

The Preservationist

The Member Newsletter of the Elkhart Lake Historic Race Circuits Preservation Society
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Spring and Summer Dinners Draw Record Attendance

Spring Dinner - The HRC Spring Dinner Social was held at historic Siebkens Resort on Thursday, May 12th with seventy five members and guests in attendance. The program featured Tony and David Stevens, the sons of world famous industrial designer and Milwaukee resident, Brooks Stevens. The "Stevens Boys" focused on the involvement of their father in automotive design and specifically on his relationship with Kaiser-Frazer and Willys that produced the Excalibur "J" car that made its first racing appearance in the 1952 Elkhart Lake Cup Race.



One of the three original J cars in 1952 under the protection of a security guard seated in the background.

If you missed the spring dinner, you missed a great program. Special thanks to Clyde Morter who went to school with the Stevens brothers for bringing them to Elkhart Lake to share their experiences and memories.

Summer Dinner – The HRC Summer Dinner Social again held at historic Siebkens Resort on Thursday, July 14th broke all attendance records with one hundred and seventy seven members and guests in attendance thanks in no small part to the presence of program headliners Brian Redman and David Hobbs. Brian and David regaled the

audience with stories of their early racing years when they raced in their parents cars and a success was being able to drive the car home, to the golden era of sports car racing with the Can-Am and Formula 5000 racing series. David also paid special tribute to HRC members Doug and Pam Lueck for their role in making Siebkens the most memorable watering hole on the racing circuits. Thanks to Brian and David for a program that we will never forget and a special thank you to HRC member Jack Douglas, the in period team owner who employed Brian and David as drivers, for securing their participation for this very special evening. Thanks also to HRC Director Clyde Morter for overall coordination of the event and to Tom Hollfelder who set up the special video screens that allowed everyone in attendance to have a front row seat.

Fall Dinner/Social To Feature Jim Jeffords

The HRC fall Dinner/Social will be held on Thursday evening September 8th. The program will feature Jim Jeffords who will be recounting his racing life during the fabulous 50s and 60s. Jim raced in seventy-nine races during his career and finished first in twenty-one of those races.



Jim in the John Stephani owned Corvette at Watkins Glen in 1958 where he finished 1st overall in the Glen Trophy Race.

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Primarily known for racing Corvettes, Jim also raced Scarabs, Jaguars and Maseratis. Over his career he co-drove with such racing luminaries as Jim Hall, Augie Pabst, Pete Lovely and Dick Thompson. He is an iconic racing figure of this area, a successful business man and long time director of Road America. You will not want to miss this program.

As usual the program will be preceded by the camaraderie of a cash bar social hour and another outstanding dinner. Mark the date on your calendar and plan to attend. Watch for the forthcoming announcement for time and location and be sure to make advance reservations.

Putting Preservation Up Front ATC Gets It Right

American Transmission Company is currently installing new electric transmission lines running from the substation located on CTH P near Lakeshore Road that will follow the northern right-of-way the entire length of CTH JP the southern leg of the 1950 historic circuit.

When HRC became aware of the intended project, contact was made with ATC to advise them of the preservation status of the property and the guidelines of the Preservation and Maintenance Plan adopted in 2010. Shortly thereafter ATC contracted with an archeological historian to review their construction plans and to advise what if any changes needed to be made to comply with preservation requirement. ATC then submitted its updated plan to the Wisconsin Historical Society in accordance with Wisconsin historic preservation statutes.

The plan approved by the Historical Society provides that the new lines will be installed by boring under sensitive shoulder areas rather than using open trenching. Local members will see ATC equipment on JP for the next several weeks. Bore pits are being dug that will be connected by the underground bore holes through which the transmission lines will run. Once completed the bore pits will be filled and the ground seeded to return the topography to its original condition. In areas where there is no conflicting vegetation, lines will for the most part be installed using a technique called "plowing" where a plow type

blade opens a slit in the ground that is immediately closed over as the line is inserted in the slit. In the end there should be little disturbance of the historic property and by spring there should be no sign at all.

HRC wished to thank David Hovde, the Project Manager for ATC, for his cooperation and dedication to historic preservation.

----Looking Back In Time----

DB - The Little French Car With A Very Big Heart

The 1952 Kimberly Cup Race that took place on Sunday September 7th and was the largest race in terms of entries to be run on the Elkhart Lake. Historic Race Circuits. Sixty-one cars were entered and fifty-one actually made it to the starting grid. The race featured cars in Classes 5, 6, 7 and 8 with Class 8 being for cars with engines under 750cc. Bill Spear in his fabled Class 6 OSCA was first overall and seemed to get all the attention. Largely ignored was the diminutive blue car driven by Hobart "Bill" Cook to victory in Class 8 and 13th place overall, one of only twenty cars to actually finish the race.. The car was a tiny front wheel drive DB (Deutsch-Bonnet) powered by a 745cc two cylinder, air cooled, flat opposed Panhard engine... the brain child of Charles Deutsch and Renee Bonnet. Their extremely efficient aerodynamic design allowed the DBs to reach impressive top speeds despite their small engines as three class wins at Le Mans and two at Sebring in the early 1950s clearly testified.



A Deutsch-Bonnet Barchetta before the start of the Sebring Twelve Hours race. Hobart "Bill" Cook is the tall dark-haired man behind the gentleman leaning forward in the white cap.