



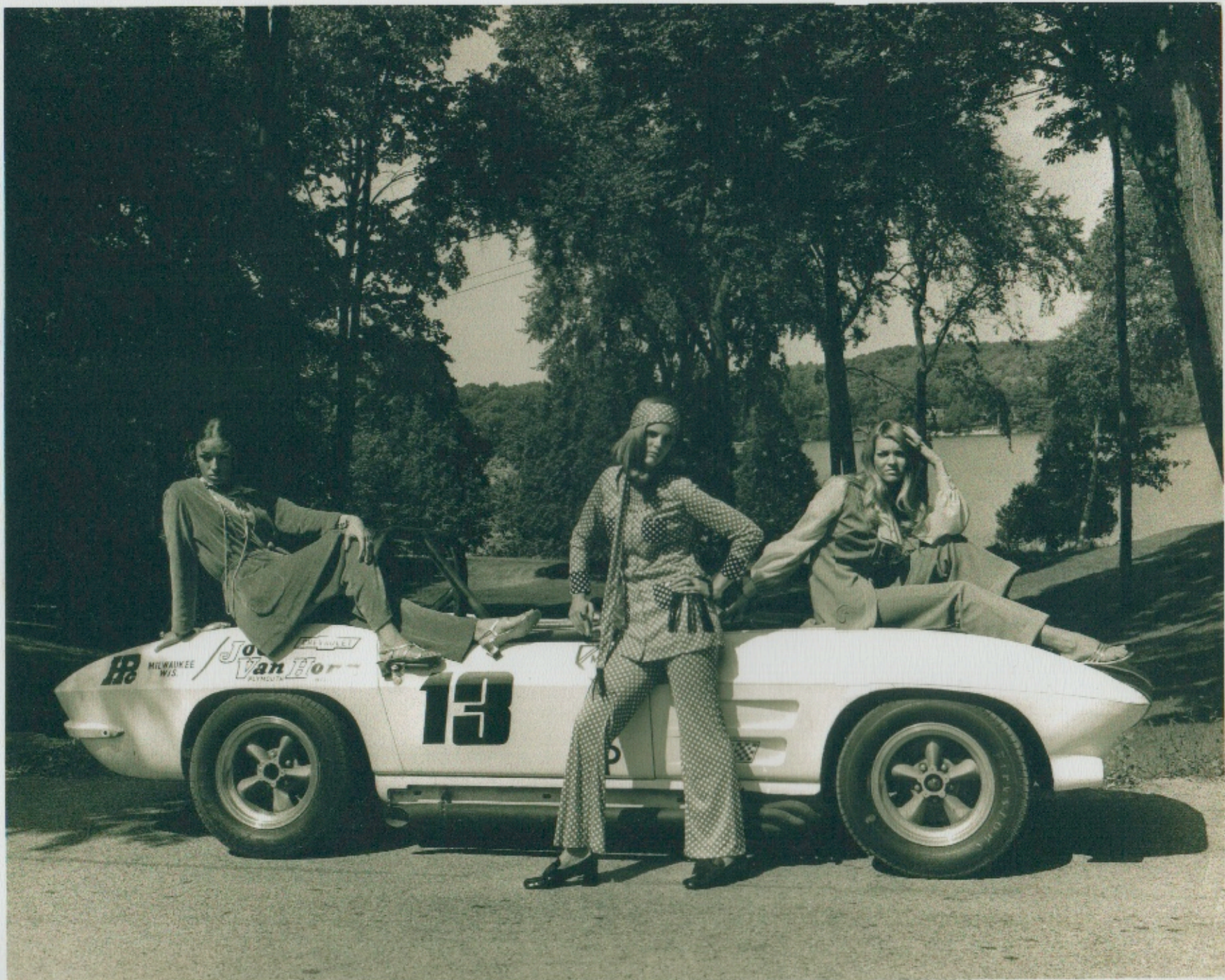
Stop and go colors are at the starting gate, ready for fall wardrobes. Jack Winter combines the rich red and green in a variety of plaids. These costumes also illustrate some of the ways to wear pants: With a jumper (top), a coadress (bottom left) or a blazer.

THE MILWAUKEE JOURNAL

WOMEN'S SECTION

SUNDAY, MAY 11, 1969

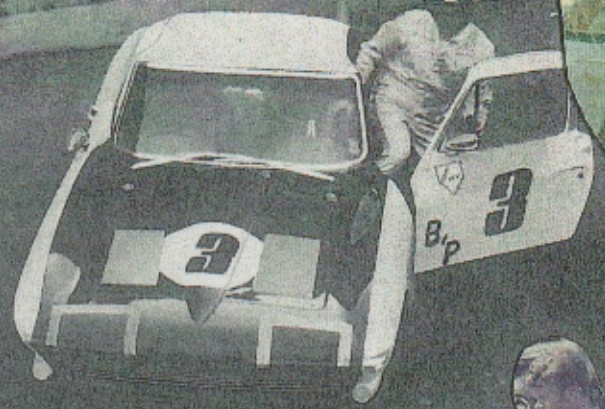




National Sprints Loom At Elkhart ...



1967 B Production Corvette Roadster



1967 B Production Corvette Coupe



This is **mgn** racing enterprises, Ltd.!!!



Mark Nemschoff, driver and co-designer of the MGN Corvettes is a 24 year old engineer from Sheboygan, Wisconsin.

MGN racing enterprises, Ltd. is the dream of many, and the realization of a select few. In 1968 MGN became a reality when its owners produced their first Class B Production road racer. Since then they have expanded with the addition of a second B Production Corvette.

After two years of accomplished performances, the MGN Corvettes are the newcomers to watch for in the Central Division

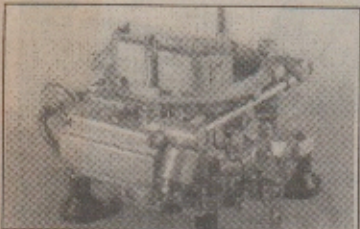


Jeff Miller, driver and commercial pilot seeks the challenge of being "number one" in B production road racing. He is 24 and hails from Plymouth, Wisconsin.

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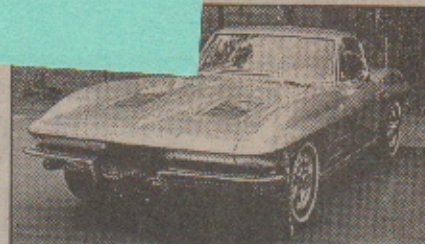
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1963 CORVETTE Split Window Cpe., 327/340, matching #'s 4 spd., 4:11 posi, black on black, nice driver, \$27,000, 717-652-5465. NV-03009LA14Ab%



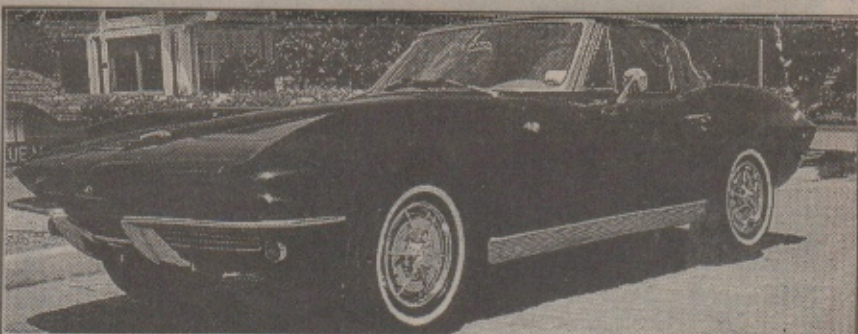
1963 CORVETTE Coupe, 327/340 hp, 4-spd., saddle tan exterior, saddle tan leather interior, very nice, \$27,500, ph. 502-227-4572, KY car. NV-03009JO45Aa-



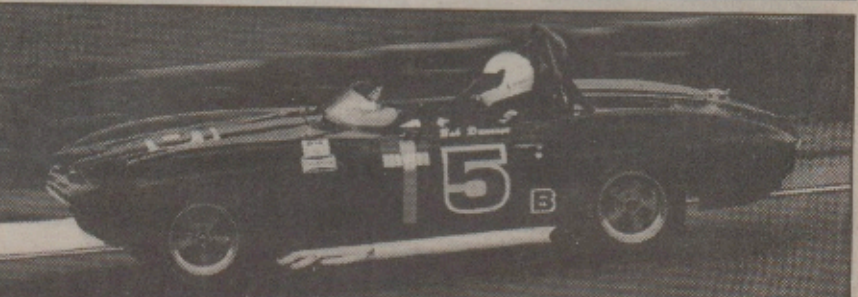
1963 CHEVROLET Corvette, Sebring silver roadster, matching numbers, 327/340 hp, 4-spd., totally restored, new black int. & soft top, \$32,500, financing, CN'V Vette Sales in AZ, 602-994-8388, Website: www.cnv corvette.com NV-03009KD21Ca-



1963 CORVETTE CONV., 327 4spd., fact. fuel inj., Irmine white/saddle 2 tops, 1 owner 28 yrs., exc. cond., great driver, Calif. car, \$28,500, Corvette Lady, 714-642-4531 CA. NV-03009JL01Cw&



1963 CHEVROLET CORVETTE, black split window coupe, matching #'s, 327/300hp, 4 spd., vintage a/c, new black int., Wonderbar am radio, correct hubcaps w/whitewall radials, restored AZ car with all the right stuff, \$32,500, financing avail., CN'V Corvette Sales, 1-602-994-8388. NV03009KD05B#&



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Car Holds Up This Time, Hansen Shakes Off Spins To Win Saturday Feature

Jerry Hansen Saturday had the racing luck he lacked last year in an abortive effort to win a rare sweep of Road America National Sprints features.

A year ago the genial Minnesotan easily won his Saturday outing in a hot formula car but his Lola-Chev sports-racer failed him while leading the Sunday windup.

Saturday Hansen found himself running behind the leaders most of the race for big-engined production cars after having early spinout problems — but suddenly inherited the lead with 31 miles left in the 80-mile when the two leaders unexpectedly stopped running.

It was his fourth consecutive year of capturing a Sprints race. He had won the Sprints championships in 1968 and 1969 in Lola-Chevs, and in 1970 took a Saturday feature as noted. Prior to his back-to-back title wins he had been a consistent pole-sitter only to have minor engine malfunctions knock him out of races.

Three Spins

Hansen, 34, a Minneapolis stock broker and real estate man, gave many in the crowd of 18,000 — a record for June Saturdays — some early thrills when he spun on three occasions. "We had brand new tires that had never been run before and it takes four or five laps to scuff 'em up," Hansen explained. "I 'lost it' going extremely fast on the first turn but recovered — and I kind of lost confidence for a while then; then I spun 360 degrees not long afterwards on Corner 3 (the second turn) mostly because of brakes; and I lost it once more on Corner 5 but controlled it."

That plus the fact that he was easing-off on the engine (a borrowed one at that) in the early going because of the humidity in the 80-plus heat cost him too much time to make him a vigorous contender in the early going. He was fourth on the opening lap, then third from lap two through twelve when he had an amazing streak of good fortune — actually a double dose of it.

Racelong leader John Greenwood of Troy, Mich., last year's national champion in the Sports

Car Club of America A production class, had the bad luck to have his star-spangled Corvette slow to a stop halfway around the track on the 13th lap, the victim of electrical failure. Just a short time earlier second-running Ronald Weaver of Farmington, Mich., had blown his engine heading up the straight.

With this combination of events, Hansen suddenly moved up two places on the same lap — and was out in front. All he had to do then was keep his gleaming orange Stingray out front for the last eight laps and that he did.

Hansen's average speed was 89.806 miles an hour, although Greenwood had the fastest single lap in hitting 94-plus (a 2:32.7 clocking for the four mile circuit). It was a new A class record.

The margin of victory was roughly 30 seconds ahead of runnerup Allan Barker of Jefferson, Ind.

Miller Third

A slick bit of driving was turned in by Plymouth's Jeff Miller, a pilot for the Kohler company, driving the black MGN Racing Team Corvette as a joint Sheboygan-Plymouth enterprise. He was in eighth place on the first three laps and ninth for several more but then kept moving up and at the finish was a highly-respectable third behind the expert Barker showing that he has "arrived" as a top driver.

Another native of the area, Cascade's Don Plekenpol, finished 28th in his Elva.

Ed Wachs of Wheeling, Ill., won the opening race for E-production and B-C sedans, driving an Alfa Romeo to a 13-second win over Ray Kraftson of Detroit, averaging 81.9 miles an hour. He led all the way. Plymouth's Don Kopske was DNF in his Elva. The third race for formula Vees was taken in a wild windup by Burt Richmond of Chicago in a Beach when longtime leader Garrett Van Camp of Farmington, Mich., frustratingly ran out of gas on the last lap.

With 45 cars starting, there was some early confusion and on the first lap Bob Deeb of

Schaumburg, Ill., flipped over another car on the second turn and was treated for bruises at the track medical center. It was virtually a duplicate of last year's fatality when Steve Backenkeller of Rockford, Ill., flipped at the same place and in the same type of car on the same lap.

Saturday qualifying was complicated by various caution reasons and starting grids were set up on a "seeding" system whereby obviously fast cars were given high grid positions despite slower times—a safety factor to avoid slower cars being overtaken at the start of the race.

Wrapped up in R.A.



WRENCH WORLD: Race paddocks are not alive with the sound of music — unless a screaming engine qualifies for such a description. Instead, it's the continual crescendo of tool laden mechanics at their motors.

—Review Staff Photo

Drivers headed north on state 57 into Plymouth Sunday shared a common bond:

They were swimming upstream against a flow of car lights pouring south in an unbroken chain. Road America had adjourned again. The June sprints — which attracted more entries than ever before (445) — were letting out.

Cars packed with racers' retinues, outlandishly-garbed spectators, bleary-eyed drinkers, and the thousands of other dues paying patrons of the fastest growing sport in America were now going home.

From the weekend there remained: a few wrecked cars, 45 traffic arrests, police reports that the event had been a calm one (the rumors of swarming motorcycle thugs again proved unfounded), one dead race car driver, two dead Elkhart Lake residents, numerous minor injuries and the 51,971 personal experiences of one of the biggest road-race events in the country on what many say is the best track.

The race driver who died was Steve Backenfeller, Rockford, Ill., whose formula V car hit the wheel of another car and flipped end over end.

SHEBOYGAN PRESS, Saturday, June 20, 1970

Miller Winner At Donnybrook With Corvette

Plymouth's flying driver, Jeff Miller, picked up a first place at Donnybrooke (Brainerd, Minn.) last weekend in his B-production Corvette roadster — and equalling the track record in qualifying as well.

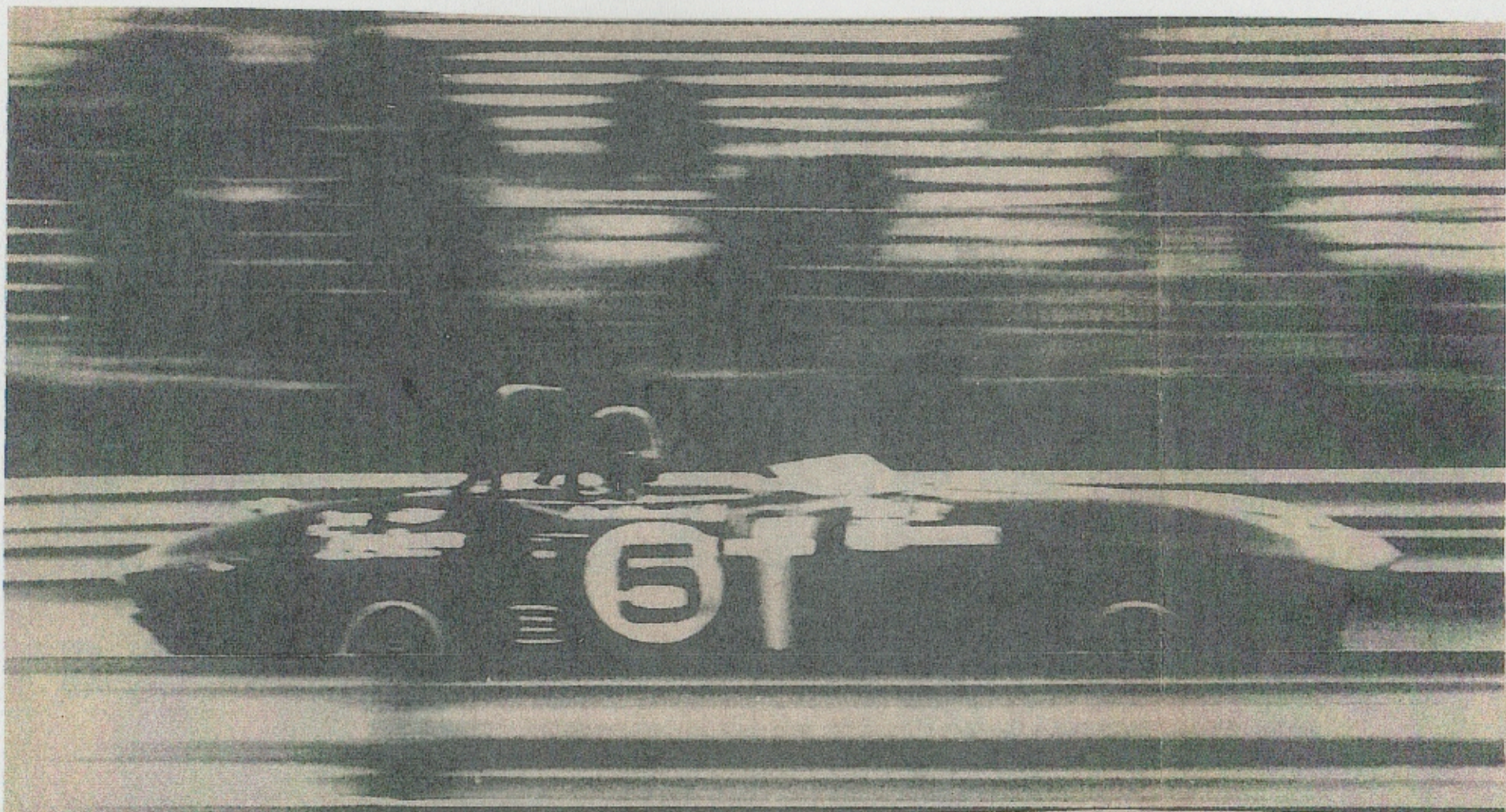
Miller, a pilot for the Kohler Company, also broke the track record at Michigan International last month but was hit by another car on the pace lap of the race and finished fourth after making repairs to the nose of the car.

Driving for MGN Racing Team, this season a one-car operation, the team has arrangements with top-rated John Greenwood for tuned engines. Future plans tentatively call for competing a Camaro in the Trans-American Championship next year.



TROUBLESHOOTERS: Between the qualifying round and the race, Nemschoff's Corvette had the transmission pulled twice and the clutch assembly replaced in order to solve a jammed gearshift. (Left to right)

driver Nemschoff, Goelzer, Miller and Plymouth mechanic, Jerry McMullen, try and locate the problem.



SPEED: Mark Nemschoff, driver for the Plymouth-based MGN race team, blazes by finish line bleachers to win in his class B event in the Road

America June Sprints Saturday feature race at Elkhart Lake. Nemschoff averaged nearly 86 m.p.h. on the winding course for the race.



PRE-RACE REFLECTIONS: Jeff Miller, Plymouth, partially dressed in fire resistant coveralls, waits for the start of the Saturday feature. One of the top drivers in the mid-west, Miller had qualified for the class B pole position. Clutch slippage put him out early in the race, however.

Winners lose at R. A.

Fragments of a warning bomb drifted from the clouds. Rattling wrenches punctuated the singing of the star spangled banner.

Race time was close. The Corvette wasn't ready.

Anxiously watching the blackening sky, mechanics burrowed back into the car's innards. The start of another race drowned out their mumblings.

"Are you scared?" a little girl asked the driver as he zipped up his fire-proof racing togs.

The Plymouth-based racing team, MGN enterprises, had the best and worst of times Saturday at Road America. Last year they'd only had the worst.

The team put two cars into the class B running. One started the race in "perfect" shape from pole position. It went one lap, did brief pit time and spun out minutes later as oil sprayed the clutch plate and driver Jeff Miller lost command in a curve.

The other car was the one everyone had worried about. If the race would have started on time it might not have

been ready to run. But the race didn't start on time, and Mark Nemschoff, Sheboygan, piloted it to a win.

Last year, MGN, which stands for Miller, Jeff and Jack Goelzer and Nemschoff, had one car in the race. It blew up (bad oil filter.)

For a time Saturday it looked like Nemschoff might not make the race (even though everyone kept assuring each other the car would be ready.) Miller had qualified for the pole position for class B production. Nemschoff had been second. But, Nemschoff finished the qualifying round with shift trouble.

Surrounded by friends and other area mechanics willing to help, the team pulled the car's transmission and put a new one in. It didn't help. The team then pulled the transmission again, along with the clutch assembly. A spring was broken on the clutch plate.

The race was supposed to start at 3 p.m. At 2 p.m. Nemschoff left the track for Plymouth to pick up a new clutch assembly. When he returned he got quicker service,



TIRES MAKE A DIFFERENCE: The MGN team switched tires twice in the final minutes before the race as rain spattered the track then stopped. Crew

chief Jeff Goelzer, Plymouth, loosens the lugs on a medium-grade tread that Miller eventually decided to run with.



SHEBOYGAN COUNTY'S MGN Racing Team was busy Friday making final tuneup preparations for this afternoon's feature production car race at Road America — and two of the busiest were (left to right) crew-man Rex Conger and crew-chief Jeff Goelzer. Also on the crew is Van Grafenstein. All are from Plymouth along with coupe-driver Jeff Miller and

roadster pilot Mark Nemschoff of Sheboygan. Active in the Central Division racing circuit for two years, the Miller-Nemschoff tandem has been strikingly successful this year with five firsts and a second in six national and regional events in their class B-production Corvettes. Both drivers are 24. — (Sheboygan Press Photo.)

400 Racing Cars In Elkhart Lake...

SHEBOYGAN PRESS, Saturday, June 20, 1970

Greenwood Wins Saturday Feature; Nemschoff First

John Greenwood followed the classic formula of winning races Saturday in the Road America feature event of the opening day of National June Sprinting. He poked his Corvette's nose out front right off the bat and kept it out front all 80 miles.

Greenwood, a Troy, Michigan, driver, won by a minute and a half over teammate Jim Greendyke.

Other Saturday winners were Jerry Truitt in an MGB and John Magee in a Zink formula vee. Truitt won easily, Magee in a sizzler in the two 60-mile races.

Although it was not learned until the following morning, Steve Backenkeller of Rockford, Ill., suffered fatal injuries during the formula vee event and died during the night. Driving car No. 79, he ran over the wheel of another car and flipped several times at Corner Three. Transferred from a Sheboygan hospital to Milwaukee, he died there.

One other injury of consequence involved Harvey Staab of Denver, Colo., in Car No. 14 in the same race. He flipped at Corner Eleven in his see and received nose and facial lacerations and possibly broken ribs and a left ankle; he is now in a Sheboygan hospital.

Making a pre-race decision to go with regular tires rather than slower rain rubber (a light sprinkle occurred during the first race and the skies were still ominous prior to the start of race two), Greenwood was able to run full-out during the A-B-C-D production event and wound up winning at an average speed of 90.657 miles an hour — a fast clocking due to such laps as a Class A record 92.484 on his 18th circuit of the four-mile layout.

Sheboygan and Plymouth had reason to exult in the feature race for 24-year-old Mark Nemschoff of Sheboygan came up with a slick bit of driving to wind up fifth over-all despite driving a less-powerful Class B Corvette. Hitting 88.020 miles an hour on his fifth lap, the fastest speed in his class, he wound up averaging 86.570 for the race to capture Class B honors. Nemschoff dropped as low as seventh over-all, but by lap 13 was fifth to stay.

Nemschoff and teammate Jeff



Mark Nemschoff

Miller of Plymouth of the MGN Racing Team, qualified in the fourth row with respective speeds of 2:44.6 and 2:44.5 — the two fastest times of the B's. But Miller had clutch slippage after just four minutes of driving and was DNF.

Truitt won with ease in his 60-miler, averaging 80.893 mph in leading from start to finish. The Falls Church, Va., driver beat out Terry Jesk of Oak Forest, Ill., in another MGB, by 23 seconds.

Magee had to wage a three-car hub-to-hub duel with Bill Greer of Knoxville, Tenn., and Garrett VanCamp of Farmington, Mich., to win the vee session. The Albion, N.Y., driver was barely a second ahead of the other two in the hotly-diced 60-miler. He averaged 79.823 mph.

Watching in generally ideal racing weather was a crowd of about 14,000.

Area drivers rev up for RA crown

Going to Road America Saturday? Watch for two, black, class B Corvettes in the 3 p.m. 80-mile feature with numbers 4 and 5. They may be going by at over 50 m.p.h. They also may win.

Drivers will be Jeff Miller, Plymouth, and Mark Nemschoff, Sheboygan.

They've been working long hours with other area race team members this week to get ready for the upcoming June Sprints. It's part of a dream to turn their fledgling MGN racing enterprises, Ltd. into a profit outfit.

The "G" in the title is for Jeff Goelzer, crew chief, and his father, Jack Goelzer, who calls himself the "silent partner" of the operation except when the team wins.) Both are also from Plymouth.

The team has been winning. Miller, 24, is now the leading national race car driver in

the rugged central district made up of midwestern states. Nemschoff has four regional-level wins this year.

Last week Miller, in number 4, won a national race at Donneybrook, Minn., similar to Road America by 35 seconds even though he needed a gasoline pit stop that no one else needed.

Nemschoff, forced out of that race at the sixth lap because of engine troubles, had been only four-tenths off the track lap record in qualifying rounds.

Others working for the team include Van Grafenstein, rt. 1, Glenbeulah; Rex Conger, Plymouth; Dennis Grasse and Mike Dreps, Sheboygan, and Mark Fashin, Ripon.

Headquarters are now in a rented garage

workshop at the home of Mrs. Virginia Sellinger and Mr. and Mrs. Otto LaBudde northwest of Plymouth.

Team members are putting in 10 hours a day to get the cars ready for the sprints. Miller is a commercial pilot on a two-week vacation from Commuter Airlines, which until recently served Sheboygan County airport. Nemschoff graduated this year in engineering from UW-M. Jeff Goelzer is studying to be a pilot and works part time at E&G, inc., Plymouth.

They're confident they stand an excellent chance to win Saturday. It would be a stepping stone to their pro dreams — where the jackpots are.

Since the team races under amateur status now, a win at Road America brings only a trophy and driver points. That's a small return on the \$30,000 Miller says they have in the cars. But, future sponsorship money goes to winning teams.

They hope to be ready to switch in another year to the lengthy trans-am and

can-am pro circuit.

"We try and get away from the use of that word, amateur," Miller said as he worked on his car Friday.

"There's really no difference in driving or car preparation between us and the professionals."

"The only difference is we don't pick up a check after the race," Jack Goelzer said.

The two cars are 1967 Corvettes. One was purchased as a wrecked car, the other was purchased after it was partially configured for racing. Both have been completely rebuilt for track competition.

The logistics of the operation amount to mechanical manipulation supreme.

Imagine coming home from work and — in your off-hours — tearing your family car down to the frame and putting it back together again in perfect — hopefully — working order. Then figure on eight or nine major weekend trips — with family — in a

Please turn to Page 2



Cont. from P. 1

ROAD AMERICA...

summer to show off the result of your labors.

In last season racing, one car blew up six engines in a row after logging only a few laps in each race. That cost \$1,000 an engine and countless rebuilding hours. Reason: a faulty oil filter worth \$1.50.

After the filter was fixed, the car raced first or second in all its remaining races.

Work goes on year-round on the cars; winter sets the stage for the grueling summer months. One of the biggest headaches then is finding a practice course. Road America, though close, is rarely open due to insurance costs. The team continually searches for open tracks and this Wednesday will practice at Kaukauna.

With the addition of a second car, "team racing" is possible during each race. (One

driver helps out the other in traffic, etc.) Another bonus with two cars is that the team's chances to have a finisher in a race are greater. That helps morale if you've just driven 500 miles to have up to 50,000 people watching your entry.

In amateur racing, Miller said accidents were rare, and cooperation and part-swapping among race teams is common. Both change in pro competition where the pressure to win is increased.

Miller has rolled one car and gone through a guard rail with the other but has never been hurt. The Corvette cabs are solid.

The team likes Road America.

"It's a drivers' track," Miller said, estimating that he will shift gears 2,000 times in the 20-lap race due to the curves and elevation changes on the winding course.

After Road America will come races in Illinois, Indiana and Ohio. And beyond that— Maybe the nationals in Texas or California



FOUR CAR-ORIENTED YOUNG MEN of Sheboygan and Plymouth are in the process of making themselves a literally "going thing" in motor-racing as the MGN Racing Team. The quartet salvaged a '63 body and '66 chassis along with parts from various other models (and a '69 engine) to produce a class B-production Corvette that made a successful third-place debut at St. Louis recently. Next on the agenda is a Tennessee race, one of a half-dozen aimed at qualifying driver Jeff Miller

for national competition at the Road America June Sprints. Miller, a Commuter Airlines pilot, is shown seated in the cockpit while Jeff Goelzer, Van Grafenstein, and Mark Nemschoff (left to right) check out instruments. Others participating in the operation are crewmen Dennis Grasse and Michael Dreps along with H. N. Goelzer and Joe VanHorn.—(Sheboygan Press Photo)

Greenwood Ends Owens-Corning String

The Owens-Corning Fiberglas Corvettes were humbled for the first time in 22 races as Pontiac, Mich.'s John Greenwood roared his way to a seven-second victory in the ARRC's A production battle.

A wealthy, but independent two-Sting Ray owner, Greenwood's ambition for the past two years has been to topple the Owens-Corning cars from their lofty perch.

He started the race for A and B prod cars from the pole position with a 1:30.4, 100.47mph qualifying time, took the lead on the drop of the green and was never challenged for ARRC supremacy and a "strong personal victory."

Jerry Thompson of Clawson, Mich., the defending Ap champion, finished second, followed by his Owens-Corning teammate Tony DeLorenzo of Troy, Mich., who worked his way up to third after a briefly sour engine dropped him all the way back to 12th place on the fourth lap.

Allan Barker, Jeffersonville, Ind., who won the Bp section of the ARRC last year in his immaculate V.V. Cooke Chevrolet-sponsored Sting Ray, repeated his 1969 victory in an even more commanding fashion, finishing seventh overall, some 20 seconds ahead of Dick Stockton, Willow Grove, Pa., in a wheel-lifting 289 Cobra.

Greenwood's firm, Auto Research Engineering, prepared cars this year for himself and Jim Greendyke of Greenville, Ohio. They finished the Central Division points race in Greenwood-Thompson-DeLorenzo-Greendyke order. Greendyke made the ARRC trip as a reserve, turning in fourth fastest qualifying time but he did not start.

The Owens-Corning team started its 22-race victory streak with the first SCCA national of the 1969 season and was never defeated in national events, FIA enduros or the ARRC until today.

TRANS-PLANS

collection of almost every model Corvette ever built. He's just been a great sponsor for me over the last five years . . . very easy to get along with. Last month he bought an FIA-prepared Sting Ray and plans to use the winter to rebuild it as a B prod car.

YEAR-OLD ENGINE

"The engine we used today was the same one we built for the 1969 ARRC and it has never been out of the car since. We did bring a new super-strong one here to Atlanta but I blew it in practice and we had to go back to old reliable."

Following Greenwood at the start were Thompson, DeLorenzo, Herb Caplan of Sacramento, Calif.; John Paul of Marblehead, Mass.; Fred Kepler of Elmira, N.Y., all in Corvettes; and Barker heading Stockton for the Bp race.

Other than DeLorenzo's slowdown, they stayed in that order almost throughout the race until DeLorenzo worked his way into fourth behind Caplan on the ninth lap, getting back around him on the 14th circuit.

Greenwood kept a margin of about six to eight seconds throughout the race ("I've been sandbagging all week," he said) and Thompson was never able to challenge.

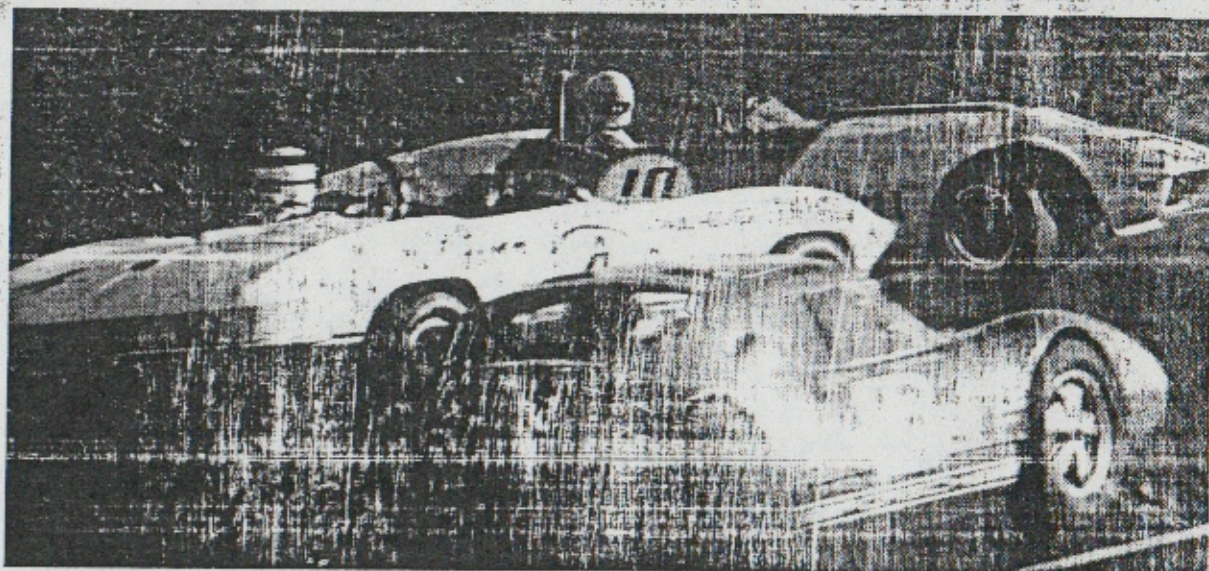
DeLorenzo finished some 50 seconds behind Greenwood,

Wild Dp Finish

Fitzgerald's Datsun Edges Swanson's GT6

"We got a little close a couple of times," was the comment of Carl Swanson, D production Triumph GT6 driver from Hawthorne, Calif., after losing the Dp crown on the final turn of the last lap.

Fitzgerald pulled ahead as Swanson swerved out, apparently from the effects of the body contact. As they took the corner, Fitzgerald ahead, Swanson's white GT6 took to the verge along the pit wall as



Bill Matzen (10) keeps an eye on the Ap Porsche 904 of Dick Barbour and the Bp Corvette of Paul Hecker after spinning in the early going of the A and B prod dash. (Autoweek photo)

followed by Caplan, Kepler, Paul, Barker, Stockton and Rich Sloma of Cupertino, Calif., third in Bp with a Corvette.

ONLY FOUR

Only the first four cars finished on the same lap with Barker a lap in arrears.

Greenwood's winning average speed was 99.16mph while Barker averaged 92.21mph for the 20-lap race.

RACE 15 FOR A AND B PRODUCTION, NOV. 29

FINISHERS: 1 - John Greenwood, Corvette, 20 laps or 50.40 miles in 30:32.8 for an average speed of 99.16mph; 2 - Jerry Thompson, Corvette, 20 laps; 3 - Tony DeLorenzo, Corvette, 20; 4 - Herb Caplan, Corvette, 20; 5 - Fred Kepler, Corvette, 19; 6 - John Paul, Corvette, 19; 7 - Allan Barker, Corvette (1-Bp), 19; 8 - Dick Stockton, Cobra 289, 19; 9 - Rich Sloma, Corvette, 19; 10 - Jim Cook, Porsche 904, 19; 11 - Don Roberts, Shelby GT350, 19; 12 - Dick Barbour, Porsche 904, 19; 13 - Brad Brooker, AMX, 19; 14 - Jeffrey Miller, Corvette, 18; 15 - Steve Runnalls, Porsche 911S, 18; 16 - Bob Rodgers, Cobra, 18; 17 - Bob McClure, Corvette, 18; 18 - Charles Akly, Porsche 904, 18; 19 - Kan Drysdale, Corvette, 18; 20 - Rick Stark, Corvette, 18; 21 - Tom Nehl, Porsche 911S, 18; 22 - Danny Moore, Shelby GT350, 17; 23 - John Burkett, Shelby GT350, 17; 24 - Bruce Morehead, AMX, 17; 25 - Charles Kemp, Shelby GT350, 16; 26 - Bill Matzen, Corvette, 15. DNF: 27 - Paul Hecker, Corvette, 9; 28 - Marvin Shoenfeld, Corvette, 7; 29 - Tom Rizzo, Corvette, 7; 30 - Robert Luebbs, Corvette, 6.

