving the Miesterbrauser Scarab. Pabst did quite well that day, working his way all the way up to fourth place before blowing a tire and crashing into the South wall.

Okay, everybody knows Augie Pabst has been racing since, well before shoulder harnesses, on board fire extinguishers, wide tires and fuel cells. He started in the mid-fifties and on occasion can still be found behind the wheel but do you think he holds the longest continuous string of years racing in our area? If not him, who is your best guess? Names to consider are to be found further down the page.

Most are familiar with Osthoff's Resort in downtown Elkhart Lake, Wisconsin. The posh complex on the lake is home to the wealthiest of racers during race weekends and is especially noticeable when one cruises the streets during the Vintage Race weekend concours events. It's not all that old and obviously some of you might not know of Camp Harrand, a summer arts camp once occupied that space. Old clapboard dormitories with open floors on two levels offered us persons accommodations for ten- twelve bucks a night, about the same as an umbrella drink at Osthoff's bar.

Next summer, you will find another great improvement, that being all new condos across the street at Siebkins.

Nope, it wasn't Augie who hung up his Nomex while an executive with the Pabst Brewing Company. While I can't be certain, former Milwaukee Region R.E. Mike Froh may have the longest string at thirty-seven years. Then again, it might be past SCCA National Champions Jeff Miller or Jim Dentici, the latter of whom had a pretty successful career prior to joining SCCA.

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*Denotes Executive Committee

2007-2008

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Timing & Scoring	TBD		

Committees

Competition Committee: Mark Troemel (Chair), Tim Burns, Chris Cwiklinski, Jim Dentici, Tracey Gauper, Kay Imig, Sue Schuster, Jackie Yahn

Solo Committee: Sam Karp (Chair), Jeff Cashmore, Jason Frank, Bart Hockerman, Tony Machi, Marshal Moore, John Peccarelli, Tim White, Steve Wynveen **Kart Liaisons:** Dale Bahr, Paula Scott

Region Calendar

May 17-18 Mueller National (Blackhawk Farms)
18 Solo #2 (Miller Park)
22 Competition Meeting (Trailer Cleaning)
27 Solo Meeting

May 31 - June 1 Bonneau Double Regional
(Road America)

June 8 Solo #3 (Miller Park)
10 Board Meeting
12 Competition Meeting
24 Solo Meeting

July 8 Board Meeting
10 Competition Meeting
18 - 20 KIC (Vintage) (Road America)
19 - 20 Solo #4 (Miller Park)
24 Solo Meeting
25 - 27 Cat National and Test Day
(Road America)

Competition Committee - 6:30pm the first Thursday of the month. Date and week subject to change, call for details. Dates on this calendar for May, June and July are correct.

Board Meetings - 6:30pm the 2nd Tuesday of the month at the Italian Community Center, 631 E. Chicago, Milwaukee.

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

c/o Chris Cwiklinski
2327 N. 55th Street
Milwaukee, WI 53210

First Class

TO: