

Valentine SNIPPETS of SALEM

814 – Bristol Newsclips 1990

0-200 pages

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replaced with frame buildings, orchards were planted, schools and churches had been built. An agricultural fair was started and in 1853 the first circus in Kenosha County took place in Bristol.

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Woodworth also had a depot, Bowman Dairy, Robert's Feed and Grain, blacksmith shop and later the U.S. Standard Products Co. (Serum Plant). The last train was taken off in 1939. Trucks had taken over the freight service with their greater flexibility and door to door delivery. Installation of municipal sewer in 1965 and water in 1968 put the budding Industrial park on U.S. Highway 45 in a good position to offer an ideal location to small manufacturing companies. Today there are businesses in the 150 acre park and steps are in process for expansion. Air service is readily available at Kenosha, Milwaukee Mitchell or Chicago O'Hare Airports.

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The leadership that we need

To the Editor: 1-3-90

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Attorney Willems is the local legal representative for MediGen of Wisconsin, the company that made numerous misrepresentations to the City Plan Commission and Common Council. In June, Willems' client will begin burning medical garbage within the city limits. Willems is also the local legal representative for Brainerd International, the company that tried to build the country's largest (and I assume noisiest) auto race track and drag strip in Mount Pleasant. After thunderous opposition from the citizens of Racine, Willems' client decided instead to locate in Bristol where they already have a state permit to begin preliminary construction. If nothing else, Willems is a successful legal representative for companies foisting their odious projects on Kenosha after they have been drummed out of other communities.

Kenosha certainly is on the brink of a new era. The area has tremendous assets which make it attractive to new enterprises of all sorts. Unfortunately, that includes drag strips and garbage incinerators. Kenosha needs thoughtful and careful long-range planning to manage our assets well, to attract the best and brightest industry prospects that will provide good-paying jobs, do minimal damage to the environment, and enhance our community image.

Kenosha needs an active and informed City Council and County Board that is responsive to the needs and wishes of the people, not a "neutral, non-interfering council" that Willems promotes. We need strong community leadership interested in our long-range well being and not making a quick buck

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Concerned Citizen

Bristol land use study begins

By Dave Engels
Staff Writer 1-3-90

The city's Plan Division today began preparing a land use inventory on a portion of Bristol targeted for extraterritorial zoning.

The work will include on-site inspections by city planning specialists and should be completed by the end of the month, said City Development Director Ray Forgianni.

The City Council tonight is expected to formally adopt extraterritorial zoning in the town's northeast corner.

The action would freeze existing land uses in the area bounded by I-94 on the east, County Highway MB on the west, County Highway K on the north and Highway 50 on the south.

Future zoning decisions in the ETZ area would be made by a joint planning board comprised of three representatives each from Bristol and Kenosha. Forgianni said existing land uses must be documented now to protect against possible legal disputes in the future.

He said the land use designations will probably be very general, using low-density residential, high-density residential, commercial and industrial as examples.

City planners will have to approach the designations with caution because some properties will fit into more than one category, and because mixed uses are close together in small areas, he said.

The council tonight also will take a confirmation vote on Mayor Patrick Moran's appointments to the joint planning board. The nominees are Jerry Littiken, Brent Nudi and Anthony Stella, all citizen members of the City Plan Commission.

The villages of Paddock Lake and Pleasant Prairie have already begun extraterritorial zoning in Bristol, which has not adopted the county zoning ordinance and has no local zoning.

Air quality permit sought by Brainerd

Brainerd International Inc., has filed an application with the Wisconsin Department of Natural Resources for an air quality permit that would allow operation of a raceway and dragstrip in the town of Bristol.

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Brainerd, a Minneapolis, Minn., firm, has offered to purchase land from Bristol Town

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Patterson said the highest carbon monoxide concentrations could be expected at the exits of racetrack parking lots and at intersections near the parking lot.

Intersections included in the study will be highways CJ and 45, highways Q and 45 and highways MB and CJ. Residences south and north of the site will also be studied.

Patterson said the first step is for the DNR to review the permit application and make a preliminary determination on whether to approve, conditionally approve or disapprove the project. A 30-day public comment period will follow. If requested by citizens, there will be a public hearing.

No construction will be allowed until the permit is formally approved by DNR.

1-3-90

DUSH STREET

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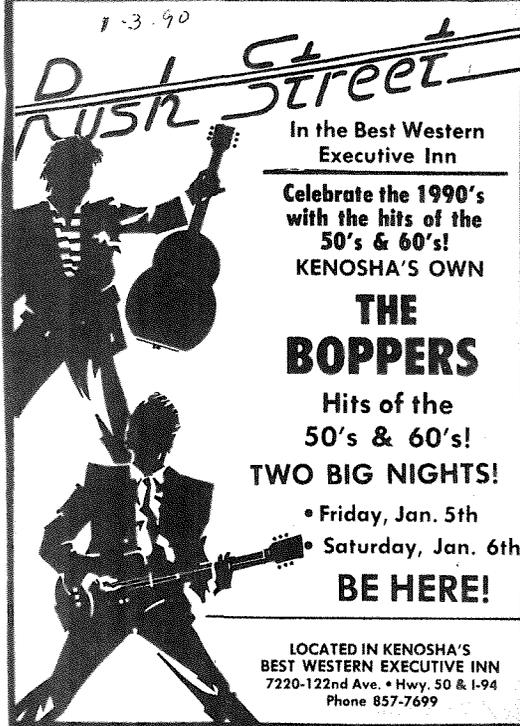
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Bristol supervisors face challenge

By Jim Rohde 1-3-90
Staff Writer

Two hot races are developing in Bristol for the two supervisor terms expiring on the Town Board in April. Most of the other incumbents in the county were running unopposed following Tuesday's filing deadline.

BRISTOL — Incumbent Russell Horton, 14920 Horton Road, faces challenges for the second supervisor seat from Daniel Hohmeier, 19565 103rd St., and John H. Meyer, 12329 136th Ave. Horton, a veteran of 19 years in town government, was elected to a one-year term last April when the board increased from three to five members.

Hohmeier was unsuccessful

last year in his bid for town chairman.

Incumbent Audrey Van Slochteren, 16313 104th St., faces a challenge for the fourth supervisor post from newcomers Ricky L. Hill, 18300 Winfield Road, and Lorraine Sunday, 11114 120th Ave.

Van Slochteren was also elected to a one-year term last April and is now competing for a full two-year term.

The number of candidates will be reduced to two for each supervisor post at the primary election Feb. 20. The winners will compete in the general election April 3.

**NOTICE TO
THE RESIDENTS OF
THE TOWN OF BRISTOL**

Bristol landfill will be permanently closed January 30, 1990. Last day the landfill will accept refuse is January 29, 1990, 8:00 to 9:00 a.m.

Bristol residents will be required to make their own arrangements for disposal of refuse.

By order of the Bristol Town Board
Gloria L. Bailey, Clerk

Jan. 6, 1990

CORRECTION

BRISTOL — Edward P. Chevrette, 18531 83rd St., is a candidate for the position of Supervisor 4 on the Bristol Town Board and will be on the ballot in the primary election next month. Chevrette's name was inadvertently omitted from the list of Bristol candidates in Wednesday's paper. He will oppose incumbent Audrey Van Slochteren as well as previously announced candidates Ricky L. Hill and Lorraine Sunday.

Boards discuss three-way dam split

by GLORIA DAVIS 1-5-90
Lakeland Newspapers

After months of Salem and Bristol Twp. officials trying to pass the Lake Shangri-La dam repair buck to each other, it's now possible that the 248 property owners who live on the lakeshore might ultimately be assessed for part of the cost of repairing the lake's dam.

According to Russell Hoel, Salem Twp. chairman, "We haven't decided whether or not the township or the property owners will share the cost of the dam repair. There's a good chance it will be the property owners."

Unless the proposed cost of \$66,000-

100,000 can be split by the Wis. Dept. of Natural Resources (DNR) and both townships, the property owners may find themselves with a portion of the bill.

The lake's location in both townships, even though the controversial dam lies on the Bristol side, has brought about an agreement between the townships to work together on the state-mandated repair project of the 130-ft. dam. The erosion of the dam, constructed of soil and rocks, caused the repair edict to be issued against Bristol by the DNR last year.

At a meeting held last week, both town boards joined in a mutual dam repair pact, ordering their respective town attorneys to

send letters to DNR concerning the agreement to work together.

It was originally thought that the repair project would cost \$25 million, but a recent estimate by a Madison engineering firm puts the project at no more than \$100,000.

The Salem town board has not officially agreed to pick up part of the tab or have the owners of the 168 properties on the Salem side do so, but Bristol Atty. Cecil

Rothrock is urging a plan that would have the DNR pay 50 percent of the repair costs and the two townships split the remaining costs either with budgeted funds or by assessing individual property owners.

The owners will benefit most from the dam repair. Under the DNR mandate to repair or destroy the dam by the spring of 1991, the dam's removal would dry up the lake, landlocking present lakeshore properties.

Bristol resident facing charges in Illinois crash

A Bristol, Wis., man faces four charges after an incident near Grayslake, Ill.

Thomas F. Garry, age 37, of Bristol, was charged with driving under the influence of alcohol, failure to reduce speed to avoid an accident, illegal trans-

portation of alcohol Dec. 22.

The 9:19 p.m. incident occurred at Rtes. 45 and 120 in Grayslake.

The driver of the other vehicle, Karen J. Rios, of Mundelein, Ill., and her children, Jacqueline and Renee, were transported to

Condell Memorial Hospital in Libertyville for treatment. Garry, who was uninjured, had a blood alcohol content of

.25. He will appear in court in Waukegan Jan. 15.

Bank forecloses on Bristol Mills project

**First National
wants land sold**

By John Krowicz 1-5-90
Staff Writer

The First National Bank of Kenosha has filed suit to foreclose its mortgage on Bristol Development Corp., Bristol Properties and related parties.

The suit claims the developers are in default some \$2.5 million in principal, interest and real estate taxes.

The bank filed suit Wednesday asking for a sheriff's sale of some 190 acres of land on which the proposed Bristol Mills shopping mall was to be built, said Gerald Demske, bank vice president.

Tax records show the 1988 value of the land was about \$1.1 million.

"We've been negotiating back and forth a long time, and they weren't able to come up with a proposal that would lead us to not put the action in place."

Gerald Demske
bank vice president

Bristol Development was the key element in the proposed \$40 million, 1.3 million-square-foot mall, to be located on the northwest corner of I-94 and Highway 50. The mall's expected opening date was in 1988.

A strip mall and a Best Western motel have been constructed there.

In mid-December, First Bank Southeast of Lake Geneva foreclosed on its mortgage, claiming Bristol Development owed \$183,000 in back principal and interest. The property in that foreclosure included the strip mall, whose main tenant is the Nike Factory Outlet.

Wednesday's lawsuit is the latest in several that have revealed financial problems with the project.

Demske said none of the 190 acres is developed.

"We've been negotiating back and forth a long time, and they weren't able to come up with a proposal that would lead us to not put the action in place," Demske said.

The defendants were sent a letter in October indicating foreclosure action might be

taken, the suit said.

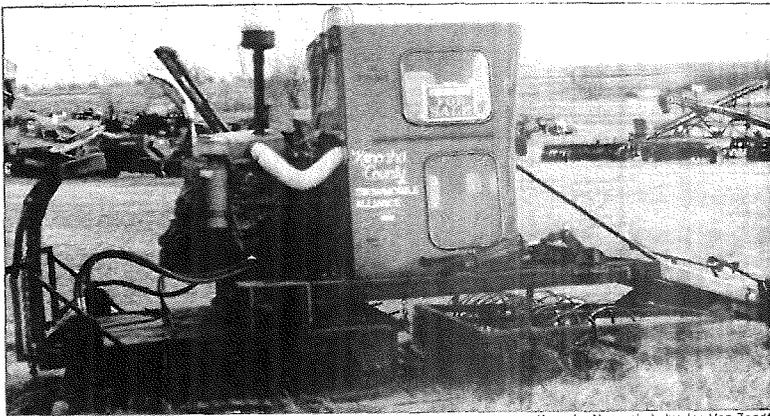
Defendants in the suit filed Wednesday include Bristol Development president and local attorney William Ruetz, Richard Kozich, John M. Lichter, Albert Kaplan, Frank and Colleen Deininger and 20 others.

Ruetz couldn't be reached for comment.

The earliest default in principal and interest payments was in March, the suit said, and the state has a tax lien against Bristol Investments for \$1,681.

The loans included \$500,000 on Aug. 12, 1987; \$400,000 on Sept. 30, 1987; \$500,000 on Dec. 30, 1987; \$350,000 on March 2, 1988; \$250,000 on Dec. 22, 1988; \$350,000 on Jan. 12, 1989; and \$25,000 on July 25, 1989.

Past-due real estate taxes include about \$16,820, the suit said.



Kenosha News photo by Joe Van Zandt

Grooming machine smooths trails for Alliance snowmobilers

1-5-90 Snowmobile Ride-In planned, but where's the white stuff?

BRISTOL — For the third year in a row, lack of snow cover has placed Sunday's annual Snowmobile Ride-In in jeopardy.

The event, scheduled from 1 to 5 p.m. at Bristol Oaks Country Club on Highway 50, is expected to attract 200 to 300 snowmobilers from the eight member clubs of the Kenosha

County Alliance of Snowmobile Clubs.

In addition to a buffet and dealer exhibits of snowmobiles and equipment, the alliance plans to have its recently purchased trail grooming machine on display. The Tucker Snowcat, complete with groomer, cost \$75,000 and replaces one in use since 1985.

Admission to the Ride-In is free, but there will be a charge for the buffet or other refreshments.

Robert Lengacher, of the Bristol Drift Busters Snowmobile Club, said that while the snowmobile riders are praying for snow, the event will take place even if the riders have to come by car.

Dear Editor, 1-8-90

It was most gratifying to have a good turnout at the "No Race Track in Bristol" rally on a bitter cold night. People are concerned about their community and willing to give moral and financial support to preserve the pastoral complexion of the area - not turn it into a carnival with all the crowds and noise, drinking and drugs, litter and pollution that will come with a drag/race track that Brainerd also uses for rock concerts and motorcycle and snowmobile races.

Another issue that needs to be brought out of the shadows is sewer and water service. Thirty thousand people are going to need water - particularly if you believe that there will be no liquor available. Are we going to get another I-94 water district fiasco with its accompanying mill tax on the whole township?

Rumor has it the sewerage will be trucked to our new sewer plant - the same plant we just redid to the tune of a \$1,450,000 district debt. That expansion was made to allow perimeter growth at George Lake, the village area and our industrial park - not just get service at "cost."

Providing Brainerd with sewer and water service will cost dearly.

Now add on the extra roads needed, sheriff protection and health inspection. We are getting no bargain.

Doris C. Magwitz

Dear Editor, 1-8-90

We live in the Kenosha area and as a mother of two teenagers, I find it appalling that so many seem to be in favor of a dog track (that will have alcohol and gambling) and yet are against the auto race track which is a great family orientated sport, with no alcohol or gambling.

As both would be a boost to the economy as far as jobs etc., the auto race track would be a bigger boost. National auto races will bring in people from all over the U.S.

Our family has gone down to the Indy Nationals several times. The whole area really caters to the race fans.

We, as well as many others we know, are in favor of the auto race track. We're looking forward to being able to go to some great races close to home.

As a parent, I'd enjoy being a spectator or participant at an auto race with my kids.

It's no wonder so many kids get into drugs, drinking, etc. There is just not anything around for them to get interested in. If even a few kids direct their interest to mechanics, cars or racing, the new track would be worth it.

I understand the track would provide over 300 jobs. Great! We need them.

I'd certainly rather see my kids and their friends going to an auto race than a dog race where there's gambling.

A concerned
Bristol area Mom

Appointed by the people

To the Editor: 1-7-90

I am writing in part to respond to a Voice of the People letter on December 28th. It states that "these three board members are self-appointed dictators." First of all, these three positions as board members are voted in by the people of Bristol. Second, if these three positions on the extra-territorial zoning committee were not board members and if someone, or many individuals, did not agree with a decision made - do you not think this would reflect on our paid board members? Yet still Mr. Elfering would be at blame. So many of these statements as well as many many more are directed at Mr. Elfering because of the race track proposal. Whether it is a close neighbor of Mrs. Elfering or someone who cannot control their jealousy, I believe it is getting out of control. I do not see how the BCAC and others think that getting Mr. Elfering out of office is going to change the race track issue. If a special election, or in April, the position of town chairman is up for grabs, I sure hope they have someone who is and has been as dedicated and as hard working as he has been.

Name Withheld

What kind of zoning?

To the Editor: 1-7-90

At the Bristol Town Board meeting on Nov. 27 the town board voted 3-2 to put the Kenosha County zoning issue on a referendum on the April 3, 1990 ballot. The reason was given that 2,360 voters would get the opportunity to vote on the issue.

To establish local zoning could take 3-5 years and cost more than \$100,000 with no guarantee the Supreme Court will rule in Bristol's favor. Until that time Bristol would have no zoning for the majority of the town.

The statement was made that the majority of Bristol residents wanted the zoning issue put on the April ballot. Several questions need to be asked about that statement.

How did anyone know that the majority of Bristol residents wanted County Zoning put on a referendum in April? There was no canvass of the people in town. There was no meeting asking that question about zoning. The question should be presented to the townspeople, "Do you want Kenosha County Zoning or No Zoning in Bristol?"

Does putting the zoning issue on the April ballot benefit the majority of townspeople? No, it benefits a Minnesota racetrack developer (Brainerd International), two residents who are selling their land, and a real estate broker. It could cause townspeople's taxes to go up 25 percent if annexation occurs.

A Bristol Resident Who Cares

LEGAL NOTICES

NOTICE TO ELECTORS AND RESIDENTS OF THE TOWN OF BRISTOL, KENOSHA COUNTY, WISCONSIN, AND ALL PARTIES IN INTEREST: PLEASE TAKE NOTICE THAT the Town Board of the Town of Bristol, Kenosha County, Wisconsin, pursuant to Section 88.83 (4) Wisconsin Statutes, did on the 26th day of December, A.D. 1989, duly enact a certain Resolution For Transfer Of Farm Drainage District No. 6 (Dutch Gap) To The Town Of Bristol.

PLEASE TAKE FURTHER NOTICE THAT said resolution was passed by the unanimous vote of the Town Board.

FURTHER, PLEASE TAKE NOTICE THAT attached hereto and made a part hereof is a true and correct copy of said Resolution as the same was enacted.

DATED THIS 27th day of December, 1989.

BY ORDER OF THE TOWN BOARD OF THE TOWN OF BRISTOL:

GLORIA BAILEY, Clerk

RESOLUTION FOR THE

TRANSFER OF

FARM DRAINAGE

DISTRICT NO. 5

(DUTCH GAP)

TO THE TOWN OF BRISTOL:

The Town Board of the Town of Bristol, Kenosha County, Wisconsin, do resolve as follows:

WHEREAS, Farm Drainage District No. 5, a/k/a Bristol Drainage District, a/k/a Dutch Gap Drainage District, is a farm drainage district which lies within the boundaries of the Town of Bristol; and

WHEREAS, Farm Drainage District No. 5 does not include all of the lands which drain into the Dutch Gap Canal, which is the main drainage facility of the District, which results in an inequitable allocation of the costs of maintaining the drainage facilities; and

WHEREAS, the structure of and the procedures to be followed by the Farm Drainage Board of Kenosha County in administering Farm Drainage No. 5 are very cumbersome and inefficient, which makes it both difficult and unnecessarily expensive to improve and maintain the District's drainage facilities; and

WHEREAS, it appears that the Town of Bristol would be much more able to properly address the problems of Farm Drainage District No. 5 and to improve and maintain the drainage facilities in an efficient and economical manner; and

WHEREAS, the Farm Drainage Board of Kenosha County has expressed its support for the transfer of Farm Drainage District No. 5 to the Town of Bristol; and

WHEREAS, the Town Board deems it to be in the best interests of the Town and the people and properties within the area to transfer responsibility for the farm drainage system of Farm Drainage District No. 5 to the Town of Bristol;

NOW, THEREFORE, BE IT RESOLVED:

1. That the public interest requires that the Town of Bristol take over the operation of Farm Drainage District No. 5; and

2. That the Town of Bristol is willing to accept the transfer of Farm Drainage District No. 5 and to administer the same under the laws pertaining to the operation of drains by the Town of Bristol; and

3. That the Town Clerk cause a copy of this resolution to be published in a newspaper having general circulation within the Town of Bristol as provided in Section 88.83(4), Wis. Stats.; and

4. That the Town Chairman cause a petition to be filed with the Circuit Court of Kenosha County petitioning for the transfer of Farm Drainage District No. 5 to the Town of Bristol pursuant to Section 88.83(4), Wis. Stats.

Adopted by the Town Board of the Town of Bristol, Kenosha County, Wisconsin, this 26th day of December, 1989.

TOWN OF BRISTOL
By: Neel Elfering,
Chairman

Attest: Gloria L. Bailey,
Clerk

Jan. 5, 1990

To the Editor: 1-8-90

At the Bristol Town Board meeting Nov. 27, the board voted 3-2 to put the Kenosha County zoning issue on a referendum on the April 8 ballot. The reason was given that 2,360 voters would get the opportunity to vote on the issue. Four people from the audience wanted the county zoning issue put on the ballot, Mr. and Mrs. Ed Chevette, Mrs. Gibson and Mr. Kordecki. Mr. Chevrettes' group, Bristol Citizens for Local Zoning, of which Chevette was or is chairman, has not done anything to inform the townspeople of the facts to establish local zoning could take 3-5 years and cost more than \$100,000 with no guarantee the Supreme Court will rule in Bristol's favor. The three town board members who voted for county zoning to be put on the April referendum were Horton, Gunty and Elfering.

The statement was made that the majority of Bristol residents wanted the zoning issue put on the April ballot. Several questions need to be asked about that statement.

1. How did anyone know that the majority of Bristol residents wanted county zoning put on a referendum in April? There was no canvas of the people in town. There was no meeting asking that question about zoning. The question should be presented to the townspeople.

2. Why would Elfering and Kordecki want the zoning issue put on an advisory referendum in April? Could it be county zoning would prevent the drag strip? Maybe putting zoning off until April gives enough time to a Minnesota race track developer to get around zoning.

3. What have the four people and three town officials done to inform the townspeople on the zoning issue? Absolutely nothing!

4. Does putting the zoning issue on the April ballot benefit the majority of townspeople? No, it benefits a Minnesota race track developer (Brainerd International), two residents who are selling their land and a real estate broker (Stanich Realty).

A Bristol Resident
Who Cares

No consideration for the people

To the Editor: 1-9-90

The interview in the Kenosha News with the Kenosha attorney, Cletus Willems (Dec. 23, 1989) proclaims the attorney a seer. In October 1984 the attorney predicted that American Motors could go out of business.

The article of Dec. 23 cites "tremendous developments" such as the medical waste incinerators and a dragstrip raceway which Mr. Willems represents.

Brainerd International is attempting to build a dragstrip racetrack without any consideration given to people in Bristol.

The article referred to local government, stating, "leadership sometimes is saying no to the public." With that outlook the attorney must be in love with Mr. Elfering, Mr. Horton and Mr. Gunty. These town officials must believe that saying no and doing nothing is the most important part of their jobs.

The dragstrip developer from Minnesota had the attorney get the preliminary building permit. This action would not have been unusual, but the permit was issued at 4 p.m. at the Factory Outlet Mall — three hours before a Town Board meeting which could have adopted County Zoning for Bristol. Kenosha County zoning was not adopted, instead the three town board members delayed adoption of county zoning and put 20 to 30 percent of the town tax base into serious jeopardy of annexation.

The attorney and town officials should have learned a valuable lesson from the auto industry in Kenosha. The automobile plants have been reduced to a pile of scrap but the people are still standing tall.

The racetrack developer and town officials would rather reduce townspeople's lives into a noisy and disruptive existence, devaluing lives and property. The peoples' homes are a labor of love, not a profit margin for a Minnesota dragstrip racetrack developer.

The attorneys' job is to represent clients. The three town officials were not elected to represent the Minnesota developer or the town chairman.

It is almost election time and we can be sure at least one town supervisor will change his tune to get re-elected. The tune the people should sing is, "NA-NA-NA-NA HEY-HEY-HEY GOOD-Bye" at the polls.

Daniel F. Hohmeler

A different type of crowd

To the Editor: 1-10-90

As an avid race fan both as spectator and participant, I feel compelled to try to clear up a few things about the pending race track in Bristol.

I have been attending major N.H.R.A. (National Hot Rod Association) events for the past 10 years all around the country. One of my favorites is the U.S. Nationals just outside of Indianapolis, Ind. This is the biggest race of the whole circuit for the pros who tour the country. This race continues to grow each year, with attendance approaching 100,000 people over a five-day event.

I have seen very little, if any, fighting, drunkenness, loud partying, etc. This too, is a dry (non-alcoholic) track, like ours is going to be.

Whenever crowds assemble there always will be a few who seem to want to cause a problem. This is true for all types of gatherings, be it Cohorama, high school football games, county fairs, parades, you name it.

But there seems to be something different about N.H.R.A. events. The majority of the people seated in the stands are families.

Drag racing has come a long way from the days of racing down country roads in the '50s and '60s.

The way the track proposed will differ from some other dragstrips is that its attraction will not be loud jet cars racing at night, bands, beer gardens, car crushing, etc. This type of "race" attracts an entirely different crowd. The people that will be coming to the new track will be there to watch true N.H.R.A. racing for points and big money. These people are true fans and are not there just to get rowdy.

This race also will be televised on national TV every year, which I'm sure will bring recognition for all of Kenosha County, as they begin telecasts of each race with a very complimentary profile of the town and surrounding area of which the race is being held.

I realize that the thought of having 30,000 people come to Bristol sounds overwhelming, but I have yet to attend or hear of any N.H.R.A. event that was unorganized or had crowd problems.

If Brainerd International, the state of Wisconsin, the Department of Transportation, the N.H.R.A., Bristol and other local governments all work together on this, I don't see why we can't have the best run, coordinated, organized and most beautiful track in the nation.

Bristol land use study begins

By Dave Engels
Staff Writer

1-9-90
The city's Plan Division began preparing a land use inventory Jan. 2 on a portion of Bristol targeted for extraterritorial zoning.

The work will include on-site inspections by city planning specialists and should be completed by the end of the month, said City Development Director Ray Forgianni.

The City Council formally adopted extraterritorial zoning Wednesday in the town's northeast corner.

The action freezes existing land uses in the area bounded by I-94 on the east, County Highway MB on the west, County Highway K on the north and Highway 50 on the south.

Future zoning decisions in the ETZ area would be made by a joint planning board comprised of three representatives each from Bristol and Kenosha. Forgianni said existing land uses must be documented now to protect against possible legal disputes in the future.

He said the land use designations will probably be very general, using low-density residential, high-density residential, commercial and industrial as examples.

City planners will have to approach the designations with caution because some properties will fit into more than one category, and because mixed uses are close together in small areas, he said.

The council also confirmed Mayor Patrick Moran's appointments to the joint planning board. They are Jerry Littiken, Brent Nudi and Anthony Stella, all citizen members of the City Plan Commission.

The villages of Paddock Lake and Pleasant Prairie have already begun extraterritorial zoning in Bristol, which has not adopted the county zoning ordinance and has no local zoning.

D.J.

Clever, but anonymous letter

To the Editor: 1-7-90

I write about a letter which was distributed to Bristol residences recently — anonymously.

No one claimed credit of authorship for this piece, which is sad because it is cleverly written and someone out there deserves recognition for the creative effort that went into its production —

recognition that will be forever denied because its writer chooses instead to hide behind the mask of anonymity, a cowardly act usually reserved to those who are insecure in their position, or at least are afraid of being publically identified with it.

I believe the citizens of Bristol, concerned as they are about the future quality of life in their town and the caliber of their political leadership, will recognize this kind of journalism for what it really is — a cutesy, misguided attempt to influence public opinion — anonymously.

Donald M. Ickes

Bristol Board chided for handling of I-94 well, water tower project

By Jim Rohde 1-9-90
Staff Writer

BRISTOL — The recent announcement of foreclosure proceedings against Bristol Development Corp. came back to haunt the Bristol Town Board Monday night, particularly its effect on land purchased for the well and water tower north of Highway 50, just west of I-94.

Doris Magwitz, former town treasurer, asked why a check was written March 6, 1989, from the water district to Bristol Development Corp. for \$30,000 — \$15,000 for the well and \$15,000 for the water tower site.

"This took place out of the regular twice-monthly, check-writing routine," Magwitz said. "What was the urgency since you had been talking about the land purchase since December 1987 and had an offer to sell from Bristol Development Corp. on March 1, 1988?"

She said at the time of the payment, the board was aware of unpaid engineer bills, delinquent assessments and unpaid user fees from Bristol Development.

"Who did the title search for this transaction?" Magwitz asked.

Town Chairman Noel Elfering said the town engineer and attorney, no doubt, did the title search.

Magwitz said a line was drilled under Highway 50 as part

"Now we find out First National Bank is foreclosing on Bristol Development and we have a quit claim deed to mortgaged property."

*Doris Magwitz
Former town treasurer*

of the original district layout needed by Bristol Development.

"What is the recovery from I-94 Partners towards their benefit of lines, well and tower use when they laid in mains on the south side of Highway 50?" Magwitz asked.

Elfering said he wasn't sure, and when asked if he would check the files and report back at the next meeting, he replied, "Not necessarily."

"Now we find out First National Bank is foreclosing on Bristol Development and we have a quit claim deed to mortgaged property," Magwitz said.

"Supervisors (Russell) Horton, (Donald) Wienke and Chairman Elfering owe the people of Bristol an explanation of their handling of this whole service area for private developers. Perhaps a grand jury investiga-

tion is in order," Magwitz said.

She asked Elfering how assessments on the property were secured for collection and was told by Elfering, "I'm sure we'll have a lien against the property."

Magwitz also asked about unpaid sewer and water charges. Elfering said they would be pursued on behalf of the town.

On another matter, Supervisor Bernard Gunty was asked what alternatives his committee is looking into other than adopting county zoning. Gunty said the committee is trying to meet with the extraterritorial zoning committee in Pleasant Prairie as well as to talk with individuals who may be able to contribute information about alternatives to county zoning.

The board received notice from the city of Kenosha that city council has passed a resolution to exercise its extraterritorial zoning powers and asked Bristol to appoint three members to serve on the extraterritorial committee with the city.

Elfering said he would like to keep the same three-member committee composed of Gunty, Horton and himself that was named to the extraterritorial zoning committees in Paddock Lake and Pleasant Prairie, but a motion to table the matter until the next meeting passed 3-2 with Elfering, Horton and Gunty voting in favor, and supervisors Weinke and Audrey Van

Slochteren opp

The board a that a joint me in the Paddock at 7 p.m. Jan trateritorial z the town of Sa Paddock Lake.

In other bus nounced David of Brainerd I tentatively agr the Town Boar commission J; plans for the p in Bristol.

Brainerd, Minn., firm, purchase land 15324 Horton R Kordecki, 1660; struct the race

"It's really i know what we here before ta Horton said. " should have t know what's g

He said the probably be at accommodate

If the meeti finalized, the suspect, said 1 19565 103rd St., occur the day planned by the ty Action Com: racetrack at 7 Bristol School.

Because of t of the Bristol l board agreed t residents b stickers. The issued July 1, service rema voted to refu requesting it i turning their i April 1.

The board a town engineer cost estimates Lake Shangrii;

Goldblatt's pulls out

By Dave Backmann 1-10-90
Staff Writer

Owners of one of the two anchor stores planned for the Bristol Mills shopping mall on the northwest corner of I-94 and Highway 50 are pulling out of the project.

Because a Kenosha bank is foreclosing on 190 acres on which the mall was to be built, it's unlikely a proposed 55,000-square-foot Goldblatt's store will be constructed there, said Clarence Farrar, senior vice president of JG Industries, Chicago.

JG Industries is a retail holding company. Goldblatt's is a wholly-owned subsidiary of JG Industries with 12 stores in the Chicago area and Indiana.

Goldblatt's and Waccamaw Pottery were the two announced anchor stores for Bristol Mills.

Waccamaw Pottery is a national chain of discount houseware and home decor stores headquartered in Myrtle Beach, S.C. Waccamaw officials were out of the country this week and could not be reached for comment.

A contract had been signed between Goldblatt's and developers of Bristol Mills, according to Farrar.

The store was to have opened either last fall or this coming spring. Construction never began.

Last week the First National of Kenosha filed suit to foreclose its mortgage on Bristol Development Corp., Bristol Properties and other parties involved in developing Bristol Mills.

The lawsuit states developers of Bristol Mills are in default some \$2.5 million in principal, interest and real estate taxes. The bank is asking for a sheriff's sale of the 190 acres on which the mall was to be built.

Defendants named in suit include Bristol Development president and local attorney William Ruetz, Richard Kozich, John M. Lichter, Albert Kaplan, Frank and Colleen Deininger and 20 others.

"It looks like it (building a Goldblatt's store) is dead in the water to me, although we have not been officially notified that Bristol Mills is not going forward," Farrar said.

He said it would be premature to comment on any possible lawsuits by JG Industries against Bristol Mills developers for unfulfilled contractual obligations.

Ruetz could not be reached for comment.

Dear Editor, 1-8-90

The interview in the Kenosha News with the Kenosha attorney Cletus Willems (Dec. 23) proclaims the attorney a seer. In October, 1984, the attorney predicted that American Motors could go out of business.

The article of Dec. 23 cites "tremendous developments," such as the medical waste incinerators and a dragstrip raceway which Mr. Willems represents.

Brainerd International is attempting to build a dragstrip race track without any consideration given to people in Bristol.

The article referred to local government, stating, "leadership sometimes is saying no to the public." With that outlook, the attorney must be in love with Mr. Elfering, Mr. Horton and Mr. Gunty. These Bristol town officials must believe that saying no and doing nothing is the most important part of their jobs.

The dragstrip developer from Minnesota had the attorney get the preliminary building permit. This action would not have been unusual, but the permit was issued at 4 p.m., at the Factory Outlet Mall. Three hours before a town board meeting, which could have adopted county zoning for Bristol. Kenosha County zoning was not adopted; instead, the three town board members delayed adoption of county zoning and put 20 to 30 percent of the town tax base into serious jeopardy of annexation.

The race track developer and town officials would rather reduce townspeople's lives into a noisy and disruptive existence, devaluating lives and property. The people's homes are a labor of love, not a profit margin for a Minnesota dragstrip race track developer.

The attorney's job is to represent clients. The three town officials were not elected to represent the Minnesota developer or the town chairman.

It is almost election time and we can be sure at least one town supervisor will change his tune to get re-elected. The tune the people should sing is, "Na-na-na-na, hey-hey-hey, good-bye" at the polls.

Daniel F. Hohmeier
Bristol Resident

Zoning, track allegations refuted by Bristol group

By Jim Rohde
Staff Writer

BRISTOL — The Bristol Citizens For Local Zoning, a group organized in November because of concern for what it calls a distortion of the democratic process, is calling for a single, objective meeting where the pros and cons of zoning — county or local (town) — can be fairly and openly discussed.

A spokesman for the group, Anthony Kordecki, 16605 104th Ave., said the pro-county zoning group — the Bristol Community Action Committee — initially proposed three meetings: one on pro-county zoning, one on local zoning, and the third on no zoning, but only the first was ever held.

"The BCAC pro-county zoning meeting does not qualify as being objective or even democratic," Kordecki said. "The panel members were selected pro-county zoning proponents, and the questions were confined to screened, written questions, which they claimed were aimed at eliminating roudiness."

Kordecki said their answers were given without the opportunity of challenge.

"If panelists' responses to

"I f panelists' responses to questions were factually wrong, misleading or not clear, their statements stood as presented."

Anthony Kordecki
BCLZ spokesman

questions were factually wrong, misleading or not clear, their statements stood as presented," Kordecki charged.

He said the fact the Kenosha News reported these answers gave them credibility.

"This technique of making erroneous public statements without the opportunity for challenge and then having them reported the next day in the Kenosha News has been the primary mode of operation of the BCAC," said Kordecki.

A recent example of this was the anti-racetrack rally Dec. 20 at Bristol School, which, he said, would have been better described as a political "Lynch (Town Chairman Noel) Elfering" meeting.

Campground permit sought

BRISTOL — An application for a campground on County Highway Q will be considered by the Bristol Planning Board at a 7 p.m. meeting Monday at the Bristol Town Hall.

Edward Gilmore, 14700 104th Street, (Highway Q) has filed an application to operate the camp-

ground on his farm.

The Gilmore property is roughly one mile east of the site that has been proposed by Brainerd International for a raceway and dragstrip.

Gilmore was recently appointed to the Bristol Planning Board.

Kordecki, whose land is on County Highway Q, and Elfering, 15324 Horton Road (County Highway CJ), own land which Brainerd International, Minneapolis, Minn., has offered to purchase for its proposed raceway and drag strip.

Kordecki said statements were made at the anti-racetrack rally that crowds (at races) are controlled by helicopters and tear gas and that drunkenness prevailed.

"After these allegations were first made, I contacted the sheriff's department in Brainerd, Minn., and was told by Irv Tollefson, chief deputy of the Crow Wing County Sheriffs Department, that this was totally untrue," Kordecki said.

He said he was told of 29 incidents reported since 1986, 12 were for noise ordinance violations, four for burglaries against the track and 13 for disorderly conduct.

He said similar accusations were made that Brainerd used the track for drugs and rock concerts when, in fact, only one concert was held at Brainerd and that was a benefit for Camp Confidence, a camp for disadvantaged children.

Village of Pleasant Prairie and Town of Bristol Extraterritorial Zoning Committee Meeting
Wednesday, Jan. 17, 1990
7:00 P.M.
Village of Pleasant Prairie Municipal Building Auditorium, 9915 39th Ave., Pleasant Prairie
AGENDA
1. Call to Order
2. Roll Call
3. Election of Committee Chairman, Vice Chairman, and Secretary
4. Discussion of Development Concerns and Issues Within the Extraterritorial Zoning (ETZ) Jurisdictional Area
5. Discussion of the Committee Meeting Procedures
6. Discussion of Citizen Input to the ETZ Committee Activities
7. Identify the Place and Time for the Next Meeting of the Committee
8. Adjournment
January 12, 1990

Group won't seek to oust Elfering

Bristol group drops legal action now

By Arlene Jensen
Staff Writer

BRISTOL — A local citizen group has decided to stick to its original goal of trying to block construction of a proposed auto racetrack rather than seek the court-ordered removal of Town Chairman Noel Elfering.

In late December, the Bristol Community Action Committee said it was investigating the possibility of bringing legal charges against Elfering in an attempt to

oust him from office.

At the time, Marian Middleton, spokesman for BCAC, declined to spell out allegations but said the group believed Elfering had taken various actions without Bristol Town Board approval.

On Wednesday, Middleton said the BCAC met Tuesday and decided not to pursue Elfering's removal from office at this time. "This committee was formed for the sole purpose of stopping the racetrack," Middleton said. "That is still our main thrust."

Focus of the BCAC remains a 2-mile racetrack and dragstrip in an \$8.5 million complex planned by Brainerd International on nearly 290 acres in Bristol belonging to Elfering, 15324

Horton Road, and his neighbor Anthony Kordecki, 16605 104th St. Brainerd has offered to pay \$1.5 million for the land.

Because Bristol has no zoning laws, the town chairman has said there is nothing to bar track construction.

BCAC has mobilized heavy support in the community against the track. More than 200 opponents attended a BCAC-sponsored anti-racetrack rally less than a week before Christmas.

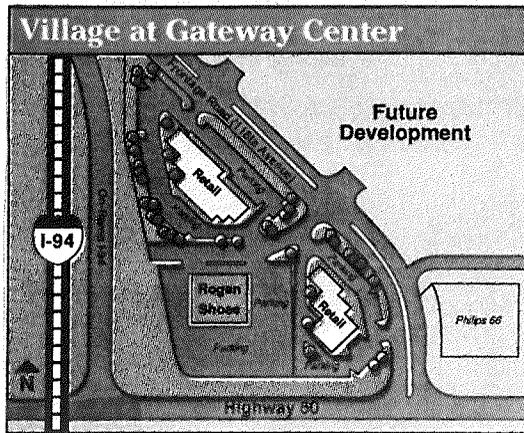
Middleton said the BCAC has scheduled another rally for 7 p.m. Jan. 30 at Bristol School.

"At that meeting, we will explain the decision not to go after Mr. Elfering at this time," she said.

BCAC sees an Elfering land sale to Brainerd as the step which would bring a disruptive and harmful racetrack and drastically alter the quality of life for many Bristol residents. The committee sees Elfering as attempting to profit at the expense of his town neighbors.

The town chairman, re-elected last April, still could face a possible recall election to remove him from office, according to the committee. But, under Wisconsin law, a recall petition cannot be initiated until after the incumbent has served at least a year of his present term.

BCAC's Middleton suggested in December that it could "get him out as quickly by waiting for a recall in April."



Kenosha focus of mall

By Dave Backmann
Staff Writer

1-11-90

A \$3 million retail shopping center to be completed in two phases is to be built at the northeast corner of I-94 and Highway 50 by Celano & Associates Ltd., Northbrook, Ill.

The Village at Gateway Center, as the complex will be called, is designed to serve Kenosha area residents, said James V. Celano III, executive vice president of Celano Associates.

That concept differs from factory outlet stores already preva-

lent at the busy intersection which cater primarily to customers from the Chicago and Milwaukee markets, he said.

"We feel the community is underserved in the traditional retail area," Celano said.

Construction is to begin in May or June. As many as 15 stores should be operating by early fall when both phases have been completed, Celano said.

Larry Kilduff, also an executive vice president of Celano Associates, said timing of the mall announcement is unrelated to a lawsuit being filed last week against competing developers at the intersection.

The First National Bank of Kenosha filed suit Jan. 3 to foreclose its mortgage on Bristol Development Corp., Bristol Properties and other developers of the planned Bristol Mills shopping mall on the northwest corner of the intersection.

The lawsuit alleges the developers are in default \$2.5 million in principal, interest and real estate taxes on 190 acres on which Bristol Mills was to be built.

"We hope that Bristol Development can work out some kind of a solution to their difficulties," Kilduff said. "We in-

tend in no way to keep them from it.

"We believe the timing of our announcement and project will show the real strength of the intersection."

Celano said the Village at Gateway Center will be followed by development of a larger, regional shopping center involving bigger stores. No date for that development has been set.

"We are taking a cautious approach," Celano said. "We've spent two years on planning the site and eight months specifically developing the village." Celano said the Village at

Gateway Center is being developed in part on projections that scores of homes will be built in the area in the next 10 years.

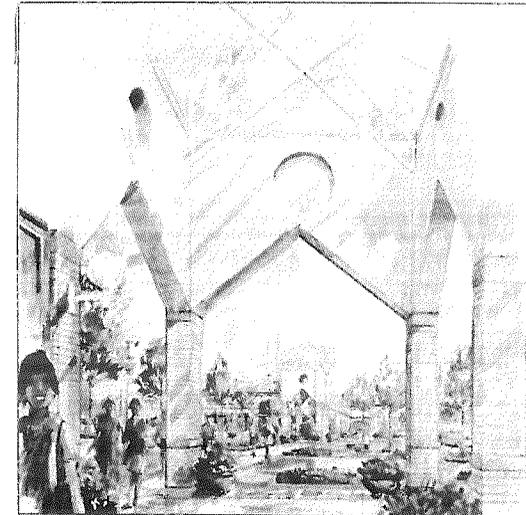
Two buildings in the complex will enclose 29,640 square feet. Parking for 148 vehicles will be available.

The Village at Gateway Center will be on 3.53 acres. Celano owns 130 acres total on the northeast corner of the intersection.

Financing is being provided by the First National Bank of Kenosha.

The recently rebuilt I-94 frontage road will separate the Village at Gateway Center from the later development.

In a related matter, construction has begun on the 12,000-square-foot Rogan Shoes store on the northeast corner of the intersection. Celano said the store is to open in late March or early April.



Artist's drawing of The Village at Gateway Center project, I-94 and Highway 50

Foreclosure kills Bristol Mills?

by GLORIA DAVIS
Lakeland Newspaper 1-12-90

A few years ago, the Bristol Development Corp. was most anxious to talk to the press to gain publicity on the Bristol Mills Discount Mall project planned for the southwest corner of the Hwy. 50-I-94 intersection.

At press time, no one was answering the phone at the development corporation in the middle of a work day.

Two years ago, the media was full of the battle for stores between the proposed Bristol Mills and Gurnee Mills, at Rte. 122 and Hunt Club Rd. in Gurnee, Ill.

Kenosha might have rang the death knell for the Bristol project by filing suit foreclosing on the mortgage the bank holds on 190 acres slated to have the discount mall built on them.

The foreclosure suit claims that, starting in last March, Bristol Development has defaulted to the tune of \$2.5 million in principal and interest payments.

The bank also wants the land, valued at just over \$1 million, sold.

A few months go, Bristol Development President William Ruetz said that all of the project's financial problems would be solved within weeks.

just across from the extremely successful existing one on the southwest corner of the busy intersection, was supposed to

contribute greatly to making the intersection of Hwy. 50 and I-94 the busiest rural intersection in the country.

tend in no way to keep them from it.

"We believe the timing of our announcement and project will show the real strength of the intersection."

Celano said the Village at Gateway Center will be followed by development of a larger, regional shopping center involving bigger stores. No date for that development has been set.

"We are taking a cautious approach," Celano said. "We've spent two years on planning the site and eight months specifically developing the village."

Celano said the Village at

Gateway Center is being developed in part on projections that scores of homes will be built in the area in the next 10 years.

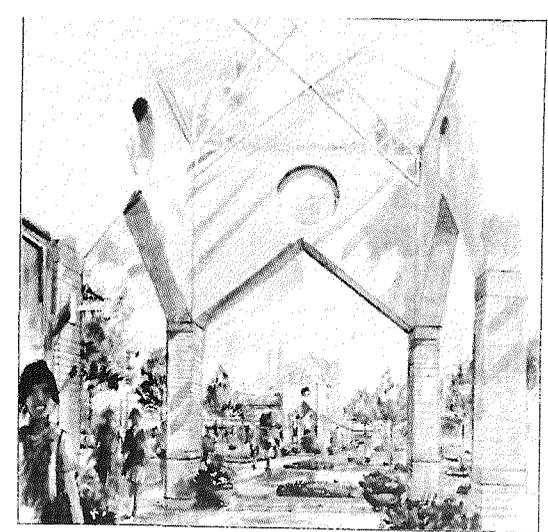
Two buildings in the complex will enclose 29,640 square feet. Parking for 148 vehicles will be available.

The Village at Gateway Center will be on 3.53 acres. Celano owns 130 acres total on the northeast corner of the intersection.

Financing is being provided by the First National Bank of Kenosha.

The recently rebuilt I-94 frontage road will separate the Village at Gateway Center from the later development.

In a related matter, construction has begun on the 12,000-square-foot Rogan Shoes store on the northeast corner of the intersection. Celano said the store is to open in late March or early April.



Artist's drawing of The Village at Gateway Center project, I-94 and Highway 50

Foreclosure kills Bristol Mills?

by GLORIA DAVIS
Lakeland Newspaper 1-12-90

A few years ago, the Bristol Development Corp. was most anxious to talk to the press to gain publicity on the Bristol Mills Discount Mall project planned for the southwest corner of the Hwy. 50-I-94 intersection.

At press time, no one was answering the phone at the development corporation in the middle of a work day.

Two years ago, the media was full of the battle for stores between the proposed Bristol Mills and Gurnee Mills, at Rte. 132 and Hunt Club Rd., in Gurnee, Ill.

Western Dev. Corp., the developers of Gurnee Mills, who started out two years behind the Bristol Dev. Co., are now in the process of laying steel for the mall's buildings.

After breaking ground in 1987, with a targeted opening date of 1988, all that has happened in Bristol is land clearing, work on access roads and the building of a lot of fast food restaurants and a small strip mall. A Best Western Hotel has also been built at the site.

Last week, the First National Bank of

Kenosha might have rang the death knell for the Bristol project by filing suit foreclosing on the mortgage the bank holds on 190 acres slated to have the discount mall built on them.

The foreclosure suit claims that, starting in last March, Bristol Development has defaulted to the tune of \$2.5 million in principal and interest payments.

The bank also wants the land, valued at just over \$1 million, sold.

A few months ago, Bristol Development President William Ruetz said that all of the project's financial problems would be solved within weeks.

This followed a partner's claim of misappropriation of funds which was denied in a Kenosha court.

The project's financial problems began as the penalties began piling up when the development corporation did not open the anchor Waucamaw Pottery store in the fall of 1988 as contracted.

At the end of 1989, the First Bank Southeast of Lake Geneva filed a \$180,000 foreclosure suit against land that includes the strip mall.

The addition of the second discount mall,

just across from the extremely successful existing one on the southwest corner of the busy intersection, was supposed to

contribute greatly to making the intersection of Hwy. 50 and I-94 the busiest rural intersection in the country.

High drinking age IN, drugs OUT in 1990s

by GLORIA DAVIS
Lakeland Newspapers

This is the time of the year when all facets of the media, newspapers, magazines and television, are informing the public what will be IN and what will be OUT for the coming decade.

A look at past news stories and an assessment of what is pending in the western part of Kenosha County, leads to these predictions of what will be IN and what will be OUT in the Bi State area in the next 10 years.

If many Bristol residents opposing the proposed new automobile racetrack have anything to say about it, plans for the racetrack and possibly Bristol Twp.

Chairman Noel Elfering will be OUT in the 1990s.

With a second mortgage foreclosing filed against the Bristol Development's Bristol Mills discount shopping mall, it seems that plans for another discount mall across from the existing one at the intersection of Hwy. 50 and I-94 are OUT, at least for the start of the 1990s.

Long-time Twin Lakes Chamber mainstay, Angela Karow is OUT through her retirement this year. The chamber has yet to replace her for the coming decade.

Dog racing will be IN in the area with two dog tracks set to open in Delavan and Kenosha at summers' start.

Instead of allowing the removal of the

Lake Shangrila dam, making the water in the lake OUT, both the Bristol and the Salem Twp. Boards are working a revamping the 130 foot dam that controls the lake's water level.

With incumbent Kenosha County Exec. John Collins running unopposed in the spring election for that job, Collins is the county's biggest IN.

With the latest information from the Wis. Dept. of Transportation reporting that car crashes involving teens, 13-19, have been cut in half since the legal drinking age climbed to 21 in 1986, underage drinking is definitely OUT for the 1990s, no matter what the state's college students say.

Westosha team closely knit

Life-long pals play together

By Jim Casper
Sports Writer

PADDOCK LAKE — Jason L. Holt and Mark Nelson certainly help Westosha qualify as a close-knit basketball team.

Holt and Nelson, Westosha seniors, live in the same duplex in Bristol. That's closer than Coach Mark Olsen expects his players to be.

Nelson lives in one portion of the duplex with his mother, Jean Nelson. His father is Dale Nelson.

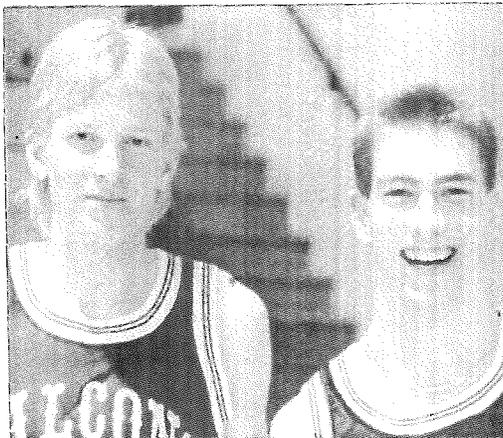
Holt resides in the other part of the house with his mother, Arlene Holt.

"Our families are close. We've been friends for a long time," Holt said.

The two Westosha guards went to Bristol Grade School together. They've been playing basketball since then and know each other's moves.

"It really helps growing up like that. We both knew the Zullos (teammates Ron and Vince) since they were young," Holt said. "We all get along and do things together."

Casual observers might think



Falcon teammates Mark Nelson and Jason L. Holt

Holt would be closest to Jason D. Holt, another teammate.

"Actually, I'm not related to Jason D.," Holt said.

The two housemates form Westosha's backcourt. Westosha's 4-1 conference and 5-3 overall record indicates that the guard duo is communicating effectively on the court.

Westosha will try to boost that record when it hosts East

Troy, 7:30 tonight. It's a game Westosha is hungry for. The Falcons want momentum going into their showdown with Wilmot Tuesday night at Westosha.

Holt and Nelson help fuel Westosha's attack. Holt, a 5-foot-11 point guard, is averaging 7.5 points and 3.4 assists a game. Nelson, a 6-1 shooting guard, is averaging 10.1 points.

"My job is to find out who's hot and who's not," Holt said. "I don't think of myself as a scorer. I contribute to the offense and help other people score."

Nelson is often the recipient of Holt's passes.

"I shoot my share of shots," Nelson said. "The Zullos have taken over most of the scoring load. I try to score and help them score."

Nelson was hampered early in the season by a sprained ankle.

"I sat out two games, but the ankle is holding up now," he said.

Full mobility is important because Westosha uses a man-to-man defense.

"We need Mark to be healthy. He's a 3-point threat," Olsen said.

Olsen is happy Nelson's ankle is healed because a healthy backcourt with Holt and Nelson is vital.

"Holt is responsible for getting our offense started," Olsen said. "There's a lot of pressure on him to distribute the ball to the right places."

Holt and Nelson feel they have something to prove. Westosha fans weren't expecting much after five of the top seven players graduated from last year's 15-6 powerhouse.

"Those star seniors had to practice against us," Nelson said. "When they practiced against us it helped them. When we practiced against them we got better."

Holt and Nelson are intent on winning for the popular Olsen, who is in his first year as head coach.

"We like coach's theories on basketball," Holt said. "He likes to work hard, but makes it fun."

Nelson thinks the Falcons will continue to improve, but isn't taking anything for granted.

"There's no team we can't beat, but when we go cold there's no team that can't beat us," he said.

That's the kind of cautious optimism Olsen likes to hear.

Letter home tells of fight in Panama

Native Kenoshan Michael Norman and his family have lived in Panama for almost 20 years. One of his sons, Dan, 13, was born there. The other, Jeff, 20, was born shortly before Norman and his wife, the former Susan Gleason of Bristol, moved to Panama.

In a six-page letter to his mother, Helen Jolly, 6328 49th Ave., Norman tells where they were and what happened to them during the fighting in Panama that eventually led to the capture of Panamanian leader Gen. Manuel Noriega.

Norman, who is equipment maintenance foreman for the Panama Canal Co., had been on vacation since the first of December — trying to use up some of his accumulated leave.

"There was always some reason or another that they wouldn't let me go," he explained.

While on vacation, Norman and his sons went fishing on a 65-foot boat owned by the father of one of Jeff's friends. They were out on the boat on Sunday, Dec. 17.

"We had agreed to get back by 10 p.m. Sunday night, but didn't expect the weather to turn so nasty," he said. "The wind picked up, the seas got rougher than a cob and we were returning against the tidal current."

"We radioed the yacht club to advise them we'd arrive about 2 a.m. and that's when we got the news that a U.S. serviceman had been killed and another wounded. They told us that everybody was tense and armed."

They were advised not to dock during hours of darkness.

"We turned around and made a beeline for safe anchorage at Contadora Island," Norman's letter continues. "We fixed a fish supper and bedded down for the night."

Monday morning they decided that as long as they were there, they might as well get in another day of fishing. Radio reports throughout the day said things had calmed down pretty much.

"On the way home, we saw only one PDM (Panamanian Defense Force soldier) and we felt everything to be OK."

On the night of Dec. 19, Norman helped chaperone a "welcome back Christmas bash" for Jeff's college friends who had come home for the holidays.

"All was rock-n-roll and a good time until around 11 p.m., when one of the neighbors came to tell us we had gone to PML Delta (a military alert) and it was time to break up the party."

"Before we could get every-one organized, we could hear multiple explosions off in the distance. We shut down the music and put on the radio. The U.S. had invaded Panama and a woman had been shot and killed by a sniper just outside Albrook Air Field. It turned out to be a friend of Sue's."

"Much confusion ensued. Over the PA system, I kept telling the kids to stay put, that they were safe where we were and, if necessary, we'd go next door to get enough sleeping space for everyone."



LET GEORGE DO IT
George Sovitzky



"We still had about 50 people milling about when a young GI ran up asking 'Who's in charge?' Well, I guess it was me. He told me to get the kids off the streets as troops (U.S.) were coming into the neighborhood ..."

Michael Norman

before they could block the street. We found out the next morning that two of the boys had tried to run a roadblock and were shot up pretty bad. Later in the day we were told that one had died and the other was critical and not expected to make it.

"We're pretty sure that it was 'friendly fire' that got them as they are not counted in the dead or wounded."

"We still had about 50 people milling about when a young GI ran up asking 'Who's in charge?' Well, I guess it was me. He told me to get the kids off the streets as troops (U.S.) were coming into the neighborhood and the kids would only add to the confusion and could possibly get hurt."

"Two carloads tried to make it out. They were stopped and summarily marched off through a field to the Ft. Clayton gym. They all 'escaped' the next morning and joined us in the neighborhood."

Norman and his son and eight others spent the night at a nearby home. The next day, arrangements were made for a military escort for a caravan of six cars that returned the students to their homes.

Norman began writing his letter on Dec. 14. He finished it on Dec. 28.

"Once again, Panama is looking like a nice place to live and work," he wrote on the last day. "The complete change in attitude of everyone

Racing Board still faces suit

Judge Schroeder gets case

A suit by the Wisconsin Greyhound Park against the Wisconsin Racing Board has not been dropped, despite a statement made Dec. 1 by local investor William Ruetz that the suit was not being pursued.

The News learned Friday the suit was being continued because of a flurry of activity in Kenosha County Circuit Court concerning who would hear the case.

The case was originally set for Judge David Bastian, who excused himself because he testified in support of the Kenosha Greyhound Park at dog track hearings held in Kenosha last April.

The plaintiff asked for a substitution for Judge Jerold Breitenbach, who received the case after Bastian. Judge Barbara Kluka also disqualified herself because she knows one of the investors involved.

Judge Bruce Schroeder said Friday he will receive briefs on the suit from both sides and make a decision. The briefs are due March 10 for his review.

"Then I'll review the transcripts of the proceedings before the racing commission, the briefs, and then decide," Schroeder said.

The judge said, depending on his court calendar, he should have a ruling on the matter in about 30 days after the briefs are filed.

Both Wisconsin and Kenosha Greyhound Parks filed suit on Aug. 25. The nearly identical suits sought a judicial review because the tracks contended standards were not evenly applied to all tracks.

Both complaints were dropped Nov. 30, just one day before the Kenosha Greyhound suit was to be heard by Breitenbach. Bastian was scheduled to hear Wisconsin's suit Dec. 14.

Commenting on Dec. 1 to the News, Ruetz said, "The Wis-

consin Greyhound Park) group decided it was hopeless to pursue the matter since the licensed franchise was being allowed to continue construction without meeting the requirements. It appeared that we were throwing good money after bad."

Since then, the First National Bank last week filed suit to foreclose its mortgage on Bristol Development Corp., the group involved in the track. It was also involved in developing the Bristol Mills shopping mall on the northwest corner of I-94 and Highway 50.

Brian Butler, a Madison attorney representing Dairyland Greyhound Park — the eventual franchise designate — said Friday, "I believe that someone in Alabama with Wisconsin Greyhound must have said that whoever said the suit was dropped did not have the authority to do that."

Paul W. Bryant Jr., the son of football coach Bear Bryant, was the head of the Tuscaloosa, Ala., investors behind the project. Those investors could not be reached for comment today, nor could Ruetz.

Butler said the Wisconsin Greyhound Park suit centers on six challenges:

□ Whether Dairyland had the 51 percent Wisconsin ownership required.

□ Whether the state open meetings law had been violated by the board in its deliberation May 1989.

□ Whether the board allowed Dairyland to supplement its application after the deadline.

□ Why the board did not insist on an Environmental Impact Statement.

□ Why the board did not require a resolution of support from the City of Kenosha.

□ Whether there is sufficient evidence to uphold the board's decision.

Out of the woodwork

To the Editor: 1-76-90

It is interesting to note that when personal gain is at stake, people seem to come out of the woodwork in their own defense and become civically involved. Unfortunately, a few will wave the flag in the direction of their opponents and scream for democracy, in order to cover up their real motives. Certainly it should be recognized, that some peoples' motivations are beyond reproach. They believe they are acting with the common good of the people in mind. Presently, it has become the opinion of certain individuals that local zoning can and will be a reality in Bristol. Good luck! I think it is now obvious to anyone who even occasionally reads the newspaper, that local zoning cannot and will not be a reality. Yet these "civically minded" individuals keep the idea alive.

A spokesman for the BCLZ has recently been quoted as saying "The BCAC pro-county zoning meeting does not qualify as being objective or democratic." I disagree. The meeting was open to the public, meaning everyone had the opportunity to attend. This is why there were some people there that voted against county zoning. Understand? I'm sure the majority of the citizens of Bristol are wondering how democratically the referendum vote on zoning is going to be handled by our town council. This will be a true test of democracy in action. I'm also wondering what will happen to the BCLZ and those who prove to profit from this obvious stall tactic when all has come pass.

County zoning is not the answer to all of Bristol's problems, but what is? We have fallen so deeply into a hole already, it will be a long time before we finally pull ourselves out. Can we risk doing more damage to an already pathetic situation? It is the responsibility of each voting resident to do their homework and then get to the polls and vote. Your future depends on it!

Paul D. Ma

Sexual assault in Bristol

A 25-year-old Waukegan, Ill., woman was sexually assaulted at St. Scholastica Cemetery, Bristol, around noon, Jan. 4. Her alleged assailant was arrested Jan. 6 after a joint investigation between the Kenosha County Sheriff's detective bureau and Hainesville, Ill., police department.

Kenosha Detective Lt. Louis Vena reported the victim accepted a ride from a man in Waukegan. He drove her to the cemetery, where sexual acts were forced, allegedly holding the woman at gunpoint. Left at the cemetery, the victim went to a nearby home for help. A person there reported the incident to the Kenosha County Sheriff's Department.

▼ A 32-year-old Round Lake, Ill.,

man was arrested after his vehicle was identified based on information given by the victim. He was booked at Hainesville Police Department and is being held at the Lake County, Ill., jail on a \$100,000 cash bond. He was charged with first degree sexual assault and false imprisonment.

Vena said the alleged assailant is fighting extradition to Wisconsin. The department is seeking an order from Gov. Tommy Thompson to have him returned.

New image for billiards

Brunswick exec sees the game going upscale

By Bob Musinski
Staff Writer

1-14-90

Less of "The Hustler" and more good, clean fun is needed in the billiards industry, in the opinion of Jim Bakula.

Bakula, vice president and general manager of Brunswick Billiards, Bristol, wants to table game to be known more as a sport of skill and pleasure than a way to make or lose a buck, an image perpetuated in the seedy, smoky pool halls of the "Hustler" film.

The recent flood of upscale billiard rooms across the country is a step in that direction, he said.

"It's an uphill battle to convince the general public that pocket billiards isn't a game or sport that's played in only seedy, crummy places," Bakula said. "There are beautiful upscale billiard rooms across the country."

Bakula was promoted from director of Brunswick Billiards to his present position Dec. 11. He also is serving a one-year term as president of the Billiard Congress of America.

Although Bakula estimates nearly 90 percent of Brunswick's tables are sold for use in the home, he said the influx of billiard rooms may spur development of one national league, with tournaments and regular television coverage.

Currently there are three billiard leagues around the country.

"We're just now getting the ball rolling, no pun intended, with a movement that will get room operators together and bring them into the BCA," he said. "The leagues certainly should be the same all across the country, so that when tournaments are held on a national scope, all of the players that come together will have played the same game with the same rules."

"This is a long-range plan, but you've got to start someplace," Bakula said. "It's within our (BCA's) three-year plan."

Survival was the only future plan the billiard industry could have made in the early '80s.

"In the billiard business, as far as table sales are concerned, the early '80s ... were very bad years for us," Bakula said. "Back in that time frame, interest rates were very high. The economic indicators were not good, and we were hurt by that."

Brunswick, which is the largest company in the pool table business, has tables ranging in price from the Bristol II (not named for the town), which retails at \$1,000, to the \$20,000 Limited Edition table.

The price can change with the area of the country where it is bought and the quantity of tables purchased.

For example, the Gold Crown III usually retails for \$5,000, but a commercial pool room operator can



Jim Bakula, of Brunswick Billiards, is thinking industry-wide

Kenosha News photo by Brian Passino

Tables designed, engineered, marketed here

Although Brunswick Billiards does not build pool tables at its headquarters in Bristol Industrial Park, every other task associated with the product is done there.

"We market pool tables worldwide," said James J. Bakula, vice president and general manager of Brunswick Billiards. "We used to manufacture them, but four years ago we shut down our manufacturing facility and hired outside firms."

The tables are built in Indiana and Brazil.

Engineering, design, selling and service of the tables is done at the 117,000-square-foot building which Brunswick purchased last January.

The tables are built in Indiana and Brazil.

The Bristol building houses a large distribution warehouse, as well as a room with several prototypes of tables. Every worker has a chance to give his opinion on the viability of the prototypes, Bakula said.

All but 30,000 feet of the building is occupied by Brunswick. Illinois Range leases the rest as a distribution center for its products, which are manufactured elsewhere in the industrial park.

Brunswick moved to Bristol from Fort Wayne, Ind., in February 1987.

Bakula said he's had success in hiring local workers.

"We have about 24 people here,"

he said. "I hired several local people when we came to this location ... The work ethic, I think, is excellent."

Bakula, who has worked for Brunswick since 1960, lives in Lindenhurst, Ill.

Brunswick Billiards is a unit of the Brunswick Division, which builds and markets bowling and golf equipment in addition to billiards.

Brunswick, a \$3 billion corporation, is headquartered in Skokie, Ill. Its holdings include marine power, pleasure boating, recreation, defense/aerospace and industrial products.

Mercury Marine, Fond du Lac, is also owned by Brunswick.

purchase a group of the tables for \$4,500 each.

Brunswick's sales were down to the \$6 million to \$7 million range in the early '80s, but the industry began improving in 1983. Brunswick turned a small profit in 1985, and now its sales have hit \$15 million to \$16 million a year.

The healthier economy helped sales, Bakula said, but so did a movie called "The Color of Money."

The movie, which was a sequel to "The Hustler" and starred box office giants Tom Cruise and Paul Newman, was a sales catalyst. It was released in November 1986 and increased interest both nationally and internationally, he said.

"The Color of Money" was exported

to Japan under the name 'Hustler II,' and it was a very popular movie in Japan," Bakula said. "It caused a great deal of interest in pocket billiards."

The Japanese, because of their small living quarters, did much of their billiard playing in commercial pool parlors. Although the fad dissipated there in mid-1988, it started in the U.S. shortly thereafter.

"A billiard room went into Manhattan (in the fall of 1988)," Bakula said. "Before very long, there were a few billiard rooms in Manhattan appealing to the yuppie crowd, and that caught the media's attention."

Coverage from Newsweek, the New York Times and TV networks helped spur the growth of the billiard rooms in

Boston, Florida, and Chicago, among other areas.

He predicts 1990 will still be a good year, but sales will begin to level off in 1991.

"It's a cyclical industry," Bakula said. "We're riding a wave right now. We know it won't last forever."

But organized league play with lessons for some players at the commercial billiard rooms, as well as national tournaments with network TV coverage, are proposals to sustain success in an up-and-down industry, Bakula said.

"That's my hope and dream," he said. "If we do certain things right in this industry, we can reduce or totally eliminate the cyclical (nature) in our sales."

Dear Editor, 1-15-90

At the Bristol Town Board meeting on Jan. 8, Mr. Horton, supervisor, stated he contacted Mr. Ames, president of Brainerd International, racetrack developer from Minnesota. Mr. Horton invited Mr. Ames to attend the town board meeting, scheduled for Jan. 29. Mr. Horton stated the purpose of Mr. Ames attending the meeting was, "to let people know what is going on here." Where has Mr. Horton been? There are hundreds of Bristol residents that could tell him what is going on in Bristol.

That was the first action Mr. Horton made in regard to the racetrack issue. The racetrack controversy started 6 months ago. The action Mr. Horton took was not for the 1170 signatures of Bristol residents, who signed a petition advising the board there was substantial opposition against the racetrack. The action was not for the 400-plus home owners who live within 2 miles of the proposed racetrack site. The action taken by Mr. Horton is to help a racetrack developer sell his development to the town board, the planning board and the townspeople. Oh yes, could it be Mr. Horton is up for re-election?

Mr. Gunty stated he called the real estate broker in regard to the racetrack. Mr. Gunty never stated what the real estate broker would do or could do, but of course, the broker was unavailable.

These town board members along with the town chairman have continuously ignored the townspeople and their inaction has supported the racetrack development.

The townspeople owe the board and Mr. Ames the same respect that they have been giving the people in Bristol for the past 6 months. When are the three board members going to understand we do not want a racetrack in Bristol?

Bristol Resident

Drought tax help offered

1-16-90

Farmers who have suffered drought losses in areas eligible for federal government assistance may find some relief in several special tax provisions.

□ **Postponement of Crop Insurance Payments.** Farmers may defer to the next tax year the reporting of drought-related crop insurance payments if they are cash method farmers and the damaged portion of the crop would not have normally been sold until 1990.

□ **Drought Sales.** Farmers can postpone reporting the proceeds from the sale of livestock due to drought for a year, providing: Their principal business is farming; they use the cash method of accounting; and the sale of the

Dear Editor, 1-15-90

In a Jan. 10 newspaper article that appeared in the Kenosha News, Area News section, Anthony Kordecki was interviewed. Kordecki is one of the two people trying to sell his property for a dragstrip/race track in Bristol. Kordecki announces that he is a spokesman for the group known as the Bristol Committee for Local Zoning. Two other members of the group, Ed Chevette and Mrs. Gibson, have also been in past news articles concerning the BCLZ efforts.

The group whose name implies they are for local zoning has done nothing to inform the townspeople on the issue. The group has stated they opposed the BCAC, a group opposed to the race track. Kordecki has defended the race track development in the name of the BCLZ. He can sell his property for much more money with no zoning than if the property was zoned agricultural under county zoning.

Kordecki would be the first to say the money does not matter and he wants local control via local zoning for Bristol. He should go ask his neighbors if they would like to wait years for zoning and a land use ordinance. It is time the BCLZ change their name to a more accurate representation of their efforts. Here are a few suggestions.

1. Bristol Political Puppets; 2. Bristol Three Stooges Fan Club; 3. Bristol Does Nothing but Criticize Group.

The BCLZ should think of a new name of their own. That way they will have done two things as a committee that were constructive.

Resident for a
Better Bristol

Bristol may ask drug testing for future staff

1-18-90

BRISTOL — The Bristol School Board agreed Tuesday to proceed with establishing a policy that would require persons seeking employment in the school district to submit to drug tests.

The school's law firm, Mulcahey and Wherry of Milwaukee, has been asked to draft a policy on pre-employment drug testing for consideration by the School Board.

The board members also voted to open the school each morning from 6 to 7 a.m. so residents can exercise by walking the hallways.

The board approved Diane Lynch, Burlington, as a full-time reading specialist. A 1968 graduate of the University of Wisconsin-Whitewater, she recently completed work on a master's degree in teaching reading. She has many years' experience as a substitute teacher.

The board will meet at 7 p.m. with other members of the Facilities Study Committee to continue analyzing future space needs of the school.

Against the race track

To the Editor: 1-16-90

As a citizen of Bristol, residing in the Cherry Vista Dells subdivision (approximately two miles west of the Elfering property) I am vehemently opposed to the proposed Brainerd racetrack for the following reasons:

1) There would be extreme noise levels which would upset the serenity of my neighborhood.

2) Traffic congestion on Highway 45 would make it difficult to get into and out of my subdivision, and contribute greatly to air pollution.

3) Increased traffic through my neighborhood would endanger my children, who now enjoy riding their bicycles on the quiet streets. The glut of traffic would also mean increased litter and noise pollution.

4) Added cost of taxes for police protection, traffic control and updating roads.

5) I want to raise my children in a community of responsible, caring people. Typically, these are not the type of people that a racetrack would attract.

6) Due to the previously listed reasons, my property value will decrease. For these reasons, I intend to insure that the proposed racetrack will never be built in my community. I will fight against this racetrack to the full extent possible.

R. Michael Wood

Bristol Mills foreclosed

By Mary Sullivan

1-15-90

The Bristol Development Corp. was dealt a critical blow to their Bristol Mills project as the First National Bank of Kenosha initiated foreclosure proceedings against them Jan. 3.

The complaint contends the developers are in default of about \$2.5 million in principal, interest and real estate taxes.

According to Gerald Demske, bank vice president, the court is expected to hand down a judgment of foreclosure in 20 to 30 days. At that point, the debtors will be granted a 6-month redemption period within which to sell or refinance the property. A sheriff's sale will be held, should the matter remain unresolved.

The ambitious, \$70 million project was unveiled in May 1986, to encompass 103 acres of land at the northwest corner of Interstate 94 and Highway 50, Bristol. The \$40 million initial phase of the plan, Bristol Mills,

outlined plans for a 1.3 million square foot shopping mall.

Following two elaborate groundbreaking ceremonies, the property remained undeveloped, culminating in the bank's action. The completed strip mall and Best Western Hotel are not included in the proceedings.

Former Bristol town treasurer Doris Magwitz expressed concern at the town board meeting Jan. 9 over the effect of the foreclosure on land purchased for well and water tower site.

Although the town has a quit claim deed to the property, Bristol is not liable for any mortgage on the property; however, assessments and sewer and water charges will remain unpaid until the matter is resolved.

"We think we're clear," assured Bristol town chairman Noel Elfering, while noting that Bristol is not named in the foreclosure proceedings.

The state and private contractors may have problems recovering their substantial investment and securing payment for their services.

Bristol has come to a sad state of affairs when our town chairman shows someone how to break into the town hall and thinks it's funny.

1-16-90

Bristol group refutes charges

By Jim Rohde
Staff Writer

BRISTOL — The Bristol Citizens For Local Zoning, a group organized in November because of concern for what it calls a distortion of the democratic process, is calling for a single, objective meeting where the pros and cons of zoning — county or local (town) — can be fairly and openly discussed.

A spokesman for the group, Anthony Kordecki, 16605 104th Ave., said the pro-county zoning group — the Bristol Community Action Committee — initially proposed three meetings: one on pro-county zoning, one on local zoning, and the third on no zoning, but only the first was ever held.

"The BCAC pro-county zoning meeting does not qualify as being objective or even democratic," Kordecki said. "The panel members were selected pro-county zoning proponents, and the questions were confined to screened, written questions, which they claimed were aimed at eliminating roudness."

Kordecki said their answers were given without the opportunity of challenge.

"If panelists' responses to questions were factually wrong, misleading or not clear, their statements stood as presented," Kordecki charged.

He said the fact the Kenosha News reported these answers gave them credibility.

"This technique of making erroneous public statements without the opportunity for challenge and then having them reported the next day in the Kenosha News has been the primary mode of operation of the BCAC," said Kordecki.

A recent example of this was the anti-racetrack rally Dec. 20 at Bristol School, which, he said, would have been better-described as a political "Lynch (Town Chairman Noel) Elfering" meeting.

Kordecki, whose land is on County Highway Q, and Elfering, 15324 Horton Road (County Highway CJ), own land which Brainerd International, Minneapolis, Minn., has offered to purchase for its proposed raceway and drag strip.

Kordecki said statements were made at the anti-racetrack

"If panelists' responses to questions were factually wrong, misleading or not clear, their statements stood as presented."

Anthony Kordecki
16605 104th Ave.

rally that crowds (at races) are controlled by helicopters and tear gas and that drunkenness prevailed.

"After these allegations were first made, I contacted the sheriff's department in Brainerd, Minn., and was told by Irv Toilefson, chief deputy of the Crow Wing County Sheriffs Department, that this was totally untrue," Kordecki said.

He said he was told of 29 incidents reported since 1986, 12 were for noise ordinance violations, four for burglaries against the track and 13 for disorderly conduct.

Charging about over charges

To the Editor: 1-18-90

On December 27, 1989 the Kenosha News printed a front page article stating that the Bristol Community Action Committee was seeking "Criminal Charges" against Bristol Town Chairman Noel Elfering.

Again on January 11, 1990 the Kenosha News printed another article stating the BCAC now will not seek "Legal Charges" against Noel Elfering

This BCAC group seems totally confused on what it is they actually are trying to do. And how quickly they have changed their choice of words.

Which one is it? (A) Criminal Charges (B) Legal Charges (C) Fake Charges (Allegations) or (D) No Charges At All.

If you choose letter (C), you are definitely correct! For this BCAC group's spectacular ideas are nothing more than a comedy act marked by boisterous humor and extravagant gestures.

Wiser in Bristol

Bristol group OKs camping

By Patrik Vander Velden
Staff Writer

BRISTOL — A license application for a campground on a farm about one mile east of a proposed raceway and dragstrip passed the town Planning Board Monday.

The applicant, Edward Gillmore, 14700 104th St. (County Highway Q) said the request is not connected with the possibility that Brainerd International, Minneapolis, Minn., will build a track on land owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th St.

"Because of the timing, some people think it is tied in with the proposed racetrack. This is not the reason for the campground license (request)," Gillmore said.

Edward Becker said he could not vote without having read the campground ordinance. "In good conscience, I can't vote on anything I don't know a thing about," Becker said.

Becker is not a regular member of the planning board but substituted for Richard Bizek, representative from the Bristol School Board who could not attend Monday. Becker is also a Bristol School Board member.

Gillmore said he has had church groups and other visitors tour the farm, Oakvue Farm, since 1983. Five church groups stayed overnight during the past year, he said.

Currently, the campground operates in non-compliance with the ordinance and Gillmore said he wanted to correct that.

The campground has room for 10 tent sites and six electrical hookups. The annual license fee is \$100. Selling or serving alcohol on campsites is prohibited.

"We have no intention of be-

"Because of the timing, some people think it is tied in with the proposed racetrack. This is not the reason for the campground license (request)."

Edward Gillmore
14700 104th St.

coming a full-blown campground," said Gillmore, adding the farm has been in the family 140 years and this use for dairy farm tours was a way to keep family ownership.

Becker objected that Gillmore's one outdoor spigot and two portable toilets were not enough to accommodate campers.

"I can't see any objection to it," said board member Bryant Benson, and he made the motion for passage.

"Ed (Gillmore) is a good citizen, he won't goof up," he said, adding Gillmore would order more portable toilets and hook up other spigots if needed.

Voting in favor of the license were members Elfering, Bryant Benson, Eugene Adamski and Anthony Eibl. Gillmore and Becker abstained from voting. Ray Bushing, Thomas Fenzel and Robert Helfferich were absent.

After Becker cast his abstention, Adamski read the ordinance aloud for the next eight minutes.

The campground license will be on the Town Board's agenda for final action at its Jan. 29 meeting.

Elfering says farm woes led him to offer his land for track

1-16-90

By Jim Rohde
Staff Writer

BRISTOL — Town Chairman Noel Elfering, a veteran of 19 years in town government, explained his reasons Monday for considering selling his farm to Brainerd International Raceway, an issue which has virtually divided this municipality of 3,826 residents.

Elfering, 59, said he has worked all his life farming the nearly 300 acres along County Highway CJ, west of County Highway MB, only to face the possibility of losing it or selling.

"I'm 59 years old and farming has not been that great," Elfering said as he sat with his

wife, Joanne, at their home at 15324 Horton Road. "The drought in 1988 and the extremely dry conditions last year resulted in a tremendous financial loss, forcing us to use up our cash reserves to get through 1989."

If that wasn't bad enough, he lost all his crops from the barn fire last year and had his dairy herd threatened from poisoning which resulted in the death of seven head.

"I could have received three times what I'm now being offered," Elfering said, "but it was from a landfill operator and I didn't feel it would be good for the town."

He said after he was ap-

proached by representatives of Brainerd International, he talked with his immediate neighbors, Anthony Kordecki and John Van Slochteren, who, he said, "seemed receptive at the time."

Van Slochteren said this morning that Elfering called him and Anthony Kordecki for a meeting at a local restaurant.

"We no sooner got out of my driveway when Elfering said the three had an opportunity to sell their property but turned to me and said my land was worth \$1,000 an acre less than his and Kordecki's," Van Slochteren recalled.

He said after the three met with Brainerd executives, he

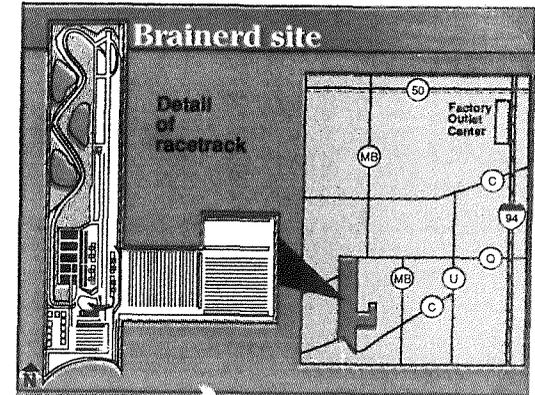
indicated he did not want to sell his land and would not sell it.

"I did say it would have to be a very good deal to get us to sell," Van Slochteren said, "but why should we sell? The property is paid for and our son is farming the land."

Elfering said Brainerd originally wanted between 300 and 500 acres to develop a drag strip and raceway along county highways Q and CJ, but now only 290 acres would be possible from his land and Kordecki's.

He said he investigated Brainerd and visited the raceway operation before de-

SEE ELFERING, PAGE 2



CONTINUED FROM 1

mission donated to the town to reduce taxes.

□ The developers would be responsible for providing their own police, fire protection and emergency medical technicians.

□ Paving large parking areas would be prohibited and vehicles required to park on grassy areas similar to King Arthur's Faire.

□ All road improvements would be paid for by the developers.

□ Property values surrounding the development must not drop.

□ No camping allowed on the site, no jet cars permitted and the developer must look into the possibility of building a driveway to a major road to facilitate traffic from racing events.

"Although I haven't received a reply to my letter," said Elfering, "Supervisor Russell Horton said they (Brainerd) have agreed to all but one of the conditions. I may even ask for a

mission donated to the town to reduce taxes.

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"Although I haven't received a reply to my letter," said Elfering, "Supervisor Russell Horton said they (Brainerd) have agreed to all but one of the conditions. I may even ask for a

deed restriction, which would provide a \$500,000-a-day fine to both the town and the county if any of the conditions are violated."

Elfering said in his research of the development, he contacted a number of individuals and agencies and received favorable reports.

One of those contacted was the Rev. William C. Holbrook, Brainerd International Raceway chaplain, involved with the Racers for Christ International, who said the track management worked hard and professionally to "provide a viable atmosphere for all racing enthusiasts, while keeping a sensitive ear to the needs and wishes of the local community."

"Brainerd International plans only 12 major events a year," Elfering said. "That is only 24 days a year we are talking about from an \$8 million project."

Third bank files suit on Bristol Mills land

Zion bank seeks sale

By Don Jensen
Staff Writer

Another bank has filed a foreclosure suit on property involved in what was to have been a major mall development project at the northeast corner of I-94 and Highway 50.

First of America Bank, Zion, is asking for the court-ordered sale of property owned by Bristol Development Limited Partnership, one of a network of nine related companies involved in the long-delayed Bristol Mills shopping complex at the intersection.

The Zion lender is foreclosing

on the portion of the property including the Best Western motel.

The bank's suit says the partnership borrowed \$225,000 for a year in April 1988, then extended the repayment date to October 1989. The loan called for monthly interest payments with a balloon payment of the principal on the due date.

The suit says the partnership has failed to pay both the principal and interest payments since last September, now owing more than \$239,000.

In December, a Lake Geneva bank filed a foreclosure suit against the partnership and its parent organization, Bristol Development Corp., headed by Kenosha attorney William Ruetz. That action involved an unpaid \$175,000 mortgage loan on another portion of the property

involving a small strip mall housing the Nike Factory Outlet store.

Earlier this month, First National Bank of Kenosha began a foreclosure action on 190 acres of land of Bristol Development. The site was to have been the location of the key project, the proposed \$40 million shopping mall. That suit said the developers defaulted on \$2.5 million in principal, interest and real estate taxes.

Last week, Goldblatt's, one of two anchor stores planned for Bristol Mills, pulled out of the project because of the Kenosha bank's foreclosure action. A spokesman said it is unlikely the 55,000 square foot department store will be built.

The major mall project originally was scheduled to open in 1988.



Kenosha News photo by Joe Van Zandt

Ex-racer hoping for track start-up

1-17-90

A former race car driver and long-time racing fan, Earl Hanlin, 13106 75th St. (Highway 50), expresses his feelings about an auto racetrack in Bristol. Hanlin said he is tired of seeing all the signs opposing the track proposed by Brainerd International, so

he put up this one on his front lawn. Hanlin, an auto body repairman, said the track, proposed at county highways CJ and Q, west of MB, would provide jobs and bring business to the community while causing a minimum of disruption.

Dog racing or auto racing?

To the Editor: 1-22-90

I'm writing you to address the proposed auto race track versus the coming dog track.

We live in the Kenosha area and as a mother of two teenagers, I find it appalling that so many seem to be in favor of a dog track that will have alcohol and gambling. Yet, they are against the auto race track which is a great family oriented sport, with no alcohol and gambling.

As both would be a boost to the economy as far as jobs, etc., the auto race track would be a bigger boost. National auto races will bring in people from all over the U.S.

Our family has gone down to the Indy Nationals several times. The whole area really caters to the race fans.

We, as well as many others we know, are in favor of the auto race track. We're looking forward to being able to go to some great races close to home.

As a parent, I'd enjoy being a spectator or participant at an auto race with my kids.

It's no wonder so many kids get into drugs, drinking, etc. There just is not anything around for them to get interested in. If even a few kids direct their interest to mechanics, cars or racing, the new track would be worth it.

I understand the track would provide more than 300 jobs. Great! We need them.

I'd certainly rather see my kids and their friends going to an auto race than a dog race where there's gambling.

A concerned Bristol area mom

I-94 impression stressed to zoning group

By Arlene Jensen
Staff Writer

1-18-90

PLEASANT PRAIRIE — "More people enter this state via I-94 than at any other entry point," Pleasant Prairie Village President Thomas Terwall told members of the Pleasant Prairie-Bristol Extraterritorial Zoning Committee Wednesday.

"We will decide either by affirmative action or inaction whether the gateway to Wisconsin is filled with porn shops, incompatible land uses and cluttered, congested development or

planned, controlled development," said Terwall.

Wednesday's session was the first between the two municipalities since Pleasant Prairie voted to exercise its extraterritorial powers and extend its zoning into Bristol, a corridor from I-94 west for one and one-half miles, between Highway 50 and the Wisconsin-Illinois state line.

An interim zoning ordinance was passed Nov. 6 that froze existing land use in the corridor. The ordinance will stay in effect until the joint committee

reaches agreement on a land use plan. If no agreement is reached, it will expire in two years.

The six-member committee agreed to use an I-94 corridor plan developed by Southeastern Wisconsin Regional Planning Commission as a jumping off point to get discussions started.

Bristol Town Chairman Noel Elfering said he does not expect to accept that plan in total.

"There are some areas I would not put my blessing on," Elfering said.

Pleasant Prairie planner Jean Werbie said the SEWRPC plan is

"still in a generalized form. We will want to look at a much more detailed plan."

Terwall said the Kenosha County zoning ordinance will also be used as the basis for drafting a land use plan.

Attorney Michael LaTona, representing Atlantis Properties, the firm that proposed a water park on the west side of I-94, near the state line, objected to the land use category assigned to the Atlantis property.

Pleasant Prairie froze the Atlantis property in agricultural zoning, a category he said is

incorrect. LaTona said the Atlantis property was once a part of King Richard's Faire.

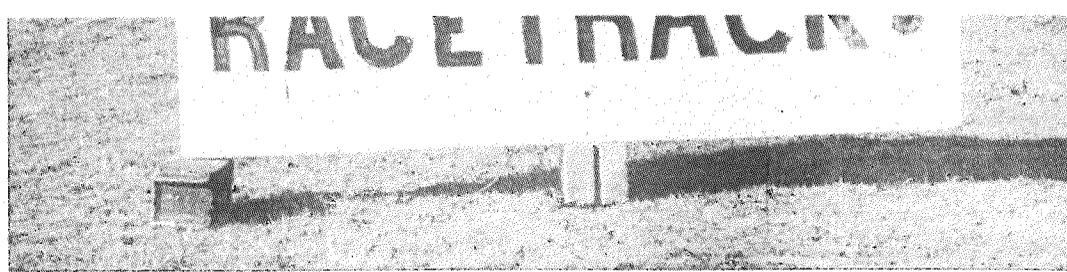
"We don't want to be an island of green," he said.

Michael Ries, 12224 116th St., said the Atlantis property was not used by the fair but had always been agricultural land.

The only official action taken by the committee was to elect officers. Elfering was elected chairman; Donald Wruck, Pleasant Prairie village clerk, vice chairman; and Bristol Supervisor Russell Horton, secretary.

Adult bookstore seeks to reopen

1-19-90



Kenosha News photo by Joe Van Zandt

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Adult bookstore seeks to reopen

1-19-90

An attempt to reopen the Odyssey Bookstore in Bristol could be stymied by Pleasant Prairie's extraterritorial zoning ordinance.

The Odyssey, 9720 120th Ave., was ordered closed in July 1988 after Circuit Court Judge Michael Fisher found the establishment a public nuisance. The shop on the I-94 frontage road sold adult magazines and videotapes, but was judged a nuisance because of repeated

acts of lewdness in its X-rated peep show booths.

Although located in Bristol, where there is no zoning, the former bookstore is in the 1/4 mile wide corridor of land affected by Pleasant Prairie's extraterritorial zoning.

When Pleasant Prairie passed an interim zoning ordinance Nov. 6 and froze the land in the corridor at its existing use, the empty bookstore was tagged "vacant use."

By law, the freeze will remain

in effect for two years unless a Pleasant Prairie-Bristol Extraterritorial Committee reaches agreement on a land use plan for the corridor.

Pleasant Prairie Zoning Administrator Jean Werbie said Ralph Perez, Chicago, has petitioned Pleasant Prairie for a review of the "vacant" category.

"The petitioner has to prove he has a vested right in the use prior to our ordinance," said

Werbie. "The only way he can reopen the bookstore is to successfully challenge our interim ordinance and our zoning map."

Werbie said, "The burden of proof is on the property owner. We have asked Perez for more information and we can't make a determination until we get more facts."

Bristol Town Clerk Gloria Bailey said Perez has not been issued a remodeling permit by the Town of Bristol.

30th Avenue, between 12th and 15th Streets, Provincial Heights, behind Lance Junior High, and Country Home Estates, 82nd Street and 57th Avenue.

Michael Higgins, deputy county assessor, said he's not surprised by the number of building permits issued in 1989, but he said "the most dramatic change is the way it has spread throughout the county."

"We are used to seeing a lot of homes being built in Pleasant Prairie and Kenosha, but people are moving west. They are looking for bigger lots, more expensive homes."

Higgins does not predict a slowdown anytime soon. "People are finding Kenosha County an attractive place to live and work and we expect the same thing in 1990."

The majority of commercial and industrial growth was concentrated in Kenosha and neighboring Pleasant Prairie.

Pleasant Prairie wrote permits for more than \$10 million in new commercial and \$4.6 million in industrial construction, much of it in LakeView Corporate Park, county highways H and Q.

City inspectors issued \$6.72 million in commercial and \$3.02 million in industrial permits during 1989, said Gorch.

1-20-90
"P
eople are finding
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Michael Higgins,
deputy county assessor

Jerry Weber, Bristol building inspector, said he has six commercial projects on hold.

"We have lots of value pending because of extraterritorial zoning. The permits have not been issued, mostly because of land use questions."

Pleasant Prairie and the city of Kenosha have both opted to exercise extraterritorial zoning rights beyond their borders into the town of Bristol. By law, Pleasant Prairie is allowed to zone 1½ miles into Bristol; the city is allowed to extend zoning three miles beyond its corporate limits.

When such zoning goes into effect, it freezes existing land uses at the current level. No changes are allowed until a committee, which includes representatives from both sides, agrees to a new land use plan.

Paddock ET zoning at standstill

By Arlene Jensen
Staff Writer 1-17-90

PADDOCK LAKE — Despite a decision last year by the village of Paddock Lake to extend its zoning authority into the towns of Bristol and Salem, members of a special committee were told Tuesday it has not been done.

It is still "business as usual," David Hinds, community development agent, told the nine representatives from Paddock Lake, Bristol and Salem, who make up a joint extraterritorial committee.

Hinds, of the University of Wisconsin-Extension, explained that by law, Paddock Lake is allowed to extend its zoning one and one half miles beyond its borders in all directions.

Paddock Lake took the first step when village officials voted to impose zoning on the towns of Salem and Bristol.

Statutes allow the village to pass an interim zoning ordinance and freeze existing land use until the committee agrees to a joint land use plan. The village has not taken that second step.

Because land use has not been frozen, extraterritorial zoning has no effect on property owners at present.

Hinds said it may not be necessary for the village to pass the interim ordinance.

"It's probably best if you don't pass the ordinance unless there is some big, compelling reason for it. It just stirs people up and gets them off on the wrong foot," he said.

There is also the element of

"It's probably best if you don't pass the ordinance unless there is some compelling reason for it. It just stirs people up and gets them off on the wrong foot."

David Hinds
UW-Extension agent

time. When a freeze is imposed, he said, it can be removed two ways: the two sides reach agreement on a land use plan or the freeze expires after two years.

Timothy McLafferty, a member of the Paddock Lake Planning and Zoning Commission, who was elected chairman of the joint committee, said, "We understand this is a sensitive issue. We have not jumped into it in a cavalier fashion.

"We spent a year and a half putting together a plan for the future of the village," McLafferty told the town representatives.

"It will make our job a lot easier if we know what you have in mind."

He asked whether the towns have land use plans. Geoffrey Wheeler, Salem, said his town has a comprehensive land use plan. Bristol Town Chairman Noel Elfering said Bristol has no plan.

Dear Editor, 1-22-90

Being one of the many Bristol residents who was definitely against the proposed race track, I have recently been having second thoughts.

It has been brought to my attention that Paul Newman — yes, the one and only Paul Newman — could possibly be racing there. Being his No. 1 fan for more years than I care to disclose (we were born in the same year), having a blue-eyed dog named Newman after him and desperately wanting to catch a glimpse of him in person one time before I leave this earth, I am now really confused about the proposed race track.

How about building a new pool hall and having him make "Hustler 2" or "Color of Money 2" instead. ANYTHING to get him to come to Bristol.

No need to sign my name. Friends and family will all know who this is.

No Name

Racetrack has heavy schedule

By Arlene Jensen
Staff Writer 1-16-90

Although construction has not yet started on Kenosha International Raceway at county highways CJ and Q, the company has already scheduled events for six weekends in September and October of this year and more than 30 weekends in 1991.

The schedule is part of an application filed by Brainerd International for an air quality permit that is under consideration by the Department of Natural Resources.

Brainerd has proposed building a 2.2-mile asphalt road race course and a quarter-mile asphalt dragstrip on 290 acres presently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, (Highway CJ) and Anthony Kordecki, 16605 104th St. (Highway Q).

Plans include a three-story, 18,000-square-foot VIP tower, seating for 30,000, a 10-acre asphalt parking area for competitors, restrooms and a concession building. Spectator parking areas will not be paved.

According to the schedule, Super Chevy Sunday is scheduled for Sept. 8 and 9, 1990, and a Muscle Car event will be Sept. 29 and 30. Both are classified as major spectator events.

Local drag racing will be on the weekends of Sept. 1-2, Sept. 15-16, Oct. 6-7 and Oct. 20-21.

The 1991 schedule starts March 16 and lists a major or minor event every weekend through Oct. 27.

Major events in 1991 will include regional and national drag racing events as well as local, regional and national car shows.

National Hot Rod Association races will be May 30-31, June 1-2 and August 24-25, featuring fuel dragsters, funny cars and pro-stock events.

According to the application, Brainerd plans 60 days of club rental in 1991. Clubs such as Porsche Club, Ferrari Club, Corvette Club and Sports Car Club of America will use the facility on those days.

All smoke and no fire

To the Editor: 1-22-90

The Bristol Community Action Committee!

Supported by Reporter Arlene Jensen of the Kenosha News anything anti-Bristol, anti-Town Board or anti-Chairman Elfering received headline attention in the paper.

Never has an organization led by a handful of "do-gooders" done more to split a town into two factions regardless of the issues. Who are these "do-gooders"? Local builders using farm acreage to divide into small parcels, selling them at great profit and pushing residential homes on them regardless of location and future tax impact on schools etc.

Mary Middleton stated recently in the News headlines the "BCAC" was looking into obtaining a court order to remove Mr. Elfering from office ASAP." No reasons given. Jan. 11th more headlines, "BCAC decides not to seek removal of Mr. Elfering at this time." Again no reasons given. Why not tell the truth!!! Even with access to the town hall's public records they couldn't uncover any proof of wrongdoing by our chairman! Lots of smoke ... no fire. The Kenosha News 1-9-90: Former Town Treasurer Doris Magwitz quoted as saying "She feels a grand jury into the installation of sewer and water lines at I-94 and 50 would be in order." Does she know something we don't know? What's she waiting for. Go ahead and pursue it. Again all smoke ... no fire.

Bristol may be split due to the BCAC progaganda but decent people can see through the smoke.

The 100-plus signatures they presented to the board does not make their group town spokesmen, especially when their open public meetings have problems attracting 200 people (including those scared up from Illinois.)

Rest assured the integrity of your town board remains intact, backed by the many years of dedicated service provided by Mr. Elfering and Mr. Horton. You and I both know with them it's not just blowing smoke ... it's dedicated fire.

Bristol Supervisor
Bernie Gundy

Still opposed to race track

To the Editor: 1-24-90

Noel Elfering's reasons for selling his farm included the drought, barn fire and cattle poisoning. The contract or purchase agreement with Brainerd International Raceway was signed July 10, 1989. The barn fire was August 7, 1989 and the cattle died in October 1989. These happened "after the fact" and could not have been an influencing factor for "selling out."

Most of the "demands" Mr. Elfering claims to have written to Mr. Ames on Dec. 26, 1989 were already agreed to by Brainerd International in the purchase agreement or are included in the Town of Bristol Amusement Park Ordinance. A few others are questionable:

— The 50-cent head tax bypasses our Amusement Park Ordinance. Other developers have had to abide by it.

— An alcohol license is already agreed to be granted for the VIP building.

— Sewerage treatment better not be in the Bristol plant which was built at great expense to the Utility District to service future expansion in Bristol, Lake George and the Industrial Park.

— Brainerd has agreed to furnish police, fire and rescue on the grounds. Mr. Ames has publicly stated that his responsibility ends when the patrons leave his grounds. The cost of traffic control, rescue services, etc. will fall on Bristol and Kenosha County. In Walworth County and East Troy, this is costing up to \$120,000 a year to service Alpine Valley and they operate fewer days than the raceway plans to operate.

Was the racetrack developer not required to follow customary town policies for all developments? The usual procedure has been as follows:

1. The town clerk sends letters to neighbors surrounding a development or the person applying for a permit seeks out his neighbors to be sure there are no objections. If a majority object, permission is denied. What about 1,172 signatures on a petition opposing this development and 3 out of 5 board members choosing to ignore it?

2. The developer is required to make a public presentation to the planning board for approval or denial.

3. The developer is required to make a similar presentation to the town board for final approval or denial.

Back-up on I-94 ramps is very evident all summer on weekends with the Factory Outlet Mall, Renaissance Faire, Wis-Park, Lakeside Market Place and now the dog track and auto drag strip to compound the congestion. Is it any wonder the Air Quality Application that Brainerd presented to the DNR was rejected and sent back for added data?

Regardless of how enticing Brainerd's presentation, should it ever be given to the people of Bristol, we stand firmly opposed to a racetrack in Bristol township under any conditions.

Bristol Community Action Committee
Marion Middleton, secretary

Type and value of building in Kenosha County, 1987-89

1-20-90

			Additions			Population	value of				
			single-family	multi-family	Commercial		'87 permits	'88 permits	'89 permits		
Brighton	4	7	\$113,613	11	0	0	11	1,136	\$1,070,221	\$476,615	\$1,158,272
Bristol	42	24	\$98,250	22	0	4	5	3,828	\$15,854,820	\$8,080,310	\$4,013,427
Paris	2	4	\$105,845	7	0	1	8	8,501	\$790,000	\$476,900	\$1,399,930
Randall	23	24	\$91,411	3	0	2	0	2,230	\$3,960,388	\$4,047,943	\$3,810,259
Salem	34	60	\$86,732	296	4	8	8	6,461	\$4,813,282	\$5,283,676	\$9,494,202
Somers	23	32	\$112,642	48	0	2	16	7,836	\$3,123,304	\$3,240,337	\$4,951,859
Wheatland	18	22	\$86,977	47	0	1	6	2,989	\$1,256,600	\$1,855,217	\$2,733,325
Paddock Lake	14	12	\$76,250	52	0	4	0	2,360	\$2,782,392	\$4,239,095	\$1,689,670
Pleasant											
Prairie	71	74	\$100,300	41	1	28	9	12,221	\$6,051,094	\$37,083,159	\$24,351,886
Silver Lake	10	23	\$81,962	5	0	1	0	1,731	\$1,526,236	\$882,263	\$1,586,988
Twin Lakes	31	49	72,653	90	1	5	0	3,741	\$3,379,094	\$4,739,263	\$5,286,351
Kenosha	87	190	\$77,115	145	24	59	0	77,095	\$43,808,215	\$40,933,771	\$67,208,815
Totals	369	521	\$85,545	770	30	115	61	123,127	\$86,425,831	\$111,673,034	\$127,766,984

County building tops \$127 million

Housing starts up 152 units over 1988

By Arlene Jensen
Staff Writer

Construction in Kenosha County hit an all-time high in 1989 when building inspectors issued permits for \$127 million in new permits. That's a jump from \$111

million in 1988.

Single family home starts shot from 369 in 1988 to 521 in 1989, accounting for \$44 million of the total value of the new permits.

The average price of a new home in Kenosha County was \$85,545, up from the 1988 average of \$83,967.

The highest average was in the Town of Brighton, where four homes were built averaging \$113,613 per home. Somers came in a close second, with homes averaging \$112,642.

In the city of Kenosha, housing

starts nearly doubled in the past year, from 97 in 1988 to 190 in 1989.

Inspectors in the Town of Salem wrote permits for 60 new homes, up from 34 in 1988. Silver Lake jumped from 19 to 23 new homes in the past year.

"Single family housing growth is a good measure of a community," said Vernon Gerth, chief of Kenosha's inspection department.

"Kenosha has always been a well-kept secret," said Gerth. "Our property values remain

low in comparison to Milwaukee and Chicago, but it's a short commute to either of those cities."

Gerth is a lifelong resident of Kenosha, and he said he's happy to see "more and more of my friends moving back here. A lot of them went away to bigger cities, but they're coming home."

The busiest areas for home construction in the city during 1989 were Spring Meadows, off

SEE HOUSING, PAGE 3

Growth spurt puts heat on planners

By Dave Engels
Staff Writer

You could call it "growing pains."

It's a phenomenon the Kenosha area has not experienced in more than a quarter of a century.

It happens when new construction, fostered by increased real estate and business investment, hits a community at a sudden and rapid pace.

For local units of government, it signals a renewed demand for widespread land use planning and installation of new roads, sidewalks, curbs and gutters, and water and sewer mains.

"There's no doubt that keeping up with the pace of new



"There's no doubt that keeping up with the pace of new development is one of our greatest challenges. Development is now happening faster than any local planning agencies are used to handling. But it's here, and we don't want to turn it away."

Ray Forgianni,

developments must take place in carefully designed clusters. Haphazard land use mixes create chaos and deter investors from considering a community.

Forgianni also said planning must be done in a coordinated fashion.

"The different units of government have to communicate with each other on policies, procedures and zoning," Forgianni said. "They all should be treating developers the same way, offering the same services and insisting on the same quality standards."

Pollocoff said communication can further ensure that different municipalities do not lose their identities.

roads, resurfacing of existing roads, and new storm sewers, or \$660,000 more than was spent in 1989. The 1991 budget plan calls for a total closer to \$1.4 million.

"Assuming there isn't an even more sharp upturn in demand, we should have enough," Elmer said.

Financial capability is a problem for O. Fred Nelson, general manager of the Kenosha Water Utility.

Nelson said greater demand combined with increased construction costs will mean rate hikes for utility customers and, eventually, developers will have to absorb more of the financial responsibility.

The utility's 1990 capital im-

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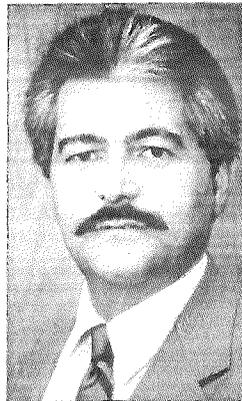
It happens when new construction, fostered by increased real estate and business investment, hits a community at a sudden and rapid pace.

For local units of government, it signals a renewed demand for widespread land use planning and installation of new roads, sidewalks, curbs and gutters, and water and sewer mains.

"There's no doubt that keeping up with the pace of new development is one of our greatest challenges," said Ray Forgianni, director of the Kenosha Department of City Development.

"Development is now happening faster than any local planning agencies are used to handling. But it's here, and we don't want to turn it away."

Michael Pollocoff, Pleasant Prairie village administrator, said new construction is forcing governments to update master land use plans and do so as quickly as possible.



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Ray Forgianni,
director
city development

"When our plans were originally adopted, no one could foresee the arrival of LakeView Corporate Park, the migration from Illinois or the growth in the housing market," Pollocoff said.

Forgianni said one issue that must be addressed is setting and maintaining quality standards for new development.

"Not all development is good," Forgianni said. "What we

do now will set the tone for many years to come."

For example, Forgianni said, new shopping centers must be attractive, well-organized and have a safe, easy traffic flow. Extreme density must be avoided in new housing developments so there is not automatic and premature decline.

Pollocoff said residential, commercial and industrial de-

velopments must take place in carefully designed clusters. Haphazard land use mixes create chaos and deter investors from considering a community.

Forgianni also said planning must be done in a coordinated fashion.

"The different units of government have to communicate with each other on policies, procedures and zoning," Forgianni said. "They all should be treating developers the same way, offering the same services and insisting on the same quality standards."

Pollocoff said communication can further ensure that different municipalities do not lose their identities.

"Some people prefer a place like Pleasant Prairie or Somers, where development is more spacious and the atmosphere more quiet," Pollocoff said. "Others may opt for the city because they prefer the pace of a more urban setting."

Harvey Elmer, director of the city's Public Works Department, said despite 1989 cutbacks, demand for new roads, storm sewers and other public utilities has not exceeded budgetary limits.

For this year, the City Council has set aside \$1.6 million for new

roads, resurfacing of existing roads, and new storm sewers, or \$660,000 more than was spent in 1988. The 1991 budget plan calls for a total closer to \$1.4 million.

"Assuming there isn't an even more sharp upturn in demand, we should have enough," Elmer said.

Financial capability is a problem for O. Fred Nelson, general manager of the Kenosha Water Utility.

Nelson said greater demand combined with increased construction costs will mean rate hikes for utility customers and, eventually, developers will have to absorb more of the financial responsibility.

The utility's 1990 capital improvements budget is \$7.6 million, compared to \$5 million in 1989. The utility installed 40,000 feet of new water mains in 1989 and already has received petitions for more than 20,000 feet for this year.

Also, Nelson said, many existing water and sewer lines within the city limits were designed and built before World War II.

"They lack the capacity needed to serve a growing community," Nelson said. "We can't march into the 21st century with mid-20th century planning and engineering."

ETZ committees to prepare plans

By Mary Sullivan
1-22-90

The extraterritorial zoning (ETZ) committees of Bristol and adjacent municipalities met to set ground rules and discuss development concerns and issues within the ETZ boundaries.

Members of the Bristol, Paddock Lake, and Salem committee met Jan. 16 at Paddock Lake Village Hall. The Bristol-Pleasant Prairie committee met Jan. 17 at the Pleasant Prairie Village Hall.

The committees which are advisory in nature, are composed of three representatives from each community.

Together with the planning commission, the group seeks to prepare a comprehensive zoning plan to insure continuity of land uses and prevent negative impact on existing development. Members will consider environmental factors, such as stormwater management, erosion control, and availability of sewer and water facilities.

David Hinds, UW-Extension community development agent, explained the purposes and procedures of the committees at the Jan. 16 meeting.

The plan, to include maps and text, must be approved by at least four of the six committee members prior to a public hearing.

Only upon recommendation by the committee can the matter be brought to a vote by the governing body of the municipality enacting the ordinance. That municipality bears the cost of the preparation and enforcement of the ordinance.

To amend or change the plan, the governing party must refer the modifications back to the joint committee for recommendation before any action may be taken.

In the case of Pleasant Prairie, an interim ETZ ordinance was effected by the village board prior to the establishment of the ETZ committee.

The ordinance will preserve existing zoning while a comprehensive plan is being prepared. The interim ordinance will be in effect until the adoption of the comprehensive plan or for no longer than 2 years after its enactment.

With the recommendation of the joint committee, the board may extend the interim ordinance for no longer than 1 year. Upon expiration of the temporary plan, no other interim plan may be instituted for 2 years.

Under the plan, development is not frozen, although land use must remain constant. Developers disputing land use as defined in the plan must submit their plans to the Pleasant Prairie Village Board, according to village administrator Mike Pollo-

coff.

Building permits from the municipality in which the development is proposed must also be obtained. Paddock Lake has not enacted an interim plan.

The committees will meet on a monthly basis to develop a comprehensive plan.

In a related matter, Pollocoff noted that requests by developers for annexation to Pleasant Prairie have increased since the advent of the ETZ interim plan.

Representatives of the village stressed the disadvantage of annexation and their desire to cooperate with the Town of Bristol in the ETZ venture at the Jan. 17 meeting.

Kemper honors Magwitz

1-22-90

The annual meeting of the membership of Kemper Center, Inc. was held and nine members were elected to new terms of office on the 18-member board of directors.

New board members are John Allen, Bob Schneider, Marilyn Kirk, Mike Wilk, Jeff McDonnell, Felicia Boyle, Jim Gourley, David Houghton and David Andra.

Also elected were the officers for 1990: Alan Schaefer, president; Joe Ferraro, senior, vice president-operations; Bob Schneider, vice president-financial development; Jayne Herring, vice president-

marketing; Penny Enroth, secretary; Doris Magwitz, treasurer; Ric Ladine, director of county parks.

Awards of Appreciation were given to several distinguished volunteers. A certificate of appreciation was given to Herring for her contributions to Kemper Center in the areas of tourism, marketing and promotion.

Helen Schneider was presented the President's Award for her cultural contributions as volunteer director of Gallery 124.

Mike Schneider was presented the President's Award for his work with the landscape an garden committee

and the beautifications of the gardens and arboretum at Kemper.

The Penny Palmer Enroth Award, the highest award given, was presented to Arthur and Doris Magwitz of Bristol for their many contributions to Kemper.

Arthur Magwitz volunteers his time and talent as a retired plumber and experienced carpenter for a variety of projects at Kemper on a regular basis.

Doris Magwitz serves as treasurer of the board and has done considerable work in revamping and updating the financial reporting system at Kemper. She also volunteers in the office,

Bristol, Salem OK preliminary work on Shangrila Dam

By Jim Rohde
Staff Writer
1-25-90

SALEM — The Bristol and Salem town boards Wednesday authorized engineering and legal work to begin on repairs to the Lake Shangrila Dam.

The two boards have been attempting to resolve the problem of the deteriorating dam since the state Department of Natural Resources ordered its repair or abandonment last year. The earthen dam is located on

the Bristol side of Lake Shangrila, but the lake straddles the town line.

DNR set April 1 as the deadline for submitting plans and specifications for whichever option the boards decide to take. April 1, 1991, is the date for completing the project.

"We want to solve the problem for the least amount of money," said engineer Joseph Cantwell.

He said his company, Graef, Anhalt, Schloemer and Associates, will prepare three or

four alternatives for consideration.

"When we first studied the dam in 1987, we offered one possible solution which was to drive a line of steel sheet piling through the center of the embankment at a cost estimated at \$100,000," Cantwell said. "After further review, we now feel alternatives are possible at a cost of between \$40,000 to \$50,000."

He said that while state funds have been appropriated for dam repairs, the administrative rules

have not been established for awarding the funds. Construction funds may not come through until fall or even next year, Cantwell said.

Because of the uncertainty of state funding and the approaching April 1 deadline, the boards voted to accept the written proposal from GAS to provide all design work and inspections for \$14,850, which will be divided between the two municipalities.

Bristol Attorney Cecil

Rothrock, working with Salem Attorney Milton Konicek, prepared a draft of a joint resolution for financing the project.

"Even without state funding, if the project cost \$100,000 and it was divided among the property owners, we are only talking about \$350 per property when you consider the estimated 160 parcels in Salem and 80 in Bristol," Rothrock said.

The boards also voted to have the attorneys continue working on the joint resolution.

The boards also agreed to set up committees from each town board, which would meet and report back to their respective boards.

Bristol Town Chairman Noel Elfering volunteered to represent Bristol with Supervisor Bernard Gunty, a resident of the Lake Shangrila area, and Supervisor Donald Wienke.

Salem Town Chairman Russell Hoel and supervisors Delores Terry and Shirley Boening agreed to represent Salem.

Factories close early

1-26-90

The relentless snowstorm 3:15 p.m. The factory worked closed factories, as well as the normal second and third shifts

Together with the planning commission, the group seeks to prepare a comprehensive zoning plan to insure continuity of land uses and prevent negative impact on existing development. Members will consider environmental factors, such as stormwater management, erosion control, and availability of sewer and water facilities.

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Factories close early

The relentless snowstorm closed factories, as well as the Factory Outlet Centre Thursday.

The early exits came during the second blast from a storm that eventually dumped some 10 inches of snow on Kenosha.

The Outlet Centre, 7700 120th Ave., closed at noon. Eleven of the mall's 110 stores did not open at all. All stores were to be open today.

Jockey International sent workers home at 2 p.m.; office staff left at 2:15 p.m.

About 650 Snap-on Tools Corp. employees were sent home at

3:15 p.m. The factory worked normal second and third shifts with little absenteeism.

G. LeBlanc Corp. cancelled the several-person second shift at its Holton operation in Elkhorn. The Kenosha LeBlanc plant, 7019 30th Ave., remained open although some employees living outside the county left work early.

An estimated 225 employees at Manu-Tronics, 8701 100th St., left work at 2:30 p.m., an hour early. The company's second shift was cancelled.

The county courthouse closed at 3:30 p.m., 90 minutes early.

Bristol couple gets top award

1-29-90
Arthur and Doris Magwitz, Bristol, received the Penny Palmer Enroth Award for their many contributions to Kemper Center, Kenosha. This is the highest award given by the center, according to Peggy Gregorski, Kemper director.

Arthur volunteers his time and talent as a retired plumber and experienced carpenter for a variety of projects at Kemper on a regular basis.

Doris, former Bristol town treasurer, serves as treasurer of the board and has done considerable work in revamping and updating the financial reporting system at Kemper.

"She generates the kinds of reports the computer can't," Gregorski said.

Doris also volunteers in the office, as a tour guide and for a variety of other tasks.



Arthur and Doris Magwitz

"They are an exceptional couple," Gregorski said. "Their talents really served us very well. They have done more for us in 2 years than in the 15 years Kemper has been going."

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WESTOSHA REPORT

Mon., Jan. 22, 1990
No. 792

Since
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Our 30th Year

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James Smith
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Sullivan
Barbara Swartz

Elfering: Racetrack good for community

By Diane Jahnke

Bristol town chairman Noel Elfering feels the proposed car raceway and dragstrip would be an asset to the community. And if it proves to have an adverse effect on the area, "I'll work like hell to get it out," he said.

Elfering met with media representatives Jan. 15 at his home to state his

motives for selling property to Brainerd International for the proposed \$8 million racetrack.

Elfering explained farming has not been very rewarding in the 1980s. The 1988 drought caused a total crop failure, resulting in his buying \$60,000 to \$100,000 worth of feed that normally would have been grown.

Although numerous Bristol resi-

dents are against the sale of land to Brainerd, Elfering said the project will generate a significant tax base.

He wrote a letter to developer David Ames Dec. 26, requesting certain clauses to be included in the agreement.

- Prohibition of alcohol and drugs
- No rock concerts
- No night races
- Berming of property and plant-

ing of trees

- Providing free passes for everyone in Bristol for all events
- Donation of 50 cents to the town from each ticket sale
- Treatment of development's sewage
- Provision of fire and police protection
- Payment of road improvements and investigating installation of a private road to the highway
- No parking lot pavement, to prevent water run-off
- Promise that surrounding property values will remain the same or increase in value
- No jet cars allowed to race
- No camping on site

Elfering did not receive a response to his letter. However, supervisor Russell Horton was told Brainerd would comply with all but one condition, but he wasn't told which one. Ames could not be reached for comment.

Brainerd originally needed 300-500 acres to build the speedway. Now, 290 acres will be sufficient, Elfering said.

Along with Anthony Kordecki, Elfering agreed to sell property for its construction which, if all goes as planned, will begin this spring.

Twelve major events will possibly be scheduled during the year.

"People don't want me to sell my farm," Elfering said. "But I think it (racetrack) will be good for the community. I intend to live here."

When approached by Brainerd to

BCAC rebuts Elfering statements

The Bristol Community Action Committee gave rebuttal statements regarding the conditions town chairman Noel Elfering wants for the proposed racetrack on highways Q and CJ in Bristol.

Elfering said the crop loss due to the 1988 drought was a major reason for his decision to discontinue farming.

BCAC spokesman Marion Middleton pointed out Elfering is not alone. "All farmers experienced the drought," she said.

She commented that substantial

federal aid was available through the AFCS. "We can only assume Mr. Elfering took full advantage of it."

Several conditions Elfering asked developer David Ames to include in the purchase agreement are questionable, Middleton said.

According to the Middleton, the 50-cent donation to the town for each ticket sale bypasses the amusement park ordinance. She asked if this ordinance will be overlooked when other developers have to abide by it.

Alcohol is not totally barred from the grounds. Middleton said an alco-

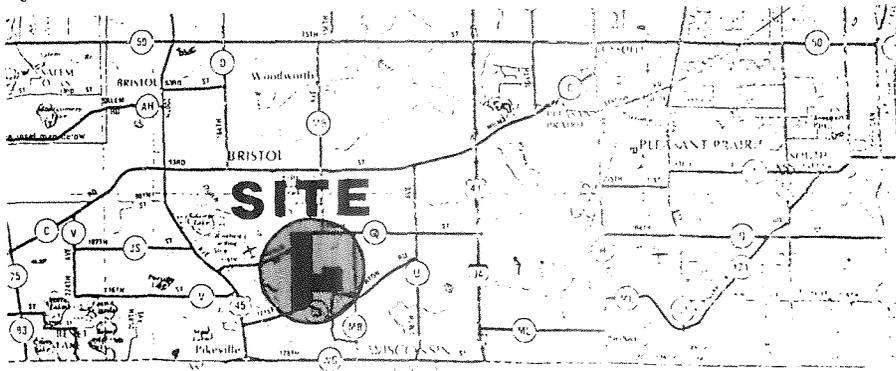
hol license has already been granted for the VIP building.

As for Brainerd treating its own sewage, Middleton stated, "Sewage treatment better not be in the Bristol plant." The plant, she said, was built at great expense to the utility district to service future expansion in Bristol, Lake George and the industrial park.

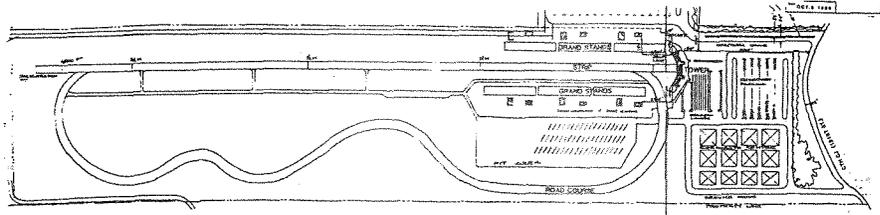
Although Brainerd agreed to furnish police, fire and rescue service on the grounds, Ames publicly stated that his responsibility ends when the

(Continued on page 2)

(Continued on page 2)



Car raceway and dragstrip preliminary plans



• Racetrack good

(Continued from front page)

sell his property, Elfering said he talked the concept over with his family. They agreed to sell if the price was right.

Elfering would not say what he was offered, other than he would receive 3 or 4 times more for the property than selling it for agriculture use.

Elfering, along with his wife, Joanne, visited the Brainerd racetrack in Minnesota. He said the operation is "strictly above board," drawing well-known racers such as Paul Newman and Walter Payton.

Besides providing a good tax base for Bristol, Elfering feels the racetrack will be a good place to occupy youth.

"Kids need something to keep them away from drugs."

If all goes as planned, the development on highways Q and CJ is expected to open this year.

• Racetrack objections

(Continued from front page)

patrons leave the grounds, Middleton reported.

Accidents occurring after spectators leave will fall on Bristol and Kenosha County. She is concerned about the expenses these services could incur. Servicing Alpine Valley costs Walworth County and East

Troy up to \$120,000 a year, she said.

Regarding property values remaining the same or increasing, Middleton said that promise could not be guaranteed. Realtors stated they are already losing sales, even though the track is not assured.

Although Elfering estimated the racetrack will be operating 24 days a year, Brainerd's schedule for 1991 shows it will be in operation 94 days a year.

"Regardless of how enticing Brainerd's presentation is, if it's ever given to the people of Bristol, we (BCAC) stand firmly opposed to a racetrack in Bristol Township under any conditions," Middleton stated.

A second anti-racetrack rally will be held at 7 p.m., Tuesday, Jan. 30, at Bristol School. All opposing the operation are encouraged to attend.

Professional Wrestling
Saturday, Feb. 3, 1990
 at the
Wonderbar Banquet Hall
352 West Main, Twin Lakes
(414)877-3935
 Featuring a mixed tag match plus four other action packed bouts. Doors open-6:30; Match-7:30
 Kids under 12 \$3.50 in advance; \$4.50 at door. Adults \$5.00 in advance; \$6.50 at door
\$\$ Cash Prize \$\$

WESTOSHA REPORT

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Kenosha, Racine and Walworth Counties \$10.00 per year
 Snowbird-Vacation Charge Rate \$10.00 per year

BCAC raps Noel's reasoning

by GLORIA DAVIS
Lakeland Newspapers

1-26-90

The controversy between long-time Bristol Town Chairman Noel Elfering and residents of Bristol, who have formed the Bristol Community Action Committee to stop the construction of an automobile racetrack on land to be sold to Brainerd Int. by Elfering, continues.

Elfering, a farmer, has told the media that financial losses caused by the drought of 1988, the loss of a barn filled with crops to fire and the poisoning of some of his pregnant dairy cows, has forced him to propose selling his part of the 290 acres needed for the track.

Elfering's neighbor Anthony Kordecki owns the rest of the acreage at Hwys. CJ and Q wanted by Brainerd.

Elfering reportedly told the media that Brainerd plans only 12 major events a year, saying that would mean only 24 days a year of use coming from an \$8 million project.

Yet an application for an air quality per-

mit filed by Brainerd with the Wis. Dept. of Natural Resources (rejected in lieu of more data) shows plans for 12 weekends in the fall of 1990 and for 30 weekends in 1991, starting in early spring and running every weekend through the fall.

The group opposing the sale by Elfering claim that if Elfering needed financial aid after the drought, it was available to him through the AFCS.

They also refute Elfering's claim that his barn fire and the loss of part of his dairy herd were part of the impetus to sell his property by setting the signing of the purchase agreement with the raceway company in July, the barn fire in August, and the cow poisoning in October.

According to Elfering, part of the conditions he has asked for the racetrack's operation include "no serving of alcohol, no drugs and no rock concerts."

BCAC claims that an alcohol license for the VIP Bldg. has already been agreed upon.

Elfering wants Brainerd to supply its

own sewage service. BCAC says they better, because the Bristol plant was built at great expense to the Bristol Utility Dist. to service future expansion in Bristol, Lake George and the industrial park.

Brainerd has agreed to supplying police, fire and rescue services on the raceway grounds.

What happens after the crowds leave the raceway's grounds, asks BCAC, alluding to the \$200,000 costs that smaller crowds at Alpine Valley Music Theatre brought to Walworth County last summer.

One of Elfering's conditions is that surrounding property values do not drop.

BCAC asks how Brainerd could guarantee this sort of thing. The racetrack's opponents also claim that area realtors are already losing real estate sales in the area and the track is not yet a certainty.

BCAC indicts the town board by claiming that representatives of Brainerd were exempt from the usual development procedures such as seeking any objections from surrounding residents, (citing peti-

tion against signed by 1,172 residents) and making a public presentation to the planning board and the town board.

BCAC says that the traffic congestion, already present in the Bristol-I-94 area because of the Outlet Mall, the Renaissance Faire and the coming of the new dog track, can not be added to by the presence of the auto race track.

Elfering told the media that he had refused to sell his land for three times the price offered by Brainerd because the offer was for the placement of a landfill.

BCAC says that Brainerd is paying four times the going rate for prime farmland and they question that anyone would offer three times that rate for lowlands to install a landfill.

Elfering has for years opposed multi-subdivision development in Bristol and fought for more commercial development.

"Big subdivisions, like across the border in Lake County, only raise taxes to support bigger sewage plants and more schools," says Elfering.

Elfering says Bristol's taxes are low because of commercial developments like the ones at Hwy. I-94 and the growth of the industrial park, both implemented under his 19-year administration.

Waccamaw Pottery pulls out

By Dave Backmann
Staff Writer

1-27-90

Now both proposed anchor stores in the Bristol Mills shopping mall have withdrawn from the financially-troubled project.

Waccamaw Pottery is joining Goldblatt's in pulling out of the planned development on the northwest corner of I-94 and Highway 50.

"It's tough to be involved in a project that doesn't exist," David Bishop, Waccamaw Corp. real estate director, said Friday.

Representatives of both Waccamaw and Goldblatt's had signed leases with Bristol Mills developers.

Goldblatt's, a Chicago-based discount department store chain, was planning a 50,000-square foot store that was to open by the fall of 1989 or spring 1990.

Waccamaw Pottery, a discount houseware and home decor chain headquartered in Myrtle Beach, S.C., had proposed a 106,000-square foot store. Construction was to have begun in 1988.

Construction never began on either store.

"We're trying to involve

Asked if Waccamaw was ruling out plans to locate elsewhere in Kenosha County, Bishop said, "We've got to get over this first. When you've been battling this for over two years, you kind of get a bad taste in your mouth."

Earlier this month the First National Bank of Kenosha filed suit to foreclose its mortgage on Bristol Development Corp., Bristol Properties and other parties involved in developing Bristol Mills.

The lawsuit alleges that developers of the mall are in default some \$2.5 million in principal, interest and real estate taxes. The bank is seeking a sheriff's sale of the 190 acres on which the mall was to be built.

Local attorney William Ruetz, a principal spokesman for Bristol Mills and defendant in the lawsuit, could not be reached for comment.

Electrical problems blamed in fire

Electrical problems apparently caused a fire at 10345 187th Ave., Bristol, about 5:28 p.m. Friday.

Sheriff reports said the fire was confined to a 12 by 12 foot

Anti-racetrack rally set

1-27-90

BRISTOL — A second rally to protest a planned racetrack and drag strip at county highways Q and CJ will be at 7 p.m. Tuesday, Jan. 30, at Bristol School, 20121 83rd St.

Sponsored by the Bristol Community Action Committee, the rally is expected to draw protesters from throughout the town of Bristol and some who live across the state line in Illinois, according to organizers.

A Dec. 21 rally drew a crowd of 200, who protested plans by Brainerd International to build a raceway and drag strip on farm-

land currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th Street.

Betty Selin, a BCAC representative, said the agenda for the meeting will include reports from committee members on items such as the application for an air quality permit Brainerd filed with the Department of Natural Resources in December.

Selin said a local veterinarian will be at the meeting to discuss the effects of noise on horses.

Citizens will be given an opportunity to comment, said Selin.

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Construction never began on either store.

"We're trying to involve ourselves in a process to terminate the lease," Bishop said. "They (Bristol Mills developers) do owe us some liquidated damages."

He declined to say how much. "Our attorneys are looking at it to determine what action we should take," he said.

"We're trying to wrap this up as soon as possible. I sent a package Federal Express to the developers Thursday and am waiting for their reply."

ditions he has asked for the racetrack's operation include "no serving of alcohol, no drugs and no rock concerts."

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1-25-90
Electrical problems apparently caused a fire at 10345 187th Ave., Bristol, about 5:28 p.m. Friday.

Sheriff reports said the fire was confined to a 12-by-12 foot enclosed porch but caused smoke damage throughout the building.

The porch contained a bed, freezer and other items, reports said. No damage estimate was available.

The house was vacant at the time of the fire except for a pet cat, which Bristol Fire Department personnel rescued, reports said.

The house is owned by June Crowley and occupied by her son, Kevin, reports said. Kevin Crowley spotted flames from the house's southeast roof peak after returning home on a snowmobile and went to a neighbor's house to call for help, reports said.

Reports said the Bristol Fire Department chief noted faulty electrical service started the blaze.

Bookshop reopens

1-28-90

Pl. Prairie considers lawsuit

By John Krerowicz
Staff Writer

The Odyssey adult bookstore reopened Saturday, 18 months after its doors were closed for a year by court order.

The bookstore, 9720 120th Ave., which was declared a public nuisance in July 1988 after a number of cases of lewdness in its X-rated peep show booths, now faces a new obstacle — zoning.

Although it is located in Bristol, which has no zoning, the bookstore is in a part of Bristol that is affected by extraterritorial zoning from

neighboring Pleasant Prairie.

Pleasant Prairie is now considering taking the owner of the Odyssey to court for reopening the building in violation of the new land use ordinance.

Village police reported Saturday the business had a packed parking lot and sign declaring, "Open for business," said Michael Pollocoff, Pleasant Prairie village administrator.

The store appeared to be doing business as usual selling adult books and videotapes.

"But the fact it might be an adult bookstore isn't the issue now," Pollocoff said. "Opening the store is a violation of our zoning."

The Village Board passed an interim zoning ordinance Nov. 6. The ordinance froze property use at that time. The former bookstore was tagged "vacant

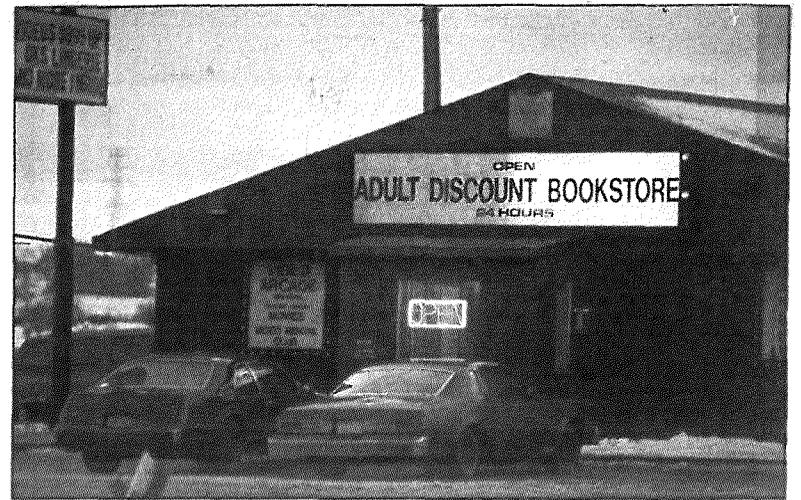
use."

The board will meet in closed session at 7:30 p.m. Monday at the Village Hall to discuss the matter with its attorney, James Baxter, Milwaukee.

Pollocoff said one topic to be discussed is procedures for landowners' appeals of the interim land use. Some 11 such appeals have been filed, although none are for the Odyssey property, Pollocoff said.

Also Monday, the board will consider in open session a resolution to authorize Baxter to begin action against the Odyssey owner, Pollocoff said. Pollocoff said he didn't know who the owner was but officials have dealt with a Ralph Perez, Chicago, Ill., about the property.

Perez would not comment Saturday about the reopening.



Kenosha News photo by Bill Siet

Odyssey bookstore did a brisk business Saturday

The Village Board plans to impose extraterritorial zoning on neighboring town of Bristol land between Highway 50 and

the state line and from I-94 to 144th Avenue.

By law, the ordinance's land use freeze remains in effect

for two years unless a Pleasant Prairie-Bristol interim zoning committee reaches agreement on a land use plan.

Kenosha lauded for cheap chic

1-28-90

By Dennis A. Shook
Staff Writer

Kenosha will now be known nationwide as a chic place to shop, at least for those who have "Money."

The February issue of Money magazine, which will hit the newsstands Tuesday, features an article entitled, "Where It's Chic to Shop — Now."

The article lists eight of the most popular designer outlet stores. Four of them are here, in the Lakeside Marketplace, 11211 120th Ave.

They are Harve Benard, Liz Claiborne, Anne Klein and Calvin Klein.

Of those four stores, only Harve Benard employees were willing to talk to the News Saturday. The rest said because of their low pricing, they do not advertise and shy away from any publicity at the request of the traditional stores that carry their lines.

The Lakeside Marketplace

The (Money) article lists eight of the most popular designer outlet stores. Four of them are here, in the Lakeside Marketplace, 11211 120th Ave.

opened in September 1988. The second phase was completed in October. A third phase is to open in April, soon to be followed by a fourth.

"For us, this is going really well," said Shannon Belongia, assistant manager of the Harve Benard Store at the Lakeside Marketplace.

"Clothes that are currently designed are being made for us," she said, instead of merely selling clothes from fashion lines a year or more old.

Belongia said the store generally offers 50 percent savings.

She said hardly any of the traffic to the store comes from Kenosha and very little from Milwaukee.

"They are all from Chicago," she said. "They are the kind of clientele who would go to the Factory Outlet Mall and hate it."

Conversely, she said the prices at many of the mall's stores do seem to give some shoppers pause, even if they are a lot cheaper than the department stores.

Other store employees in the 65-shop outlet center were enthusiastic when told about the article. Most believe Money is the kind of magazine that naturally goes into the homes of their most likely clientele.

Money said department stores are being down-sized because of inflated prices and fewer customers. For the flocks of customers who cannot afford to shop more expensive stores, the

magazine said the outlets have become "a new field to graze on."

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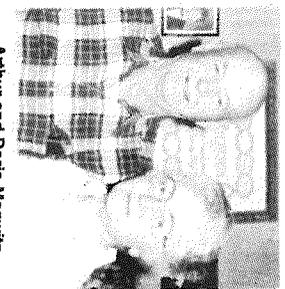
Arthur and Doris Magwitz, Bristol, received the Penny Palmer Enroth Award for their many contributions to Kemper Center, Kenosha. This is the highest award given by the center, according to Peggy Gregorski, Kemper director.

Arthur volunteers his time and talent as a retired plumber and experienced carpenter for a variety of projects at Kemper on a regular basis.

Doris, former Bristol town treasurer, serves as treasurer of the board and has done considerable work in reamping and updating the financial reporting system at Kemper.

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Bristol couple gets top award

considers lawsuit

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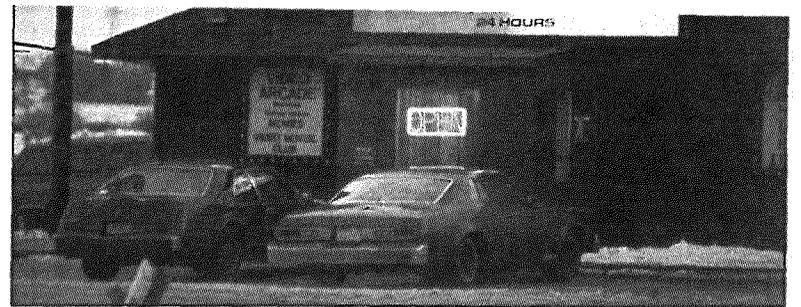
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Arthur and Doris Magwitz

Bristol couple gets top award

Dear Editor: 1-29-90

It is commendable that Noel Elfering was given space to explain his position on the very controversial racetrack, but why did he have to stage Act III of "Poor Me," a modern day melodrama, filled with tear-jerking problems and falsehoods. (Yes, it was staged with reporters from the News, Sentinel, and West-asha Report being summoned to his home.)

Mr. Elfering's farm woes began long before the drought. Bristol Township is on the same course if residents don't take an interest and express it, in the coming elections.

Any business, farming especially, must build in a cushion to absorb periods of economic stress. The drought certainly had an adverse effect, but people who are not farmers must be told that the U.S. government, through the Agricultural Stabilization and Conservation Service provided excellent drought assistance to farmers in the form of feed and/or money. Surely, Mr. Elfering must have taken advantage of this.

Then he says he could have received three times what he is now being offered (\$4,400 x 3 = \$13,200 per acre), and he turned it down. Who's kidding whom? I also seriously doubt that any landfill would even have considered building on such low land.

The ultimate political maneuver comes when he says he wrote the developers telling them the conditions he wants. We know for a fact that the stipulations mentioned are not his demands at all, but considerations offered by the developers.

Naturally, Mr. Horton can say "they have agreed to all but one of the conditions." Who could possibly agree to guarantee that "property values surrounding the development must not drop."

Don't take us all for a bunch of dummies, chairman Elfering. Come and speak to us honestly for once about the racetrack. Why do you continue to ignore the fact that a petition with 1172 signatures was presented to you, indicating we don't want your race track, period!

Horace B. Fowler
Another Bristol Farmer

Horse developer: Kenosha dog track has shaky future

MADISON, Wis. (UPI) — An Ohio horse track developer who wants to build in the Milwaukee area said Tuesday that tracks being built in Kenosha and Delavan have shaky futures.

Jack Lenavitt, co-owner of Raceway Park in Toledo, Ohio, said a \$10-million facility accommodating 8,000 people could succeed in the state, as long as it is near Interstate 94 or Highways 43 or 41.

The track would feature harness and thoroughbred racing, seat 4,500 people, include 350 stalls for horses and eventually

provide 10,000 jobs, he said.

Lenavitt said the state is overbuilding dog tracks, and predicted dim fates for those being built in Kenosha and Delavan. He said the \$40-million Dairyland Greyhound Park facility in Kenosha is too expensive and even if it succeeds in attracting good-sized crowds, it will fail financially.

The track he operates in Ohio is one of four in the state, and he believes its modest size contributed to its success. He said track failures occur when developers overbuild.

To the Editor: 1-29-90

The present town chairman of Bristol was quoted in a recent news article several times. He stated that an offer for his land from a landfill developer was three times the amount of a racetrack developer's offer. In other words, Mr. Elfering could have sold his land for 10 times what the land is worth. Is Mr. Elfering the only person who owns land a landfill developer would want at 10 times the market value? Either he is a fool for not selling his land at 10 times the land's worth or he thinks everyone is foolish enough to believe a statement like that to make a racetrack look good.

Another statement made in the article was that the racetrack development would generate a significant tax base. Divide 8 million by 290 acres. It comes to \$27,586 per acre of tax base. Then compare that to a commercial development like the Factory Outlet Mall at 30 million on 100 acres. It comes to \$300,000 an acre. Did the taxes in Bristol increase this year? Bristol has a tax base, and an \$8 million racetrack will not help. In fact, did Mr. Elfering calculate the devaluation of property miles around the racetrack development? Of course the developer guaranteed property values will not decrease.

Mr. Elfering stated he would remain in his house. I am truly sorry I did not know Mr. Elfering was deaf.

One last question. Why is town supervisor Mr. Horton, negotiating with the developer for Mr. Elfering?

Bristol residents, it sounds like your town chairman is trying to sell the people along with his farm.

Bristol residents, beware of developers making false promises when it comes to your futures.

Just An Observer
With Open Eyes

To the Editor: 1-29-90

Mr. Guntz, Bristol's supervisor No. 3, and Mr. Elfering, Bristol town chairman, are quite the authors for the news media. If only true statements were allowed in the articles the two town officials probably would have nothing to say.

Rumor has it that the two town board members want to change the town motto to "One good lie deserves another." The town officials have worked harder against the townspeople than for the townspeople.

Two Bristol Voters Who
Want Their Votes Back

Dear Editor: 1-29-90

Bristol supervisor Mr. Horton invited David Ames, racetrack developer, to Bristol. Mr. Horton wants the people in Bristol to attend a meeting and listen to what great things Mr. Ames is planning for Bristol.

Take a moment and think of how good it will be to listen to the roar of dragsters on beautiful Saturdays and Sundays. The sweet smell of burning rubber and exhaust fumes from 3000 horsepower cars. The fine utilization of our county roads with car after car after car after van after car for miles. Just think of our subdivisions, like Rainbow Manor, Cherry Vista, George Lake and Oak Farms as visitors' centers for people from the dragstrip to wonder around between race days. Maybe, just maybe, we can even look forward to rock concerts and other events. Mr. Horton is the same town supervisor who stated there is water in fields and a track could not be built there.

The people in Bristol owe Mr. Ames a special welcome to Bristol. The 400 home owners who live within 2 miles of the proposed dragstrip should try and demonstrate what their home life will sound like on days Mr. Ames' racetrack is open. Remember, be polite to Mr. Ames. We might upset him and he might not like the townspeople as much as he does now.

Mr. Ames should know of the old saying better late than never except when it comes to him and his race track in Bristol. Mr. Horton, nice try but you were elected to represent the people.

A Future Demonstrator
in Bristol

My name is _____ and I live about two miles from the proposed Brainard Racetrack in Bristol, and I have this to say about it: we don't need the noise-pollution, we don't need the air-pollution, we don't need the traffic congestion, we don't need the litter, and we sure don't need the increased taxes for police, fire protection and road repair. Let's stop this thing now.

Jockey sued

Outlet mall says lease violated

By Don Jensen
Staff Writer

1-30-90
Owners of the Factory Outlet Centre have filed suit in Circuit Court against Jockey International Inc., contending the clothing manufacturer violated its lease at the discount shopping mall when it opened another store at the nearby Lakeside Marketplace.

Outlet Center Investors, Skokie, Ill., are seeking unspecified compensatory and punitive damages from Jockey International and its Jockey Menswear Inc. subsidiary, 2300 60th St.

The plaintiff also is seeking a court injunction to bar the sale of Jockey and similar clothing merchandise at the company's J Knitwear store at the Lakeside Marketplace mall a short distance south of the Factory Outlet Center on I-94.

According to the suit, in August 1987, Jockey Menswear leased space at the Factory Outlet Mall and has operated a store since.

The suit says the lease, which is in effect until September 1992, contains a "radius clause," which prohibits Jockey from "selling the same or similar merchandise in any similar or competing factory outlet type store or shopping center within a radius of five miles."

The plaintiff contends Jockey breached the lease when it established a J Knitwear store at the Lakeside Marketplace late last year.

According to the suit, in August 1989, Jockey sought a waiver of the radius clause from the outlet mall operator, but it was refused.

In December, the outlet mall owners learned Jockey intended to ignore the radius clause, the suit says. Jockey International denies a violation of that lease clause, according to the court documents.

Racetrack promoter to attend Bristol session

Horton says queries to be in writing

By Arlene Jensen
Staff Writer

BRISTOL — Racetrack promoter David Ames has promised to attend the Feb. 12 Bristol Town Board meeting and answer questions about the raceway and dragstrip he plans to build at county highways CJ and Q.

Speaking at the Town Board meeting Monday, Supervisor Russell Horton said Ames agreed to the public meeting on the condition that all questions be submitted in writing.

"There will be no crossfire," said Horton.

Ames is the president of Brainerd International, the Minnesota company that plans to build a two-mile racetrack and quarter-mile dragstrip on 290 acres currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th Street.

Although Ames has met with individuals and small groups to talk about his plans, he said last fall he planned no public meetings.

Opposition from Racine County residents sank Brainerd's plans to build a racetrack and dragstrip near I-94 and County

Candidates plan gathering

Four of the candidates for Bristol town supervisor will sponsor a social gathering from 2 to 4 p.m. Sunday at the Bristol Town Hall.

Sponsored by Ricky Hill, Lorraine Sunday, Edward Chevette and Russell Horton, the gathering will include no speeches.

"It is just an opportunity for people to talk to the candidates on a one-to-one basis," said Hill.

All candidates are invited, said Hill.

Highway KR. After residents objected, the Mount Pleasant Town Board rejected the plan.

The proposed racetrack is the issue that continues to dominate Bristol Town Board meetings. At Monday's session, every chair was filled and the overflow crowd stood along the walls.

Gary Gibson, 9310 128th Ave., said he fears there are lies about the track and about Elfering circulating in the community. Gibson said Elfering is "too kind and too much of a gentleman to respond to the lies."

Duane Ballard, George Lake, said he lives about one mile from the proposed racetrack.

"I've been here about a year,

and if I'd had any idea this would happen, I would not have bought that house," he said.

The anti-racetrack forces will hold a rally at 7 o'clock tonight at Bristol Grade School, 20121, 83rd Street.

Monday's session also included a decision by the board to authorize Fire Chief Scott Muhlenbeck to prepare specifications for a new ambulance for the Bristol Rescue Squad. Once the specifications are ready, the proposal will be sent out for bids.

The board tabled for more information a discussion on an increase in rescue squad fees.

Michael Infusino, manager of the Pheasant Run Landfill, Highway 45 and County Highway K, offered a proposal to Bristol that would allow residents to dump at the Paris facility. The cost per carload of garbage would be \$8, said Infusino, and \$12 for a pickup load.

No action was taken on the proposal.

On a vote of 4-1, the board appointed Elfering, Horton, and Supervisor Bernard Gunty to represent Bristol on the city of Kenosha-Bristol Extraterritorial Zoning Committee. Those appointees also serve on ETZ committees in Paddock Lake and Pleasant Prairie.

The board approved a request from Edward Gillmore, 14700 104th St., (County Highway Q) for a campground license.

Gillmore said the campground has room for 10 tent sites.

Bookstore injunction sought

By Arlene Jensen
Staff Writer

PLEASANT PRAIRIE — For the second time in 18 months, the Odyssey adult bookstore, 9720 120th Ave., is threatened with a lawsuit seeking to shut it down.

The village board Monday instructed Attorney James Baxter to seek a court-ordered injunction to close the I-94 west frontage road business for a zoning violation.

By court order, the Odyssey was closed as a public nuisance in July 1988 after a number of arrests for lewd behavior in its X-rated peep show booths. Although the business could have reopened last July without violating the law, it did not.

In November, however, Pleasant Prairie enacted an extraterritorial zoning measure covering the portion of non-zoned Bristol which included the Odyssey's then empty building.

When the adult book shop reopened Saturday, according to town officials, it did so in violation of the law on a land parcel now zoned as vacant.

"We would take the same action if it was a bakery or a truck stop," said Michael Pollocoff, village administrator. "The land use is frozen."

Village President Thomas Terwall said, "We took the only action available to us if the ETZ is to have any meaning at all."

Pollocoff said the ETZ provides steps including a method of protesting land use categories assigned to property if the landowner disagrees.

"In this case, they didn't use any of those steps. They just decided on their own to open the store," said Pollocoff.

Pollocoff said Pleasant Prairie police became suspicious when they noticed activity at the store on Friday. By Saturday, the store was open for business.

Alpine costs county plenty, according to special study

The large crowds attracted by top acts at Alpine Valley Music Theater cost Walworth County at least \$130,000 in extra expenses in 1989, county officials recently estimated.

The estimates were compiled by Dennis E. Mailnowski, former county accounting and budgeting director. His estimates account only for what he called "the really-heavy type of concerts, such as the Grateful Dead and Rolling Stones."

Alpine Valley officials had hired an independent firm to review those statistics and compile the theater's own figures about the outdoor amphitheater's impact on the county. Those figures should be ready by March 1.

"We know we bring in millions and millions of dollars in revenue to Walworth County annually from our concerts. That has to be taken into account," said Joseph Balestrieri, president of Joseph Entertainment Inc. of Milwaukee.

The sheriff's department said pay for deputies assigned to crowd details for the entire concert season last year exceeded \$99,000.

That figure did not include expenses for gasoline, vehicle depreciation, costs of policing before and after concerts and answering complaints for about 2 days after concerts, sheriff Dean R. McKenzie said.

"Not included is the time spent by our corrections department on 'guests' brought in on activity at Alpine Valley — nor the cost of hav-

ing to house prisoners outside of the county when all available cells are filled pre-concert," he said.

Clerk of courts Peggy Mackel-fresh said her department spent \$26,971 in processing activities related to Alpine Valley last year. The expense was offset by \$110,608 collected in fines from concertgoers, which was listed as revenue.

The highway department cited \$225 in extra daily expenses for each concert. The human services department documented \$2,592 in counseling and ambulance services for just the Grateful Dead concert in July, and Lakeland Hospital listed \$546 in emergency services for that concert, plus \$1,200 in "bad debts for uncollectible fees incurred from concert-related services."

Newsbeat

BRAINERD PRESENTATION

BRISTOL TOWN BOARD-Supervisor Russell Horton announced that Brainerd president David Ames will answer written questions on the proposed Brainerd International Raceway, at the regular town board meeting, Feb. 12. The meeting will be held at the Bristol School to accommodate the anticipated large turnout. All questions must be written and submitted in advance.

In other business, Mike Infusino, general manager of the Pheasant Run Landfill, Paris, announced a plan by which Bristol residents may dispose of their refuse at the facility following the closing of the Bristol landfill Jan. 29. Pheasant Run will accept non-hazardous household garbage at a cost of \$8 per carload or \$12 for a pickup truckload. The facility is also equipped with a recycling center and compost area.

Also discussed was the transfer of

the cable television franchise agreement in light of the sale of Ingersoll Cable to Warner Cable. Reid Ingersoll and Ron McMillan, president of Warner Cable, Milwaukee, presented their plans to the board. The board requested a written plan to insure that contractual obligations left unfulfilled by Ingersoll will be honored by Warner prior to approval of the transfer.

Bristol gears up on track

Neighbors: Time on our
side in thwarting races

By Daniel Dighton
and Laura J. Merisalo
Journal Times

BRISTOL — With few other weapons in their arsenal, a group opposed to a planned raceway here said during a Tuesday rally that time was on their side.

An estimated 375 area residents filled the Bristol School gymnasium talking of noise and air pollution and falling property values as a result of the track.

"There's no question we're fighting big money, but something is on our side, and that is time," said Jim Durkin, a member of the Bristol Community Action Committee, which organized the rally.

Despite any opposition, Brainerd International Inc. is betting the \$8.5 million racetrack will open late this fall or next spring, said David Ames, president of the firm, based in Minneapolis.

Ames is to appear at a Bristol Town Board meeting next month. The meeting, said board member Russell Horton, is at 7 p.m. Feb. 12 at the Bristol School gym.

Agreements to buy land

The firm has two purchase agreements to buy a total of 230 acres, Ames said in a telephone interview Tuesday.

One of those agreements is for 210 acres owned by Bristol Town Board Chairman Noel Ellering, and the remaining 80 acres is for an adjoining lot owned by Anthony Kordecki, Ames said.

The purchase agreements hinge on getting all the needed permits for the project, and Ames said he was confident those permits would be approved.

Bristol lacks local zoning laws that would prohibit the race track, so the community group opposed to it is trying to keep the complex from getting the permits, all from the state.

Representatives of the group said Tuesday that the state Department of Natural Resources has rejected Brainerd's application for an air-quality permit because of insufficient data.

The department requested further information which could take up to six months to compile, said Betty Seim of the Bristol Community Action Committee.

"Right now we think our best bet is with the DNR," she said. "We're looking at at least a six-month delay here, and that is working in our favor."

Hoping for new board

The group also hopes to elect new town board members in April who oppose the race track. At Tuesday's rally, the group discussed initiating a recall drive against Ellering.

A petition bearing 1,172 names was presented to the town board last summer, but was not acted upon.

Last May, Brainerd was prevented from building a race track in Mount Pleasant after town officials denied the rezoning that the complex would have required. The action followed an outcry from local residents.

Brainerd then turned its attention to Bristol. At Tuesday's rally, residents said noise from the track would destroy the peace and tranquility of the area and harm pastimes like horseback riding.

Roger Secrist, the president of the Antioch Township Property Owners Association, was one of several Illinois residents at the rally.

He said an effort would be made to block the race track based on noise-pollution laws in Illinois. Ames said the project was beyond the proposal stage, and had moved on to preparing for construction this spring.

The open-air facility would feature a 2.2-mile track with seating for 30,000, and an observation tower for race officials, the media and corporate sponsors.

All but about 10 acres will remain grass-covered, Ames said.

The track would operate only during the day, and alcohol and camping would be banned, Ames said.

Although Bristol was an "appealing" location because the town had no zoning laws, Ames said that was not the sole reason Brainerd was interested in the town.

Brainerd also had to find a tract of land which was at least 1 mile long for the 2.2 mile track, Ames said.

According to Ames, those who oppose the track were a "vocal minority."

He said many people in Kenosha County have told him they viewed the project as an economic boon for the county.

"If there are 1,100 (people) against and 74,000 for it, which way should we go?" Ames queried.

The track would employ up to 300 full- and part-time employees, with pay scales ranging from \$5 to \$12 an hour, Ames said.

The ripple effect of thousands of people coming to Kenosha County for weekend road races between April and September could bring \$60 million to the area, Ames said.

Brainerd International operates a raceway in Brainerd, Minn., which opened in 1974 in a resort community about 125 miles north of the St. Paul-Minneapolis area, Ames said.

The track, he said, would be a place for auto racing enthusiasts in the Milwaukee and Chicago metropolitan areas "to pursue their hobby in a sanctioned and legal way."

For Kenosha and Racine counties, he said, the track would be a tourist attraction that would bolster the local economy.

Those who oppose the project claim the track will lure people who use drugs and alcohol to the farmland setting, create traffic headaches and noise pollution, according to Ames.

"They're painting this mad image that's going to be ... at the racetrack, and that's simply not true," Ames said.

Anti-racetrack sentiment growing

By Arlene Jensen
Staff Writer

1-31-90

BRISTOL — Like a snowball rolling downhill, Bristol's anti-racetrack movement grew in size and picked up momentum at a Tuesday rally.

More than 350 persons — half again as many as turned out for a December rally — crowded the Bristol school gymnasium to protest plans to build a major raceway and dragstrip in the town.

At the rally, sponsored by the Bristol Community Action Committee, town residents and some from neighboring Illinois spoke out strongly against the plan. Minneapolis-based Brainerd International Raceway has indicated it intends to build the track complex at county highways Q and CJ.

The land where the track is to be built is currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th Street.

Some speakers also made it clear that they relish an opportunity to confront Brainerd President David Ames at another public meeting set for 7 p.m. on Feb. 12 at the Bristol Grade School, 20121 83rd St.

Edward Becker, 15401 75th St., said, "This gym will hold 600 people. I'd like to see this place packed."

Roger Secrist, president of the Antioch Township Property Owners Association, told the audience his group will ask the Illinois Environmental Protection Agency to intervene in the racetrack issue because of the air quality matter.

Before Brainerd can build the track, an air quality permit must be obtained from the Wisconsin Department of Natural Resources.

Another hurdle that must be overcome by Brainerd is Bristol's amusement park ordinance. It forbids such items as public address or loud speaker systems, and "any instrument, machine or device which produces or causes any

noise, odor, smoke or disturbance."

Supervisor Russell Horton told the crowd he will not vote to waive the ordinance.

"I don't know why everybody's getting excited," he said.

Outside the meeting, Horton predicted that if the amusement ordinance is put to a vote of the board, "four would vote to uphold it and Elfering would abstain."

Veterinarian John Hanover, who is building a new home near the intended racetrack site, said he fears that the noise from a track will harm horses on nearby farms.

Horses respond to noise by trying to escape, said Hanover. Noise could cause a pregnant mare to abort.

Perry Bell, 11914 187th Ave., said, "The big issue is zoning. It's open season for any developer who wants to come in here. If we don't get zoning, we'll be back here next year fighting something else."



Bristol Supervisor Russell Horton and Pearl Nelson, a member of the Bristol Community Action Committee, argue racetrack issue

Kenosha News photo by Bill Stier

Goes around, comes around

To the Editor: 2-4-90

I am a firm believer in "what goes around, comes around."

Fifteen years ago, Noel Elfering ran for town chairman of Bristol. At the time of the election, people who lived in Bristol will remember Noel Elfering carrying a shirt pocket full of character assassination literature against his opponent. Any time, any place you name, this information was brought out of that shirt pocket ready for anyone to hear and anyone who would listen. There was even talk of a libel suit against Mr. Elfering for those accusations. To the people who weren't here 15 years ago to experience that deadly pocket, just ask among your friends. They won't lie to you.

Now the shoe is on the other foot. You dished out your share of innuendos and gossip and it hurt a lot of people.

What goes around, comes around eventually to all of us. I guess it's your turn to see how your opponent felt. It



Kenosha News photo by Bill Stier

Crowd pleaser at anti-track rally

Jan Skora, left, receives applause for her comments Tuesday as people attended to protest Brainerd International Raceway's



Charles Bizek, Bristol School Board member, built display case for birds of prey now on display

Birds on display at Bristol School

By Joe Van Zandt
Staff Writer

Bristol Grade School has put on permanent display some of the most beautiful and exotic birds of prey to be found in Wisconsin.

The birds had been found in the woods by hunters or picked up from the roadside by game wardens. Federal law prohibits private citizens from mounting and displaying birds of prey, so the carcasses must either be destroyed or displayed publicly.

In the case of these 11 birds, they had been stuffed and mounted in life-like positions,

by Jack LaMeer, 10811 269th Ave., Salem, and displayed at the state Tourist Information Center just north of the state line at I-94 and County Highway Q.

When the state announced it would close the center and build a new one, a new home had to be found for the birds. LaMeer suggested they be given to Bristol School just a few miles from the information center. The Department of Natural Resources gave its approval.

Bristol School Administrator Gale Ryczek and the School Board members agreed that

having such beautiful birds on display would enable Bristol students to see them up close and more fully appreciate why they are protected by law from hunters.

Board member Charles Bizek volunteered to build a display case which was completed recently, and the birds were installed in their new, permanent home.

The birds include a red-tailed hawk, sharp-shinned hawk, barn owl, great horned owl, short-eared owl, long-eared owl, screech owls (red and gray-phased), northern goshawk, snowy owl and northern saw-whet owl.

Harvey Halvorsen, DNR private lands wildlife specialist, said several of the species, including the goshawk and barn owl, are rare in Wisconsin and snowy owls are only seen when severe winter weather in the Arctic forces them this far south. And while screech owls are fairly common, they are nocturnal so people seldom see them.

So, Halvorsen said, the students at Bristol School are fortunate because they will have the opportunity to get a close look at some of the birds of prey that few people have ever seen in the wild.

Must hear all facts

To the Editor: 2-1-90

It was with great concern that I read the front-page coverage of the proposed Brainerd racetrack in the Tuesday January 16 issue of the Kenosha News, and I feel that several important questions pertaining to the article should be publicly answered.

How can it be insured that "property values surrounding the development would not drop?" What would be considered to be surrounding property? A one-mile radius? Two miles? Five miles? It was stated that "Brainerd International plans only 12 major events a year," but how many "minor" events are planned? The 1991 schedule for the track that I have in my possession lists 30 events in all, 16 of those as racing events and 14 listed as "road course rental" events. How do "major" and "minor" events differ, and what will take place on "road course rental" days? On one such "rental day" at the Brainerd Minnesota racetrack, a wet T-shirt contest was held and resulted in arrests due to indecency and the involvement of minors.

It was stated that the "developer must look into the possibility of building a driveway to a major road to facilitate traffic from racing events." Look into the possibility? What happens if this is "looked into" and then forgotten? I would think that the results could be traffic jams and muddy, dangerous roadways.

It was stated that "Supervisor Horton said they (Brainerd) have agreed to all but one of the conditions. I (Chairman Elfering) may even ask for a deed restriction which would provide a \$500,000-a-day fine to both the town and county if any of the conditions are violated." Which condition was not agreed to? If a deed restriction is asked for would it be granted? What are the facts?

The people of Bristol need absolute facts to base their opinions on, not double-talk and promises. I only ask that the facts be given to the public before this project goes any further.

Linda Wood

Bank seeking motel

Foreclosure suit filed against owners of I-94 Best Western

By Don Jensen
Staff Writer

A Zion bank has filed a \$4 million foreclosure suit against Bristol Investments Corp., owner of the Best Western motel at the northwest corner of I-94 and Highway 50.

First of America Bank is asking the court for authority to temporarily take over and manage the motel. The suit asks that a receiver be appointed and that the motel be sold six months after the date of the court judgment to pay off the \$4 million debt.

Earlier in January, First of America filed another foreclosure action on a mortgage

covering a portion of the Best Western real estate. That suit says Bristol Development Limited Partnership owes the bank more than \$239,000 in principal and interest on an April 1988 loan.

Bristol Development and Bristol Investments are among a network of related companies involved in the long-planned but never built Bristol Mills shopping mall. The proposed \$40 million, 1.3 million square-foot shopping complex was to have been completed by 1988. Only the motel and a small strip mall were built.

The project has been plagued with financial problems leading

to lawsuits by various lenders and other creditors.

Besides the two First of America lawsuits, in December a Lake Geneva bank began a foreclosure action against the partnership and Bristol Development Corp., headed by Kenosha attorney William Ruetz. That suit involved a \$175,000 mortgage on another portion of the property.

In January, First National Bank of Kenosha sought foreclosure on a \$2.5 million loan covering the 190 acres on which the shopping mall was to have been built.

The latest First of America suit says Bristol Investments borrowed \$4 million on the Best Western motel in August 1988.

The borrower was to pay \$39,205 monthly, with a balloon



Kenosha News photo by Paul Williams

Executive Inn focus of lawsuit

A Zion bank has filed a \$4 million foreclosure suit against Bristol Investments Corp., owner of the Best Western motel at the northwest corner of I-94 and Highway 50.

payment of the remaining principal due Aug. 30, 1993. The suit says the defendants

have made only a \$5,000 payment since last November. Liens, encumbrances by vari-

ous creditors and 1988 real estate taxes also went unpaid, it is alleged.

Dear Robin: The wonderful piece you refer to was titled "I Didn't Speak Up." It was written by Martin Niemoeller, a German Lutheran pastor who was arrested by the Gestapo and sent to a concentration camp in Dachau in 1938. He was freed by the Allied forces in 1945.

I Didn't Speak Up
"In Germany, the Nazis first came for the communists, and I didn't speak up because I wasn't a communist. Then they came for the Jews, and I didn't speak up because I wasn't a Jew. Then they came for the trade unionists, and I didn't speak up because I wasn't a trade unionist. Then they came for the Catholics, and I didn't speak up because I was a Protestant. Then they came for me, and by that time there was no one left to speak for me."

Towns hear recycling plan

By Jim Rohde
Staff Writer

BRIGHTON — Programs which would meet Wisconsin's new recycling law were outlined January 31 for town and village representatives at the quarterly meeting of the Kenosha Chapter of the Wisconsin Towns' Association at Brighton School.

Steven Fedash, recycling coordinator for Waste Management Inc., said current law bans acceptance of yard wastes in landfills by 1993, and another bill expected to be signed into law would force the recycling of materials such as glass, paper, plastics and aluminum and metal cans by 1995.

"Recycling doesn't save money, it costs money," Fedash said when asked whether the program pays for itself. "Your typical program is going to cost approximately \$2 per home per month for curbside pickup."

He said Waste Management,

"Your typical (recycling) program is going to cost approximately \$2 per home per month for curbside pickup."

Steven Fedash
Coordinator

which operates in 46 states and seven countries and runs Pheasant Run Landfill in the town of Paris in Kenosha County, began its Recycle America program in 1986. Neighboring Illinois is a little ahead of Wisconsin in recycling, he said.

Fedash outlined three types of recycling programs:

□ voluntary drop-off points, which are 5 to 10 percent effective

□ buy-back centers, 15-20 percent effective

□ curbside collections, 70 to 90 percent effective

He said curbside collections using an 18-gallon plastic container is the best method with the driver separating materials into compartments for aluminum and tin cans, clear glass, newspapers and plastics.

Fedash said a three-bin system is also available for residents to separate their own recyclable items.

Curbside collection, he said, is more economical when serving 1,000 or more homes a day while the drop-off system is geared to communities of less than 1,000 homes.

"Communities can join together to make a recycling program work," Fedash said.

Bristol Town Chairman Noel Elfering asked about the disposition of discarded building materials. Fedash said his company is considering the use of grinders and wood chippers for breaking

down materials. Pleasant Prairie Trustee Roger E. Prange asked whether the quality of items made from recycled materials would improve, citing recycled paper as an example.

"We're in the infancy stage of recycling," Fedash said. "Items will improve in the future with modern technology."

Randall Town Chairman Gerald Graff asked about the disposition of automobile tires and batteries.

"Right now," Fedash said, "we are recommending Clean Sweep Days — days when it can be arranged for Chemical Waste Departments to pickup tires and batteries, possibly every three or four months, or you may want to set up a small drop-off point for tires."

Prange said recycling is a program every municipality will have to face in the near future, especially with the closing of town landfills and future legislation.

Beware of developers

To the Editor: 2-1-90

The present town chairman of Bristol was quoted in a recent news article several times. He stated that an offer for his land from a landfill developer was three times the amount of a racetrack developer's offer. In other words, Mr. Elfering could have sold his land for 10 times what the land is worth. Is Mr. Elfering the only person who owns land a landfill developer would want at 10 times the market value? Either he is a fool for not selling for 10 times the land's worth or he thinks everyone is foolish enough to believe a statement like that to make a racetrack look good.

Another statement made in the article was that the racetrack development would generate a significant tax base. Divide \$8 million by 290 acres, it comes to \$27,586 per acre of tax base. Then compare that to a commercial development like the Factory Outlet Mall at \$30 million on 100 acres, it comes to \$300,000 an acre. Did the taxes in Bristol increase this year? Bristol has a tax base, and an \$8 million racetrack will not help. In fact did Mr. Elfering calculate the devaluation of property, miles around the racetrack development? Of course, the developer guaranteed property values would not decrease.

Mr. Elfering stated that he would remain in his house. I am truly sorry I didn't know that Mr. Elfering was deaf.

One last question. Why is a town supervisor, Mr. Horton, negotiating with the developer for Mr. Elfering?

Bristol residents, it sounds like your town chairman is trying to sell out the people along with his farm.

Bristol residents, beware of developers making false promises when it comes to your future.

Just an observer, with open eyes

QUESTIONING APPALLING TACTICS

Dear Editor: 2-3-90

On Jan. 22, a woman soliciting flyers for the Bristol Community Action Committee came to my home with information on their upcoming meetings.

Being open to sensible discussion on the many issues facing Bristol, my wife invited her into my home.

Not more than eight steps into my home, this BCAC woman spewed out the most vicious lies, with no concrete proof or evidence, about our chairman Noel Elfering.

Numbed with shock, but carefully listening to her every word, she continued on and adamantly stood on this tripe as being facts!

When she realized how outraged I became over such appalling tactics, she quickly left my home and proceeded with her goal of spreading these vicious lies to my neighbors.

Since last July this BCAC group has been able to hide behind the fact that Noel Elfering, being in the political arena, is subject to much more controversy and abuse. A fact which they assume gives them the loophole for their constant innuendos and suggestive comments.

The lust for development

To the Editor: 2-2-90

The snake oil salesmen are out in force with their prescriptions for "economic development." Dog tracks! Shopping malls! Marinas! Lotteries! Riverboat gambling! Landfills! Public housing projects! Superhighways! Drag strips! We are promised that all these wonderful developments will lower our taxes, improve our lifestyles, relieve our boredom, provide jobs and, above all, attract the big bucks from Illinois.

Ah, the Illinois dollar. The Holy Grail. Our politicians tell us we must pay any cost and bear any burden to attract the Illinois hordes northward. And we certainly do. Kenosha taxpayers help finance a \$40 million marina so that the Lake Forest crews can enjoy subsidized boat slips. The state government sets welfare benefits 40 percent higher than Illinois, ensuring a steady inflow of moochers and criminals. We turn acres of prime farmland into vast asphalt parking lots. Historical buildings are demolished in the name of "progress." We destroy scores of old trees in road-widening projects so the hordes can easier "escape to Wisconsin" for their subsidized debauches. We allow gambling to gain a foothold in this state, with all the corruption and influence-peddling that goes with it. A huge landfill in our county accepts tons of Illinois garbage.

We subsidize the Illinois rich, subsidize the Illinois poor, suffer from Illinois crime, are immobilized by Illinois traffic, and are inundated by Illinois garbage. We despoil our land in the name of development. Our politicians do the bidding of influence men and their campaign contributors. We wallow in the depravity of gambling. And after all this, the EPA decides not to include Kenosha as part of an Illinois pollution abatement area.

Well folks, we are becoming Illinois, and fast: Traffic, crime, gambling, junk development, a welfare underclass, political corruption and cronyism. Our history, our culture, our land and our morals are being sold out for the fast buck, the cheap thrill, the quick killing.

When we finally realize that the promises of the snake oil salesmen have come for naught, the hucksters will be gone, peddling their wares to the next group of people who, in their lust for economic development, are willing to believe anything.

Kurt H. Koesser

But this latest immoral maneuvering should be a final straw! Elfering has been too kind and too much a gentleman to keep putting up with these intentional vicious lies.

With the help of the Kenosha News, this BCAC group is not only rejoicing over their unjust accomplishments, but are they set on destroying this man's position, reputation and family?

Is fairness, decency and civic morality a lacking part of the BCAC's principals? Does their righteous attitude profess to be God-fearing, church attending Christians? And above all, what do these vicious lies have to do with stopping a race track from coming into Bristol?

More of the melodrama

To the Editor: 2-2-90

It is commendable that Noel Elfering was given space to explain his position on the very controversial race track, but why, oh, why, did he have to stage Act III of "Poor Me," a modern day melodrama filled with tear-jerking problems. (Yes, it was staged with reporters from the News, the Sentinel and the Westosha Report being summoned to his home.)

Mr. Elfering's farm woes began long before the drought. The town of Bristol is on the same course if residents don't take an interest and express it in the coming elections.

He says he could have received three times what he is now being offered (\$4,400 x 3 equals \$13,200 per acre), and he turned it down. Who's kidding who? I also seriously doubt that any landfill would even have considered building on such low land.

The ultimate political maneuver comes when he says he wrote the developers telling them the conditions he wants. We know for a fact that the stipulations mentioned are not his demands at all, but considerations offered by the developers. Who is he trying to kid? Mr. Ames has openly discussed these ideas with several citizens in Bristol. The driveway Mr. Elfering demands be built to a major road to facilitate traffic from racing events was shown on the original plans submitted by the architect several months ago.

Naturally, Mr. Horton can say "they have agreed to all but one of the conditions." Who could possibly agree to guarantee that "property values surrounding the development must not drop." This is a ridiculous, impossible assurance to seek.

Don't take us all for a bunch of dummies, Chairman Elfering. Come and speak to us honestly for once about the race track. We know more than you do. Why do you continue to ignore the fact that a petition with 1,172 signatures was presented to you indicating we don't want your race track PERIOD!

Horace B. Fowler
Another Bristol Farmer

BRISTOL GRADE SCHOOL

Grade 4: Straight A - Lauren Matson, Honors - Aaron Anderson, David Anderson, Tiffany Galster, Lacy Lindstrom, Tom Magwitz, Tara Malicki, Joshua Meyer, Chris Perri, Brian Roach, Kelly Sakalowski, Tim Schumann, Michael Swenson, Shanda Toal, Jeremiah Thomas, Tony Walus, Chad Weis.

Grade 5: Honors - Brian Biehn, Sarah Kempf, Jodi Bizek, Jenny Kurtz, Scot McNeill, Kelly Ogren, Lisa Parker, Lani Prochnow, Beth Wienke.

Grade 6: Honors - Roxanne Cameron, Carrie Dvorak, Ken Duttweiler, Phillip Jahnke, Melanie Keller, Tony Krase, Addie Koos, Joe Luciano, Matt Meyers, Brian Schotanus, Steve Swenson, David Thornton, Ken Weis.

Grade 7: Straight A - Frank Cull, Honors - Sarah Carrillo, Stacey Christopherson, Jackie Eckhart, Jake Elsen, Kristine Fullerton, Chris Mar-

Build the race track

To the Editor: 2-6-90

I just returned from what I thought was an anti-racetrack rally at the Bristol Grade School. It started out and much time was spent on an anti-Bristol Town Chairman Noel Elfering rally and having a recall election instead of asking to have him removed from office by a judge because they are afraid they would lose that way. Where were those people at election time?

After listening to all the talk, I did not hear one real good reason for not having a racetrack except they are jealous Elfering sold his farm to Brainerd International. The race track will not affect 90 percent of the people there, except the added revenue by the taxes that will be paid by the \$9 million development (this figure came off the floor) also the added revenue from the 40,000 people (again the figure off the floor) attending the functions will bring into the community.

One person was concerned about how large the well and holding tank would have to be, and some wetlands. Another person was concerned about the highway handling the traffic. If the road needs to be wider I'm sure it will be built, like Hy. 50 was just rebuilt. Another was concerned about wildlife. I have seen more pheasants and rabbits by the drag strip than any other place in Kenosha County except at Bong. Another person was concerned about the noise and his horses. I have seen them ride horses at the drag strip on Hy. KR on race days, so I did not hear one good reason except these people are anti and very likely anti everything specially what Elfering has to do with it.

This was strictly an anti rally, they were not interested in the good points and the money it will generate, progress, development or putting Bristol on the map. There is talk about a good clean entertainment. Here it is, and we are ANTI, in Kenosha they are building a dog track for betting and making Hy. 158 wider but in Bristol we are anti!

For the good of Bristol, development and progress, build the race track.

Name Withheld

Retired Bristol couple builds life of service

2-2-90

By Arlene Jensen
Staff Writer

Doris and Arthur Magwitz have built their lives around giving — to their family, their church, their neighborhood and their community.

Although they call themselves retired, the word does not do justice to this busy Bristol couple.

When Kemper Center's board recently bestowed the Penny Palmer Enroth Award on the Magwitzes, the selection was based on "exceptional and outstanding service" to the organization.

Doris, who was re-elected treasurer of the Kemper board, was applauded for streamlining the financial reporting system at Kemper. She also volunteers her service in the office and guides tourists around the Kemper buildings. Her husband, a retired plumber and experienced carpenter, volunteers his time for maintenance and remodeling projects.

Jean Smith, outgoing Kemper president, said, "Doris came on the board and just made herself available to our staff. Besides doing the job as treasurer, she has taken on so many other responsibilities.

"Art is a very talented carpenter and plumber," said Smith. "Besides being indispensable to the facility, he is genial, pleasant and knowledgeable."

Smith said, "Kemper Center has loads of volunteers, but the Magwitzes just seem to be people who do more."

Doris, 68, retired in 1987 after serving as Bristol town treasurer for 17 years. During her years in the town office, she saw the treasurer's respon-

"Kemper Center has loads of volunteers, but the Magwitzes just seem to be people who do more."

Jean Smith
Outgoing President

sibilities grow from the issuance of 900 tax bills a year to more than 2,200, including special assessments and sewer and water charges.

Besides handling the town financial records, she took a special interest in the Bristol Rescue Squad, helping out with dispatching duties and even occasionally riding in the squad.

"When we first got our squad going in the 1960s, I remember riding in the back on our first run. I rode with the patient and hung onto the cot so it wouldn't slide around," she said.

Doris calls herself a self-appointed town historian. She has kept a scrapbook of newspaper clippings since 1960.

Art, 72, who would rather be called "Spud," retired in 1989 after a plumbing career that spanned 34 years. After he got his master plumber's license, two younger plumbers, one of them his son, Lloyd, apprenticed with Magwitz.

He was on the Bristol Volunteer Fire Department for 23 years and also served as president of the Firemen's Association.

Both have served in local 4-H clubs, PTA and continue to

volunteer time at Zion Lutheran Church. The church is currently planning its 100th anniversary celebration.

A 1940 graduate of Kenosha High School, Doris is working with a committee on the 50th reunion party.

Their interest in Kemper started three years ago when Doris was nominated for the board.

"I was nominated to try to increase countywide participation," said Doris. "After all, it is a county park, and before me there were no representatives from the rural part of the county."

"I'm glad the Kenosha County Board had the foresight to purchase Kemper when it was no longer being operated as a school," said Doris.

Art said he does whatever needs to be done at Kemper.

"If they need shelves, I build shelves," he said. "If they need a partition removed, I remove it. If they need work done outside, I do it."

Doris admits she can't resist pulling a weed or two from the Kemper gardens.

The squirrel population on the Kemper grounds can also count on a handout from Art. He calls them "my freddies, the fattest squirrels I've ever seen."

For relaxation, Art bowls three times a week with the Bristol Good Fellowship League.

Doris does needlework, knitting, crocheting and sewing, much of it for her eight grandchildren.

The Magwitzes' three grown children are Betty McAlear, who lives in Virginia; Ruth Radtke and Lloyd Magwitz, both Bristol residents.



Doris and Arthur "Spud" Magwitz of Bristol

Kenosha News photo by Bill Stier



Kenosha News photo

Almost half the Jockey employees eat in the two shifts in the company cafeteria

Corporate cuisine simmers

It's healthy and homemade and the price is right

By Dave Backmann 2-4-90
Staff Writer

Cafeterias — that's right, lunchrooms — may rank among the best-kept corporate secrets in the local business community.

While most businesses routinely feature snacks and soda pop available from breakroom vending machines, Jockey International Inc. and Merkt Cheese Co. Inc. are serving up different dishes.

They each offer their employees an ever-changing menu of homemade, hot lunches.

The lunches are available each weekday in the building.

Cooks at both companies received the same orders and have complied: Make as many meals from scratch as possible and serve a variety of healthy foods.

Fried dishes generally are a no-no. Jockey's cafeteria, for example, serves:

- Homemade soups.
- Homemade breads, biscuits, muffins, pies and bread pudding.
- A salad bar with strong appeal to the majority of the 485 people who work at Jockey — women.

□ Main courses on the order of pepper steak over rice, baked chicken, vegetable lasagna (another favorite of light eaters) escalloped potatoes and roast pork.

While not as elaborate as Jockey's, Merkt's meals commonly include an entree such as a hot beef sandwich,

pizza or baked fish.

The credo of Merkt's cook Maureen Schauer is to never serve the same main dish more than once a month. She single-handedly prepares meals, including salads and desserts, for about 40 people.

Merkt employees serve themselves. Maureen does the dishes.

She was head cook at Maple Crest Country Club for 16 years.

Sherry Hollow, a graduate of Gateway Technical College's food service management program, is Jockey's head cook. She supervises a staff of three in preparing and serving an average of 200 meals daily.

Meal prices?

A straight plate lunch at Jockey, 2300 60th St., sells for \$1.50; with two side dishes, \$1.95.

A bowl of tummy-warming soup goes for 75 cents.

The salad bar — pile on as much lettuce, tomatoes etc. as you can balance on a plate — will set you back \$1.25.

Merkt's, 19241 83rd St., Bristol, even beats those prices. Lunch is free to employees and guests at the plant such as delivery truck drivers.

Both companies set up the food service operations as a convenience to employees largely because office, production and executive staffs have just a half hour lunch break.

Merkt owner Tom Merkt says his company spends on average \$2 a day per employee for the free lunches.

Jockey just wants to break even, says

Jerold Mullane, Jockey director of administrative services and corporate insurance, who also oversees cafeteria operations.

Merkt Cheese began serving lunches to its employees years back when Tom's uncle, George Merkt, started the business in a nearby meat locker plant.

Uncle George fried hamburgers for the housewives and school children who worked part-time for him on Saturdays, stirring up batches of cheese spread.

"The reasons we do this is because, being a food processing plant, our employees have to wear white uniforms and we don't want them taking the uniforms outside the building," Tom Merkt says. "We're trying to keep conditions inside the plant as clean as possible."

"This way, employees can leave their uniforms on and eat lunch. They can brown bag it if they like. And of course they can leave the building if they like, but they have to change out of their uniforms and back into them when returning, which all takes time."

His production and office staff eat together.

The more-crowded Jockey cafeteria serves meals in two shifts, first to mill workers and later to office and corporate staff.

Brown baggers likewise are welcome.

"I eat here by choice when I'm not traveling out of town," says Ed Gill, Jockey vice president-sales administration. "There's always something for everyone."

"With the homestyle cooking, it's like eating at your house," says Valerie Ruhl, a quality control inspector in the Jockey mill.

The cafeteria in the basement of Jockey's administrative offices once housed an employee bowling alley.

Plans call for building a new cafeteria on the site of a parking lot to the north of the Jockey offices. Mullane hopes the new facility will open this fall.

"We would like to have more people eating here," he says. "We'll get the others here, eventually."

"We're going to be trying some ethnic food days, stuff like that to keep interest up."

Besides lunch, the Jockey cafeteria serves a continental breakfast. Employees pay for the breakfast on an honor system.

Fresh sweet rolls, fruits and beverages are available as well for mid-morning breaks.

During work breaks at Merkt's, employees sample different recipes such as a cake baked with cheese spread substituted for margarine. Or they may be asked to eat and evaluate a competitor's food.

Although not a competitor with Merkt's cheese spread or Jockey's underwear lines, Manu-Tronics in Pleasant Prairie's LakeView Corporate Park offers its employees a similar cafeteria service.

Manu-Tronics produces printed circuit board assemblies.

Hot lunches and a salad bar are available daily to Manu-Tronics' 235 employees.

Once a week workers are invited to a build-your-own-sandwich experience.

Unlike, Merkt Cheese and Jockey, which have hired company employees to man a cafeteria, Manu-Tronics, 8701 100th St., contracts with the vending company Service America, Milwaukee, to prepare and serve the meals.

Rust-Oleum Corp. soon will join their ranks.

The paint manufacturer is planning an in-house cafeteria in its new building also in LakeView Park.

Raceway opposition grows

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Over 350 people attended the rally to show their opposition to construction of the Kenosha International Raceway in Bristol.

Residents owning properties adjacent to the proposed raceway site expressed their concerns. They cited the possibilities of decreased property values, air and noise pollution, excess traffic, the dispersion of wildlife, and detrimental effects on farm animals as a result of the noise and proximity to the facility.

Also discussed was an incident which occurred at the Brainerd International Speedway, a similar facility owned by Brainerd in Minnesota. A copy of the Brainerd Daily Dispatch was circulated, which reported

that two men were sentenced to prison terms as a result of a wet T-shirt contest at the raceway that degenerated into a sexual performance.

Residents may bring concerns and questions to David Ames, president of Brainerd International. Bristol supervisor Russell Horton announced that Ames will attend the regular board meeting on Monday, Feb. 12 at Bristol School at 7 p.m. to answer written queries only. All questions must be submitted in advance.

Committee member Marion Middleton reiterated the main objective of the committee: to prevent construction of the raceway in the community, and not that of removing Bristol Town Chairman Noel Elfering from office. Elfering's property would be sold to accommodate the raceway at an estimated cost of \$1 million.



From left, Anthony Kordecki rebukes BCAC member Pearl Nelson's complaints regarding the Brainerd International Raceway, Brainerd, Minn. Nelson presents a copy of the Brainerd Daily Dispatch, which reports the convictions of two men on sex charges, resulting from an incident at the track. Brainerd International is proposing the construction of a similar raceway on Kordecki's property. (Mary Sullivan photo)

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Take the time to care

To the Editor: 2 7-90

I would like to address all the people in Kenosha County and our neighbors just to the south in Illinois.

The residents of Bristol have been engaged in a controversy concerning a drag raceway being built between County Highway CJ to the south and County Highway Q to the north on a piece of

Mr. Ames of Brainerd International, the firm building the raceway, will be at the Bristol School, 20121 83rd St., at 7 p.m. on Feb. 12.

I think it is time to rally around. The government is for the people and we, the people, must make it known what we do and do not want. Here is a fine opportunity to speak out. This raceway will cause noise and air pollution that

Bristol Mills may seek to join city

Town representatives angered by talk of annexation request

2-7-90

By Dave Backmann and Dave Engels
Staff Writers

Potential annexation of the 190-acre Bristol Mills property to the city of Kenosha endangers the good relationship between the city and western Kenosha County, Bristol leaders said today.

County Board Supervisors Donald Biehn, Geoffrey Wheeler and James Fonk, Bristol Town Chairman Noel Elfering and Bristol Town Supervisors Russell Horton and Audrey Van Slochteren expressed anger over a report that developers of the financially troubled Bristol Mills shopping center are seeking annexation.

The unprecedented annexation of unincorporated land west of the interstate to the city "is

TOWN has almost no chance of stopping an annexation. Story, page 3

really going to put an insurmountable obstacle in the path of us tearing down the walls in this community that we've all been working toward," Wheeler said.

"I want to work with the city," Biehn said. "But this would create a wound that would not easily heal."

As of this morning, no request for annexation had been filed with the city by Bristol Mills developers.

However, acting on reports of a pending request, Elfering notified Bristol Town Board members of the situation this morning.

Biehn, Wheeler and Elfering

said they had heard that Bristol Mills developers met Tuesday to discuss the annexation request.

Principal developers in Bristol Mills, including local attorney William Ruetz, either declined comment or did not respond to repeated inquiries by the Kenosha News on whether they will petition for annexation.

Elfering said the annexation would cut a large hole in the tax base of the Town of Bristol, Bristol Grade School District and Westosha Central High School District.

Bristol Mills developers are facing four lawsuits by three banks in connection with the planned \$40 million, 1.3-million-square-foot mall on the northwest corner of I-94 and Highway 50.

The mall was to open in 1988, but the property remains vacant.

Two announced anchor stores, Waccamaw Pottery and Goldblatt's, have pulled out of the project.

Biehn acknowledged the 190 acres would be more valuable

for resale if annexed into Kenosha. "But I don't feel sorry for the developers," he said.

The city offers more sewer, water and other services than Bristol can provide.

Also, Kenosha's zoning ordinance would guarantee future land use for a prospective buyer.

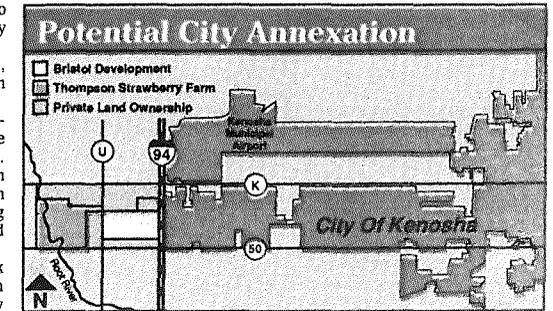
Bristol has no zoning, although the Bristol Mills property is in the city's extraterritorial zoning corridor in which existing land uses are frozen.

Kenosha Mayor Patrick Moran said today he expects an annexation petition to be filed by Bristol property owners within the next week.

The mayor did not mention Bristol Development Corp. or its investors by name.

Moran said he would support such an annexation and would urge the City Council to do likewise.

"As the mayor of a city that wants and needs growth, I have an obligation to stand behind any proposal that fosters expansion," Moran said. "This



would provide us with new development opportunities and a chance to enlarge our tax base and give existing property owners a break."

If this annexation is petitioned and approved, Moran said, he also would support the efforts of any other contiguous Bristol property owners who want to annex and receive city utility services.

"My philosophy is go west,

young man," the mayor said. Annexation would increase city expenses for services, but they would be offset by additional property tax collections and other revenues, the mayor said.

The same Bristol property owners recently approached the city about the possibility of annexation, though as of today no formal documents have been filed with city, Moran said.

Annexation of Bristol land would add minimal costs to city

By Dave Engels and Dave Backmann
Staff Writers

2-8-90

Possible annexation of the 290-acre Bristol Mills property to the city of Kenosha would mean only minor increases in city expenditures over the next two years.

No petition for annexation has been filed, but political representatives of Bristol and

Kenosha said Wednesday they expect a petition will be filed in the near future by developers of the financially troubled Bristol Mills shopping mall. The mall was to open in 1988, but the land remains vacant, and the developers face four lawsuits from three banks.

It would be the first petition for annexation from property owners west of I-94. Many be-

lieve the annexation would increase the value of the property because of the city's additional services and because of the city's zoning ordinances.

The level of city spending increases beyond 1991 resulting from an annexation will depend on how soon the land is improved and the type of developments that occupy the now vacant property.

The largest and most immediate expense will be borne by the Kenosha Water Utility and its ratepayers.

It will cost about \$300,000 to extend a water main along Highway 50 from County Highway HH (104th Avenue) to the Bristol Mills land, said O. Fred Nelson, utility general manager.

The utility is borrowing \$3 million this year to extend water

and sanitary sewer lines from Highway 31 west of HH.

The \$300,000 water main would serve only the Bristol Mills property. Nelson said that if adjoining properties are annexed, the utility could buy Bristol's existing water distribution system at a price set by the Wisconsin Public Service Commission.

With either alternative, developers and property owners

would pay a hook-up fee so the utility can recover most of its costs, Nelson said.

Sanitary sewer service is already available to the Bristol Mills property through the village of Pleasant Prairie. Nelson said the village can continue to serve the property until large-scale developments in the area

SEE SERVICES, PAGE 2

CONTINUED FROM 1

overwhelm the system's capacity.

Here's a look at the impact on other city services:

Public Works: At the most, the city may be responsible for snow plowing and maintenance of some smaller service roads, said Director Harvey Elmer.

The county's Highway Department is responsible for Highway 50, and is already handling snow plowing and maintenance of state and county highways in the 1,500 acres north of 50, between Highway 31 and I-94, annexed by the city from Pleasant Prairie in April 1989.

Elmer said some businesses west of I-94 may want city trash collection service, but that could be handled once a week in less than an hour.

Police: As a result of the 1989

Pleasant Prairie annexation, the city is now providing service to east I-94 frontage road, only a minute's drive from the Bristol Mills land.

The city created four new police officer positions this year to serve the Highway 31-I-94 corridor, including Dairyland Greyhound Park.

Commander Gerald Schuetz said that if there is a major shopping center on the Bristol Mills land in the future, the number of calls for police service will increase and city officials may have to consider creating more positions.

Fire: The Highway 31-I-94 corridor is now served by the Pleasant Prairie Fire and Rescue Department, said Kenosha Fire Chief Michael Massey.

Pleasant Prairie can respond to the corridor more quickly

than the city, and is equipped with tanker engines that the city lacks.

The city's five-year capital improvements budget includes money for a fire station at the Kenosha Municipal Airport, 9900 52nd St., that could serve Bristol Mills.

Mayor Patrick Moran said the city may eventually build a small, satellite police-fire station west of Highway 31.

Buses: The Kenosha Transit System is currently providing limited service to the I-94-Highway 50 intersection and can expand that service without significant budget increases.

The Bristol Development Corp. land includes 10 parcels with a 1989 assessed value of \$8.8 million. Bristol Development currently owes about \$115,000 in back property taxes.

Raceway opposition grows

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The residents of Bristol have been engaged in a controversy concerning a drag raceway being built between County Highway CJ to the south and County Highway Q to the north on a piece of land now owned by their town chairman, Noel Elfering. Since the beginning of this controversy, I have been attending Bristol town meetings and BCAC rallies against the raceway. At the rally held Jan. 30th a woman asked, "Where are the residents of neighboring towns, don't they care?" That started me thinking. I care. I certainly don't want another raceway in the area. Do you care?

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Teena

Bookstore ordered closed

Judge to hear village injunction request Mar. 7

By Don Jensen
Staff Writer 2-6-90

Judge Barbara Kluka Monday afternoon ordered the Adult Discount Bookstore, formerly known as Odyssey, closed pending a hearing on an injunction sought by Pleasant Prairie.

The village, in its lawsuit, contends that the operators of the shop, which sells sexually explicit magazines and videos, opened recently in violation of extraterritorial zoning restrictions.

A hearing on the village's injunction request is scheduled for 8:15 a.m. March 7 before Kluka.

Pleasant Prairie Police Chief James Horvath said the court order is being served on five people named in the suit as involved in the present or former operations.

"Hopefully they will honor the injunction and close," Horvath said. "If not, because it is in Bristol, the sheriff's department would close it down."

It will be the second time in a year and a half that the business has been closed by court order.

In July 1988, after sheriff's officers had made a number of arrests at the I-94 west frontage road business, Kenosha County obtained a court order closing it as a public nuisance. Then called the Odyssey adult bookstore, the firm was cited for instances of lewd behavior in its X-rated peep show booths.

Under that court action, the Odyssey could have reopened after a year.

The building at 9720 120th Ave. is in the Town of Bristol, which has no zoning ordinance. On Nov. 6, according to the present lawsuit, the newly formed Village of Pleasant Prairie enacted an extraterritorial zoning measure covering a portion of the adjoining town on the west side of I-94.

That law freezes land use in the area to that which existed at the time the ordinance was

Somers/city pact aired

Provisions for sewer, water set

By Arlene Jensen
Staff Writer

SOMERS — The biggest crowd that has ever been in the Somers Town Hall turned out Wednesday to hear the details of a proposed sewer and water agreement between the town and the city of Kenosha.

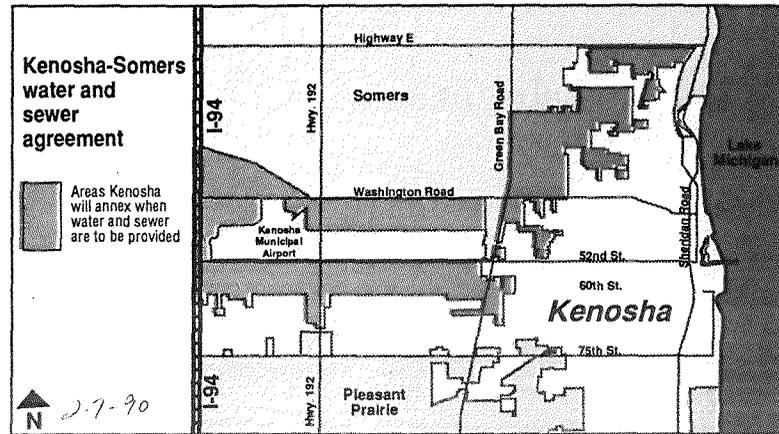
More than 350 residents jammed the auditorium to hear Town Chairman David Holtze explain which areas of the town will remain in Somers indefinitely and which areas will have to annex to the city to receive sewer and water.

The agreement, which Holtze said will come up for a vote of the Town Board on Tuesday, Feb. 13, establishes town growth areas and city growth areas.

Area A is designated as the town growth area and includes most land north of State Highway 142 and west of Highway 31.

The city will allow sewer and water extensions to A areas without annexation.

Area B includes land in the immediate proximity of city boundaries and is described as land "necessary for the long range, healthy expansion of



the city."

All B areas will be required to annex to the city prior to receiving sewer and water services.

Holtze said, "If you never need sewer and water, you may never need to annex."

The agreement also specifies that the University of Wisconsin-Parkside will remain in the town of Somers, but the city will provide services to Parkside and receive compensation from the state.

Previously, Somers handled fire and rescue calls to Parkside and was paid between \$6,000 and \$14,000 a year for the service.

Because a city is compensated at a higher rate than

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"I'm surprised the city is giving up so much," said Bastian.

Holtze said the Somers Board has been negotiating with the city for two years. He called the agreement "the best possible deal we could get."

Annexation wouldn't affect schools

Bristol would keep districts: Officials

By Arlene Jensen
Staff Writer 2-9-90

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Ed Becker,
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Unified.

The expected petition would be the first request for annexation from property owners west of I-94.

No petition has been filed yet, and the property owners have declined comment or not responded to inquiries. A \$40 million shopping mall planned for

school district boundaries do not have to coincide with other political boundaries.

Because the Unified district's school tax rate is somewhat higher than that of the Bristol Elementary/Westosha Central High School districts, there seems little reason why that would happen.

"I'm not worried about losing it," said Ed Becker, Treasurer of the Bristol School Board. "I think we're on solid legal

assessed valuation

The combined rate for taxpayers in the Bristol Elementary/Westosha Central districts is \$14.36 per \$1,000 valuation.

The 290 acres are assessed at about \$8.8 million, meaning a total school tax savings of about \$4,400 by remaining within the rural districts.

While annexation is fairly simple — it requires a 20-day review by the state Department

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It's not a simple matter though. The law requires action by the affected school board and public hearings, with elaborate appeals process if objections are raised.

It's already too late to anything about school change this year. Pawlesch said there's a Feb. 1 deadline for petition. "It's completely out of c

afternoon ordered the Adult Discount Bookstore, formerly known as Odyssey, closed pending a hearing on an injunction sought by Pleasant Prairie.

The village, in its lawsuit, contends that the operators of the shop, which sells sexually explicit magazines and videos, opened recently in violation of extraterritorial zoning restrictions.

A hearing on the village's injunction request is scheduled for 8:15 a.m. March 7 before Kluka.

Pleasant Prairie Police Chief James Horvath said the court order is being served on five people named in the suit as involved in the present or former operations.

"Hopefully they will honor the injunction and close," Horvath said. "If not, because it is in Bristol, the sheriff's department would close it down."

It will be the second time in a year and a half that the business has been closed by court order.

In July 1988, after sheriff's officers had made a number of arrests at the I-94 west frontage road business, Kenosha County obtained a court order closing it as a public nuisance. Then called the Odyssey adult bookstore, the firm was cited for instances of lewd behavior in its X-rated peep show booths.

Under that court action, the Odyssey could have reopened after a year.

The building at 9720 120th Ave. is in the Town of Bristol, which has no zoning ordinance. On Nov. 6, according to the present lawsuit, the newly formed Village of Pleasant Prairie enacted an extraterritorial zoning measure covering a portion of the adjoining town on the west side of I-94.

That law freezes land use in the area to that which existed at the time the ordinance was enacted. Since the former bookstore building was vacant, the new business cannot operate without a zoning change.

The suit says the new business, identified by the sign above its door, "opened for business in knowing violation of the interim freeze ordinance on Jan. 27 ... and continues to operate in violation. ..."

The village's suit says the violation seriously threatens the integrity and viability of the extraterritorial zoning process.

Under state law, extraterritorial zoning of strips of land in

By Arlene Jensen
Staff Writer

SOMERS — The biggest crowd that has ever been in the Somers Town Hall turned out Wednesday to hear the details of a proposed sewer and water agreement between the town and the city of Kenosha.

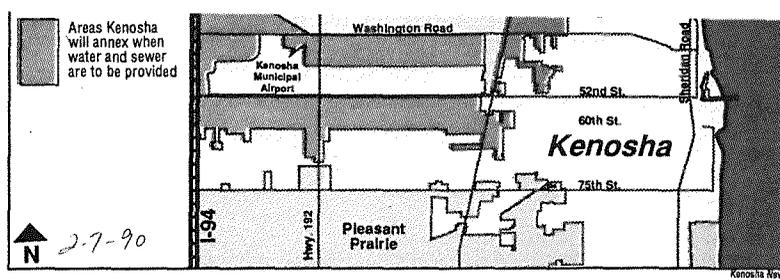
More than 350 residents jammed the auditorium to hear Town Chairman David Holtze explain which areas of the town will remain in Somers indefinitely and which areas will have to annex to the city to receive sewer and water.

The agreement, which Holtze said will come up for a vote of the Town Board on Tuesday, Feb. 13, establishes town growth areas and city growth areas.

Area A is designated as the town growth area and includes most land north of State Highway 142 and west of Highway 31.

The city will allow sewer and water extensions to A areas without annexation.

Area B includes land in the immediate proximity of city boundaries and is described as land "necessary for the long range, healthy expansion of



the city."

All B areas will be required to annex to the city prior to receiving sewer and water services.

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The agreement also specifies that the University of Wisconsin-Parkside will remain in the town of Somers, but the city will provide services to Parkside and receive compensation from the state.

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a town, Kenosha will receive \$370,000 a year. In 1990, Somers will receive \$25,000 of that amount. In following years, the town will receive 10 percent of any payment the city receives.

Most of those who spoke were from the B areas. The majority had questions about their specific properties. As the 2½-hour meeting wore on, the crowd thinned considerably.

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Staff Writer

2-9-90

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Although all city property, plus Pleasant Prairie and Somers, are in the Kenosha Unified School District, bringing part of

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That's important to Bristol taxpayers who otherwise might face steep school tax hikes if a significant part of their districts' tax base was lost to Kenosha

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The expected petition would be the first request for annexation from property owners west of I-94.

No petition has been filed yet, and the property owners have declined comment or not responded to inquiries. A \$40 million shopping mall planned for the site, originally expected to open in 1988, has never been built, and the developers face four lawsuits from three banks in connection with the project.

For the Bristol Mills property to join the Unified District, the same property owners expected to seek annexation to the city would have to petition separately to join the school district, since

school district boundaries do not have to coincide with other political boundaries.

Because the Unified district's school tax rate is somewhat higher than that of the Bristol Elementary/Westosha Central High School districts, there seems little reason why that would happen.

"I'm not worried about losing it," said Ed Becker, Treasurer of the Bristol School Board. "I think we're on solid legal ground."

But, Becker said, "If there are ever any attempts made to change the school boundaries, I as one member of the board would recommend going to court to fight it."

For 1990, property within the Kenosha Unified School District is taxed for school purposes at the rate of \$14.87 per \$1,000 of

assessed valuation

The combined rate for taxpayers in the Bristol Elementary/Westosha Central districts is \$14.36 per \$1,000 valuation.

The 280 acres are assessed at about \$8.8 million, meaning a total school tax savings of about \$4,400 by remaining within the rural districts.

While annexation is fairly simple — it requires a 20-day review by the state Department of Development and then a two-thirds vote by the City Council — the process for detachment from one school district and attachment to another is long and complicated.

Juanita Pawlesch, Department of Public Instruction, said owners of the Bristol Development land could request detachment of their property from the

Bristol School District and attachment to the Kenosha Unified.

It's not a simple matter, though. The law requires actions by the affected school boards and public hearings, with an elaborate appeals process if objections are raised.

It's already too late to do anything about school changes this year. Pawlesch said there is a Feb. 1 deadline for petitions. "It's completely out of consideration for the present," she said.

On the other hand, many observers believe that annexation to the city would increase the value of the property for commercial purposes because of the city's additional services and because of the city's zoning ordinance.

Judge to hear village injunction request Mar. 7

By Don Jensen
Staff Writer 2-6-90

Judge Barbara Kluka Monday afternoon ordered the Adult Discount Bookstore, formerly known as Odyssey, closed pending a hearing on an injunction sought by Pleasant Prairie.

The village, in its lawsuit, contends that the operators of the shop, which sells sexually explicit magazines and videos, opened recently in violation of extraterritorial zoning restrictions.

A hearing on the village's injunction request is scheduled for 8:15 a.m. March 7 before Kluka.

Pleasant Prairie Police Chief James Horvath said the court order is being served on five people named in the suit as involved in the present or former operations.

"Hopefully they will honor the injunction and close," Horvath said. "If not, because it is in Bristol, the sheriff's department would close it down."

It will be the second time in a year and a half that the business has been closed by court order.

In July 1988, after sheriff's officers had made a number of arrests at the I-94 west frontage road business, Kenosha County obtained a court order closing it as a public nuisance. Then called the Odyssey adult bookstore, the firm was cited for instances of lewd behavior in its X-rated peep show booths.

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That law freezes land use in the area to that which existed at the time the ordinance was enacted. Since the former bookstore building was vacant, the new business cannot operate without a zoning change.

The suit says the new business, identified by the sign above its door, "opened for business in knowing violation of the interim freeze ordinance on Jan. 27 ... and continues to operate in violation. ..."

The village's suit says the violation seriously threatens the integrity and viability of the extraterritorial zoning process.

Under state law, extraterritorial zoning of strips of land in unincorporated areas is intended to provide temporary zoning protection for adjoining cities and villages until permanent measures can be enacted.

Named as defendants in the court action are Sam Cecola, Barrington, Ill., whom the village believes to be the new owner; Ralph Perez, Chicago, store manager; Robert M. Burns, Libertyville, Ill., who owned the business when it was the Odyssey; Frank Panno, in federal prison at Rockford, Ill., on a racketeering conviction, not related to the bookstore, and his wife, Anita Panno, Des Plaines, Ill. The Pannos formerly were listed as the building's owners.

Provisions for sewer, water set

By Arlene Jensen
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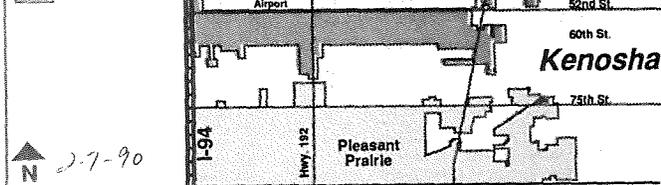
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Town can't stop land annexation

By Ariene Jensen
Staff Writer 2-7-90

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"When an annexation is petitioned by 50 percent of the property owners, the owners have a lot of latitude," said George Hall, DOD boundary review specialist.

"They can pretty much do what they need to do as long as the boundary lines are not too outrageous," said Hall. "We don't want to wind up with an annexation that looks like a balloon on the end of a string."

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Rules for annexation

For an annexation to be filed, it must be petitioned by 50 percent of property owners and the land must be contiguous to the city.

Department of Development decision is made on three factors: Can the city provide services? Will the shape of the annexation create problems? Is the territory compatible in use?

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□ Whether or not the receiving municipality can provide services such as utilities, police, fire, local administration, planning and zoning.

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After DOD completes its study, an opinion on the public interest issue is rendered to both the city and town.

A two-thirds vote of the city council is required to pass an ordinance making the annexation legal. In Kenosha, that would mean 12 of the 17 aldermen.

Flying J slows truck stop plan

By Ariene Jensen
Staff Writer 2-8-90

Despite what our bumper stickers say, some folks don't feel they're "among friends" in Wisconsin.

"Wisconsin is not a friendly state," said Daniel Kohler, director of architecture for Flying J Inc., Brigham City, Utah.

Flying J is the company that announced nearly two years ago it would build a huge truck stop on the northwest corner of the I-94/County Highway Q intersection.

It hasn't happened, and Kohler said Wednesday "it has been one thing after another."

"It is the most difficult state we've ever encountered in our attempts to develop," said Kohler, "even more difficult than California."

Kohler said a plan by the Wisconsin Department of Transportation to build an interchange at I-94 and County Highway Q is the latest issue to throw a wrench in Flying J's plans.

James Machnik, of the DOT, said the state will need 19 acres at the intersection for construction of a loop, new access and frontage roads. Flying J owns 58 acres.

Machnik said the state needs to purchase two tracts of land, one for construction of a circular ramp at the southeast corner of the Flying J parcel, the other on which to build the new frontage road.

The circular ramp will take away the Flying J visibility, said Machnik, and the frontage road will slice through the middle of the remainder of the parcel.

"We have met with Flying J officials to discuss the problem," said Machnik, "and they are concerned that the remaining land might not give them the exposure they need."

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"The corner nearest I-94 is why we bought the property in the first place. If the loop ramp is built there, the Flying J won't be."

Daniel Kohler
Architect

the first place," said Kohler. "If the loop ramp is built there, the Flying J won't be."

Before the new I-94 interchange became an issue, there was a problem getting sewers to the property.

Bristol officials applied for permission to construct a small sewage treatment plant to serve the truck stop but were unable to get state permission. State agencies cited Wisconsin's policy of non-proliferation of small plants.

The Wisconsin Department of Natural Resources said it preferred to see the truck stop hook up to an interceptor that Pleasant Prairie will construct this summer on Q between County Highway H and I-94. By tunneling under I-94, the connection could be made, they said.

"We thought we had approval from the town of Bristol," said Kohler, "but then we got objections from other units of government. We were a political tetherball, all the way from the governor's office on down to the local officials."

The project has not been officially called off, and Kohler said, "We're continuing on with our plans and waiting to see what kind of an offer we get from DOT."

Machnik said Flying J has asked the state to acquire the entire parcel.

Bristol mum on city talks

By Patrik Vander Velden
Staff Writer 2-9-90

BRISTOL — The Bristol Town Board and its designated negotiator for a settlement in a pending annexation left without comment Sunday following a 90-minute executive session.

"I'm not making any statements," said Earl Hollister, who was appointed to make the town's case in a special session on Saturday.

He deferred questions to Town Attorney Cecil Rothrock. Asked what the town's options are to stop the annexation

of 254 acres along the I-94 frontage road, Rothrock said, "all that are in that brown book," referring to the state statutes.

"We really got to do some work yet. You never know where you are going with these things," he said.

Mayor Patrick Moran said this morning he planned to meet today with Hollister to discuss the issue.

William J. Ruetz, president of Bristol Parkway Limited Partnership filed notice Friday of intent to annex to the city. The proposal includes undeveloped land owned by

Ruetz, bordered by the I-94 frontage road on the east and a strip of State Highway 50 on the south, as well as commercial properties on the north side of Highway 50, including four restaurants and a night club.

At Saturday's meeting, County Supervisor Geoffrey Wheeler said the town needed to act quickly on a boundary agreement with the city to prevent more annexations.

Town Supervisor Audrey Von Slochteren and others declined comments on the meeting or what Bristol has to offer as bargaining chips in discussions with the city.

LEGAL NOTICES

STATE OF WISCONSIN
CIRCUIT COURT
KENOSHA COUNTY
U.S. OIL CO., INC.
A Wisconsin Corporation
425 South Washington Street
Combined Locks WI 53113
Plaintiff,
vs.
BENSON OIL CO., INC.
2000 75th Street
Bristol WI 53102
and
STATE OF WISCONSIN
Dept. of Revenue
Office of the Attorney General
State Capitol
Madison, WI 53702
and
SEVEN-UP BOTTLING CO.
OF KENOSHA, RACINE &
WALWORTH, INC.
c/o Madrigano, Gagliardi,
Zieve & Aletto, S.C.
1108 56th Street
Kenosha, WI 53141-0486
and
COR-MARK
DISTRIBUTORS, INC.
2300 W. Cornett
Milwaukee, WI 53209
and
BANK OF BURLINGTON
144 W. 5th St.
Salem WI 53168
and
FIRST NATIONAL BANK
OF KENOSHA
5522 6th Ave.
Kenosha, WI 53140
and
1ST BANK SOUTHEAST, N.A.
1000 1st St.
Kenosha, WI 53140
Defendants
vs.
FORECLOSURE SALE
Case No. 89 CV 00029
PLEASE TAKE NOTICE
that by virtue of a judgment of a foreclosure and sale entered in the above entitled action on Sept. 9, 1989, the undersigned Sheriff of Kenosha County, Wisconsin, will sell at public auction in the County of Kenosha County Courthouse in the City of Kenosha, Wisconsin, on March 28, 1990 at 10:00 A.M. of that day, the real estate and mortgaged premises directed by said judgment to be sold, and therein described as follows:
PARCEL C
PARCEL I: Part of the west half (1/2) of the west half (1/2) of the northwest quarter (1/4) of section eight (8), town one (1) north, range twenty-one (21) east of the fourth principal meridian, and being more particularly described as follows: commencing at the northwest corner of said northwest quarter (1/4) section; thence south 37 degrees 37 minutes 30 seconds east along and upon the north line of said quarter (1/4) section, 425.00 feet to the west half (1/2) of the west half (1/2) of said northwest quarter (1/4) section; thence south 71 degrees 00 minutes west along and upon said east line 973.63 feet and to the center line of Highway "45"; thence south 21 degrees 00 minutes west along and upon said center line 735.92 feet; thence north 89 degrees 40 minutes 35 seconds west 401.68 feet and to the west line of said northwest quarter (1/4) section; thence north 0 degrees 13 minutes 36 seconds east 803.10 feet; thence south 88 degrees 37 minutes 30 seconds east parallel to the north line of said quarter (1/4) section, 425.00 feet; thence north 0 degrees 10 minutes 36 seconds west along and upon said west line of said quarter (1/4) section 871.2 feet and to the point of beginning, Excepting therefrom the entire north 33 feet thereof, and excepting that part conveyed by deed recorded February 17, 1988 in volume "1302" Records, pages 380-381, document number 796042, lying and being in the Town of Bristol, County of Kenosha and State of Wisconsin.
PARCEL II: Part of the northwest quarter (1/4) of section eight (8), town one (1) north, range twenty-one (21) east of the fourth principal meridian, and being more particularly described as follows: commencing on the north line of said quarter (1/4) section 492 feet south 38 degrees 37 minutes 30 seconds east from the northwest corner of said quarter (1/4) section; thence south 10 degrees 10 minutes 40 seconds west along the west line of the east half (1/2) of the west half (1/2) of said quarter (1/4) section 409.01 feet to the point of beginning of the property to be herein described; thence south 88 degrees 37 minutes 30 seconds east parallel to the north line of said quarter (1/4) section 213.08 feet and to the center of U.S. Highway "45"; thence south 21 degrees 00 minutes west along the center of said Highway 599.3 feet to the intersection with the west line of the east half (1/2) of the west half (1/2) of said quarter (1/4) section; thence north 0 degrees 10 minutes 40 seconds east along said west line 564.62 feet and to the point of beginning, excepting therefrom that part conveyed by deed recorded February 17, 1988 in volume "1302" Records, pages 380-381, document number 796042, lying and being in the Town of Bristol, County of Kenosha and State of Wisconsin.
Address of Property: Southwest corner of Highway 45 & 50, Bristol, WI
TERMS OF SALE: Ten percent (10%) cash down payment, balance in cash upon confirmation of sale.
Dated February 8, 1990.
/s/ Allan Kehl, Sheriff
Kenosha County, Wisconsin
McCarly, Curry, Wydeven,
Peeters & Riester
Attorneys for Plaintiff
120 East Fourth Street
PO Box 860
Kaukauna, WI 54130-0860
(414) 766-4693
February 12, 19, 26,
March 5, 12, 19, 1990

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By Arlene Jensen
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James Machnik, of the DOT, said the state will need 19 acres at the intersection for construction of a loop, new access and frontage roads. Flying J owns 58 acres.

Machnik said the state needs to purchase two tracts of land, one for construction of a circular ramp at the southeast corner of the Flying J parcel, the other on which to build the new frontage road.

The circular ramp will take away the Flying J visibility, said Machnik, and the frontage road will slice through the middle of the remainder of the parcel.

"We have met with Flying J officials to discuss the problem," said Machnik, "and they are concerned that the remaining land might not give them the exposure they need."

"The corner nearest I-94 is why we bought the property in

"The corner nearest I-94 is why we bought the property in the first place. If the loop ramp is built there, the Flying J won't be."

Daniel Kohler
Architect

the first place," said Kohler. "If the loop ramp is built there, the Flying J won't be."

Before the new I-94 interchange became an issue, there was a problem getting sewers to the property.

Bristol officials applied for permission to construct a small sewage treatment plant to serve the truck stop but were unable to get state permission. State agencies cited Wisconsin's policy of non-proliferation of small plants.

The Wisconsin Department of Natural Resources said it preferred to see the truck stop hook up to an interceptor that Pleasant Prairie will construct this summer on Q between County Highway H and I-94. By tunneling under I-94, the connection could be made, they said.

"We thought we had approval from the town of Bristol," said Kohler, "but then we got objections from other units of government. We were a political tetherball, all the way from the governor's office on down to the local officials."

The project has not been officially called off, and Kohler said, "We're continuing on with our plans and waiting to see what kind of an offer we get from DOT."

Machnik said Flying J has asked the state to acquire the entire parcel.

Bristol mum on city talks

By Patrik Vander Velden
Staff Writer

2-9-90

BRISTOL — The Bristol Town Board and its designated negotiator for a settlement in a pending annexation left without comment Sunday following a 90-minute executive session.

"I'm not making any statements," said Earl Hollister, who was appointed to make the town's case in a special session on Saturday.

He deferred questions to Town Attorney Cecil Rothrock. Asked what the town's options are to stop the annexation

of 254 acres along the I-94 frontage road, Rothrock said, "all that are in that brown book," referring to the state statutes.

"We really got to do some work yet. You never know where you are going with these things," he said.

Mayor Patrick Moran said this morning he planned to meet today with Hollister to discuss the issue.

William J. Ruetz, president of Bristol Parkway Limited Partnership filed notice Friday of intent to annex to the city. The proposal includes undeveloped land owned by

Ruetz, bordered by the I-94 frontage road on the east and a strip of State Highway 50 on the south, as well as commercial properties on the north side of Highway 50, including four restaurants and a night club.

At Saturday's meeting, County Supervisor Geoffrey Wheeler said the town needed to act quickly on a boundary agreement with the city to prevent more annexations.

Town Supervisor Audrey Von Slochteren and others declined comments on the meeting or what Bristol has to offer as bargaining chips in discussions with the city.

LEGAL NOTICES

STATE OF WISCONSIN
KENOSHA COUNTY
U.S. DIST. COURT, INC.
A Wisconsin Corporation
425 South Washington Street
Combined Locks WI 53113
Plaintiff

vs.
BENSON OIL CO., INC.
2000 75th Street
Bristol WI 53104
and

STATE OF WISCONSIN
Dept. of Revenue
Office of the Attorney General
State Capitol
Madison, WI 53702
and

SEVEN-UP BOTTLING CO.
OF KENOSHA, RAGINE &
WALWORTH, INC.
c/o Madrigano, Gagliardi,
Zion & Aiello, S.C.
1108 56th Street
Kenosha, WI 53141-0486
and

CORE-MARK
DISTRIBUTORS, INC.
230 W. Corners
Milwaukee, WI 53209
and

BANK OF BURLINGTON
Hwy 50
Salem WI 53168
and

FIRST NATIONAL BANK
OF KENOSHA
522 4th Ave.
Kenosha, WI 53140
and

1ST BANK SOUTHEAST, N.A.
625 57th Street
Kenosha, WI 53140
Defendants

NOTICE OF
FORECLOSURE SALE

Case No. 89 CV 00029
PLEASE TAKE NOTICE, that by virtue of a judgment of a foreclosure and sale entered in the above entitled action on Sept. 9, 1989, the undersigned Sheriff of Kenosha County, Wisconsin, will sell at public auction in the lobby of the Kenosha County Courthouse in the City of Kenosha, Wisconsin, on March 28, 1990 at 10:30 A.M. of that day, the real estate and mortgaged premises directed by said judgments to be sold, and herein described as follows:

PARCEL C
Part of the west half (1/2) of the west half (1/2) of the northwest quarter (1/4) of section eight (8), town one (1) north, range twenty-one (21) east of the fourth principal meridian, and being more particularly described as follows: commencing at the northwest corner of said northwest quarter (1/4) section; thence south 88 degrees 37 minutes 30 seconds east along and upon the north line of said quarter (1/4) section, 425.00 feet and to the point of beginning of the parcel to be herein described; thence continue south 88 degrees 37 minutes 36 seconds east along and upon said north line 237.00 feet and to the east line of the west half (1/2) of the west half (1/2) of said northwest quarter (1/4) section; thence south 0 degrees 10 minutes 40 seconds west along and upon said east line 923.63 feet and to the center line of Highway "45"; thence south 21 degrees 00 minutes west along and upon said center line 75.93 feet; thence north 89 degrees 40 minutes 35 seconds west 401.68 feet and to the west line of said northwest quarter (1/4) section; thence north 0 degrees 12 minutes 36 seconds east along and upon said west line 803.10 feet; thence south 88 degrees 37 minutes 30 seconds east parallel to the north line of said quarter (1/4) section, 425.00 feet; thence north 0 degrees 13 minutes 3 seconds east parallel to the west line of said quarter (1/4) section, 425.00 feet; thence north 33 feet thereof and excepting that part conveyed by deed recorded February 17, 1988 in volume "1302" Records, pages 380-381, document number 796042, lying and being in the Town of Bristol County of Kenosha and State of Wisconsin.

PARCEL 11: Part of the northwest quarter (1/4) of section eight (8), town one (1) north, range twenty-one (21) east of the fourth principal meridian, and being more particularly described as follows: commencing on the north line of said quarter (1/4) section 482 feet south 4 degrees 37 minutes 30 seconds east from the northwest corner of said quarter (1/4) section; thence south 0 degrees 1 minutes 40 seconds west along the west line of the east half (1/2) of the west half (1/2) of said quarter (1/4) section 409.01 feet; thence north 0 degrees 12 minutes 36 seconds east along and upon said west line 803.10 feet; thence south 88 degrees 37 minutes 30 seconds east parallel to the north line of said quarter (1/4) section 213.00 feet and to the center of U.S. Highway "45" thence south 21 degrees 00 minutes west along the center said highway 599.3 feet to the intersection with the west line of the east half (1/2) of the west half (1/2) of said quarter (1/4) section; thence north 0 degrees 10 minutes 40 seconds east along said west line 564.62 feet and the point of beginning, excepting therefrom that part conveyed by deed recorded February 17, 1988 in volume "1302" Records, pages 380-381, document number 796042, lying and being in the Town of Bristol County of Kenosha and State of Wisconsin.

Address of Property: Southwest corner of Highway & 50, Bristol, WI
TERMS OF SALE: 10 percent (10%) cash do payment, balance in cash at confirmation of sale.
Dated February 8, 1990.
/s/ Allan Kehl, Sheriff
Kenosha County, Wisconsin
Dorothy E. Fischer

Possible annexation troubles Bristol candidates

By Jim Rohde
Staff Writer

BRISTOL — The Bristol Community Action Committee sponsored a candidate forum Thursday, but more than half of those running for the two supervisory seats expiring on the Town Board boycotted the session.

The BCAC was formed to protest the auto racetrack proposed for construction between county highways CJ and Q.

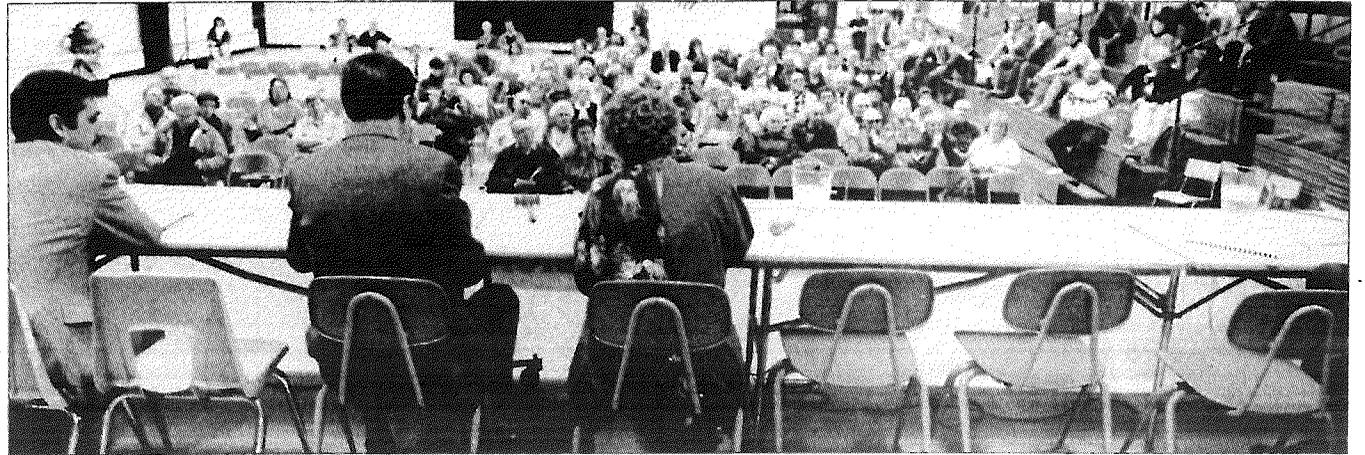
However, the anticipated annexation of the 290-acre Bristol Mills property at I-94 and Highway 50 to the city of Kenosha moved to the forefront in the discussion at Thursday's forum, surpassing the racetrack and county zoning issues.

The boycott by incumbent Second Supervisor Russell Horton and challengers for the fourth supervisor seat, Edward Chevette, Ricky Hill and Lorraine Sondag, left the forum one-sided as Fourth Supervisor Audrey Van Slochteren and challengers for second supervisor Daniel Hohmeier and John Meyer were unanimous in their opposition to the racetrack and support for the adoption of the county zoning ordinance in Bristol.

Also at the forum were County Board supervisor candidates Michaelene Day and Douglas Noble, who are running for the 22nd District seat being vacated by James Fonk, and even they agreed on most of the issues. Unopposed County Board supervisors Donald Biehn, 23rd District, and Geoffrey Wheeler, 25th District, rounded out the candidates present.

"We are sincerely disappointed that some of our Town Board candidates are not here tonight to give their views on where they stand on the issues," said Marion Middleton, BCAC secretary.

Moderator John Hosmanek, retired superintendent of the Kenosha Unified School District, read a short statement signed by the four Town Board candidates



Kenosha News photo

Bristol, county candidates air views at forum

Four chairs at the candidates' table remained empty Thursday night at a candidate forum sponsored by the Bristol Community Action Committee. From left are Daniel Hohmeier, candidate for Bristol 2nd supervisor; John Hosmanek, retired superintendent of the Kenosha Unified School District, panel moderator, and Bristol 4th Supervisor Audrey Van Slochteren. Speakers not shown were John H. Meyer, candidate for Bristol 2nd supervisor; County Board candidates Michaelene Day and Douglas Noble, 22nd

BRISTOL Town Board members will meet in special session at 9 a.m. Saturday at the town hall to discuss the possible annexation of the Bristol Mills property to the city.

boycotting the forum.

The four cited the treatment Horton received at an anti-racetrack rally last month as one of the reasons for their absence. They also said they had appeared at a similar forum Sunday at the town hall and answered voters' questions.

Van Slochteren said she asked fellow board members to call an emergency meeting to try to stop the possible annexation of the Bristol Mills property.

"I see Bristol Mills as a domino and where the next domino falls, I don't know, but we have got to stop it before it starts,"

Van Slochteren said. "We've got to get off our duffs and institute emergency action."

She said that while there is no assurance county zoning would have prevented the annexation from coming up, the extrajurisdictional zoning powers adopted by the city of Kenosha, Pleasant Prairie and Paddock Lake resulted in freezing land use within a 1½-mile radius of those communities, which forced the annexation.

Hohmeier said unless ETZ is repealed, "I don't see the land staying in Bristol. It is too valuable to be frozen."

Meyer, whose land is in the ETZ zone, said, "Kenosha is hungry, and the mayor has already said 'go west young man.' We have got to take immediate action to stop this annexation."

All three Town Board candidates reiterated their opposition to the racetrack, but Van

Slochteren said that with the possibility of Brainerd International Raceway officials presenting their proposal to the Town Board at Monday night's meeting, she would have to stay neutral until she hears their plans.

Noble said a bill has been introduced in the state Senate which would give counties the power to assess promoters for the cost of crowd control, traffic and other items. Noble said because the bill is limited to concerts, he contacted State Sen. Joseph Andrea about adding an amendment to include all open air amusements.

Day hinted that the adoption of county zoning by the Bristol Board may be a way of stopping the racetrack development. She said they could also work with the County Highway Department to deny better access to the site. Meyer said although county zoning might not have prevented

the racetrack, it would have stopped two people (Town Chairman Noel Eiferling and Anthony Kordecki) from making a deal to sell their land to the track developers.

Hohmeier said he will continue to oppose the racetrack whether he's elected or not.

Biehn said he also opposes the track since his home is within earshot of the proposed facility.

"I don't think our county should be a playground for northern Illinois," he said.

Candidates were asked about the fairness of requiring all Bristol taxpayers to foot the bill for the new water tower and well at I-94 and Highway 50 benefiting only five property owners.

Hohmeier said the original utility project was estimated at \$652,000 and later reported at \$754,000; bids came in at \$934,000, and the town eventually paid \$1,351,000 for the project.

District; Donald Biehn, 23rd District; and Geoffrey Wheeler, 25th District. Bristol candidates who did not participate were Second Supervisor Russell Horton and candidates for 4th supervisor Ricky Hill, Lorraine Sondag and Everett Chevette.

"I feel the developers should pay the debt since they are the ones benefitting from it."

Meyer said there are times when tax monies have to go to benefit others, adding, "This is one time we have to do it as a majority."

Van Slochteren said life is not always fair, but the town has the debt "and now we have to live with it."

Van Slochteren said the town cannot afford the \$40,000 to \$50,000 a year salary for a full-time town administrator at the present time. Meyer said he doesn't see the need for one at present. Hohmeier favored a full-time administrator saying the cost would be an investment in the future.

In closing, all the candidates agreed it is going to take cooperation to solve Bristol's problems not only among elected officials but with neighboring municipalities.

Bristol annexation wouldn't affect school districts

By Ariene Jensen
Staff Writer

The potential annexation of land west of I-94 to the city of Kenosha would not necessarily change school district boundaries, state and local officials said Thursday.

Kenosha and Bristol representatives said last week they expect a petition for annexation will be filed soon by developers of the financially troubled Bristol Mills property at the northwest corner of I-94 and Highway 50.

Although all city property, plus Pleasant Prairie and Somers, are in the Kenosha Unified School District, bringing part of Bristol into the city wouldn't necessarily remove it from its

present school districts, officials said.

That's important to Bristol taxpayers who otherwise might face steep school tax hikes if a significant part of their district's tax base was lost to Kenosha Unified.

The expected petition would be the first request for city annexation from property owners west of I-94.

The property owners have declined comment or not responded to inquiries. A \$40 million shopping mall planned for the site, originally expected to open in 1988, has never been built, and the developers face four lawsuits from three banks in connection with the project.

For the Bristol Mills property to join the Unified District, the

same property owners expected to seek annexation to the city would have to petition separately to join the school district since school district boundaries do not have to coincide with other political boundaries.

Because the Unified district's school tax rate is somewhat higher than that of the Bristol Elementary/Westosha Central High School districts, there seems little reason why that would happen.

"I'm not worried about losing it," said Edward Becker, treasurer of the Bristol School Board. "I think we're on solid legal ground."

But, Becker said, "If there are ever any attempts made to change the school boundaries, I, as one member of the board,

would recommend going to court to fight it."

For 1990, property in the Kenosha Unified School District is taxed for school purposes at \$14.87 per \$1,000 of assessed valuation.

The combined rate for taxpayers in the Bristol Elementary/Westosha Central districts is \$14.36 per \$1,000 valuation.

Another bank forecloses at 1-94 and 50

A fourth filing for foreclosure for back mortgage payments has been filed against Bristol Investments and the related Bristol Development Corp.

First America Bank of Zion is asking to take over, and later sell, the Best Western Motel at Hwys. 1-94-50, by filing a \$4 million foreclosure suit.

The same bank has filed a \$239,000 suit; the First National Bank of Kenosha, a \$2.5 million suit and the First Bank Southeast, a \$180,000 suit, all calls for foreclosures against the two Bristol companies.

Bookstore ordered closed

By Don Jensen
Staff Writer

Judge Barbara Kluka acted Feb. 5 to order the Adult Discount Bookstore, formerly known as Odyssey, closed pending a hearing on an injunction sought by Pleasant Prairie.

The village, in its lawsuit, contends that the operators of the shop, which sells sexually explicit magazines and videos, opened recently in violation of extraterritorial zoning restrictions.

A hearing on the village's injunction request is scheduled for 8:15 a.m. March 7 before Kluka.

Pleasant Prairie Police Chief James Horvath said the court order is being served on five people named in the suit as involved in the present or former operations.

In July 1988, after sheriff's officers had made a number of arrests at the I-94 west frontage

road business, Kenosha County obtained a court order closing it as a public nuisance. Then called the Odyssey adult bookstore, the firm was cited for instances of lewd behavior in its X-rated peep show booths.

The building at 9720 120th Ave. is in the town of Bristol, which has no zoning ordinance. On Nov. 6, according to the present lawsuit, the newly formed village of Pleasant Prairie enacted an extraterritorial zoning measure covering a portion of the adjoining town on the west side of I-94.

That law freezes land use in the area to that which existed at the time the ordinance was enacted. Since the former bookstore building was vacant, the new business cannot operate without a zoning change.

The suit says the new business, identified by the sign above its door, "opened for business in knowing violation of the interim freeze ordinance on Jan. 27 ...

and continues to operate in violation."

The village's suit says the violation seriously threatens the integrity and viability of the extraterritorial zoning process.

Under state law, extraterritorial zoning of strips of land in unincorporated areas is intended to provide temporary zoning protection for adjoining cities and villages until permanent measures can be enacted.

Named as defendants in the court action are Sam Cecola, Barrington, Ill., whom the village believes to be the new owner; Ralph Perez, Chicago, store manager; Robert M. Burns, Libertyville, Ill., who owned the business when it was the Odyssey; Frank Panno, in federal prison at Rockford, Ill., on a racketeering conviction, not related to the bookstore, and his wife, Anita Panno, Des Plaines, Ill. The Pannos formerly were listed as the building's owners.

Gambling good bet for economy

GLORIA DAVIS
Lakeland Newspapers

Not too long ago, residents of Wisconsin could not enter sweepstakes contests. There was no pari-mutuel betting, dog or horse, and Wisconsinites had to cross state lines to participate in a lottery.

If things go as planned, by this coming

not included.

Now sales on the Wisconsin lottery are escalating and the Mega Bucks (multi-state) lottery sales are booming.

The Dairyland Greyhound Park opening will be right on schedule on June 1.

With the Delavan dog race track set to open also this summer, southeastern Wisconsin can easily become a midwest

company proposing to put a big time auto racetrack at the Wisconsin-Illinois border in Bristol, plans for that multi-million dollar project are still in the works.

John Serpe of Greyhound Park talks about the boon to Kenosha County's economy the dog track will be, but he adds that any additional dog race track openings between Chicago and Milwaukee

millions of people, from Chicago to Milwaukee," said Serpe.

Serpe added that there will be shuttle service from the proposed AMTRAK station to the park. Shuttle service from the parking lot will also be available.

The track will be running races daily, during the day and the evening. Children, 14 and over, accompanied by parents, will

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If things go as planned, by this coming summer, southeastern Wisconsin residents who like to gamble will have a variety of choices, with only open casino betting

not included.

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With the Delavan dog race track set to open also this summer, southeastern Wisconsin can easily become a midwest mecca for dog racing fans.

Although things are not running as smoothly for Brainerd International, the

company proposing to put a big time auto racetrack at the Wisconsin-Illinois border in Bristol, plans for that multi-million dollar project are still in the works.

John Serpe of Greyhound Park talks about the boon to Kenosha County's economy the dog track will be, but he adds that any additional dog race track openings between Chicago and Milwaukee will hurt the local dog racing industry.

"I'm not comfortable with the track at Delavan, but that track will depend on the established Chicago-Lake Geneva tourist crowd, Dairyland, located on the interstate system, is expected to draw from the

millions of people, from Chicago to Milwaukee," said Serpe.

Serpe added that there will be shuttle service from the proposed AMTRAK station to the park. Shuttle service from the parking lot will also be available.

The track will be running races daily, during the day and the evening. Children, 14 and over, accompanied by parents, will be allowed to attend daytime racing, otherwise those attending must be 21 or over.

Besides the added employment opportunities the track will bring, Serpe said that the building of the train station by Greyhound, and the influx of racing fans, should bring a big increase in money flow into the county, especially to hotels, restaurants and retailers.

Illinois gets into racing controversy

There's a lot of local controversy surrounding the plans for a high-powered auto race track in Bristol, near the Wisconsin-Illinois border.

Now residents of Illinois might be getting into the act.

With Antioch located near the proposed racetrack site, Antioch's Mayor Robert Wilton has already said he is not in favor of the track.

"I don't see that track as being of any value to our area and I do see an increase in cost for road maintenance and traffic control brought about by racing fans from the south and west traveling through our village and township," said Wilton.

Four trustees of the Antioch Village Board seem to think that the track could affect Antioch, with Trustee Don Amundsen asking that the Ill. Environmental Protection Agency be brought into the act because of possible air pollution from the jet-powered cars.

The Bristol Community Action Committee, a group of over 200 people opposing the track, is depending on the Wis. Dept. of Natural Resources to hold the building of the track at bay by taking up to six months to consider the application for an air quality permit by track developer Brainerd International.

With the land sale not even complete and many permits yet to be acquired, the scheduled opening of the track this summer could be held up, either temporarily or permanently.

With all the rallies and the publicity generated by opposition to the track, Bristol Sup. Bernie Gunty, who to date has been non-committal about the track, says that people will be able to hear the other side of the coin when Brainerd President David Ames makes a presentation on the pros of the track, at 7 p.m., on Monday, Feb. 12, at the Bristol Grade School.

Gunty also mentioned that the board was trying to get some of the investors in the track, such as Walter Payton and Paul Newman, to talk to residents, but neither had committed at press time.

To the Editor: 2-12-90

I would like to address all the people in Kenosha County and our neighbors just to the south in Illinois.

The residents of Bristol have been engaged in a controversy concerning a drag raceway to be built between Highway CJ to the south and Highway Q to the north on a piece of land that is now owned by their town chairman, Noel Elfering. Since the beginning of this controversy, I have been attending Bristol town meetings and Bristol Community Action Committee rallies against the raceway. At the BCAC rally held Jan. 30, a woman asked, "Where are the residents of the neighboring towns? Don't they care?" That started me thinking, I care. I certainly don't want another raceway in the area. Do you care?

I think it is time to rally around. The government is for the people and we the people must make it known what we do and do not want. This raceway will cause noise and air pollution that will affect all of us.

Teena

NO RACE TRACK IN BRISTOL NO RACE TRACK IN BRISTOL

NO RACEWAY IN BRISTOL

2-9-90

We, the people of Bristol opposed to the raceway, want everyone to know a change is coming. Walls and dictators are falling in Bristol, just as they have in East Germany.

After the April election, we will no longer be an island. We will not be constantly fighting with our neighbors. We have rediscovered the democratic process and realize that cooperation and mutual respect will accomplish much more than constant conflict and "one-man-rule."

We ask our neighbors--Salem, Paddock Lake, Pleasant Prairie, Antioch, Northern Lake County and anyone else to help us now in our hour of need. All areas will be adversely affected by the proposed racetrack. The 1991 racetrack schedule includes 31 weekends of racing--92 days--from March to the end of October. Not only do we lose our summer, but spring and fall as well.

On February 12, 1990, the president, Mr. David Ames, of the proposed racetrack will be addressing the Bristol Town Board at Bristol Grade School at 7:00 p.m. We wish to fill the gym with people opposing the racetrack. Come and support us. Thank you!

Authorized and paid for by Citizens of Bristol Opposed to the Racetrack.

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Authorized and paid for by citizens of Bristol opposed to the racetrack

We don't need a race track

To the Editor: 2-9-90
In response to the racetrack letter in Monday, Feb. 5th, paper.

I don't know where you were during the anti-racetrack meeting at the Bristol School but you certainly didn't hear a word that was said.

Jealous of Elfering selling his land and selling out the people of Bristol. I don't think so!

We don't want or need a racetrack, dragstrip in Bristol. We already have one in Union Grove.

I cannot believe you are so narrow minded as to think the noise, pollution, traffic congestion, just to mention a few, would not only destroy the area, but drive the wildlife away forever.

Widen the road. You can't be serious. For the good of Bristol or the good of Elfering and Kordecki's bank account.

They claim to be good neighbors. If these are good neighbors, we don't need them.

This was not an anti-Elfering meeting!

It was a meeting to discuss ways and means to stop this project by every legal option open.

I challenge any citizen of Bristol who questions this to attend and decide for yourself.

Concerned Bristol Resident

Dear Editor:

In a radio interview with a Chicago station on Jan. 31, 1990, Bristol Town Chairman Noel Elfering stated, "I visited the Minnesota dragstrip on July 22, 1989." Mr. Elfering signed the purchase agreement on July 10, 1989, to sell his land for a dragstrip. That goes to show Mr. Elfering never saw what type of operation the developer had before signing the purchase agreement. The right price was all that mattered to Mr. Elfering.

Mr. Elfering stated that several people were for the race track in Bristol. That is the best kept secret in town history. Elfering can state anything he wants but can never back it up, like: there are many ordinances to control development; local zoning is a possibility; 8-10 thousand signed a petition against county assessing.

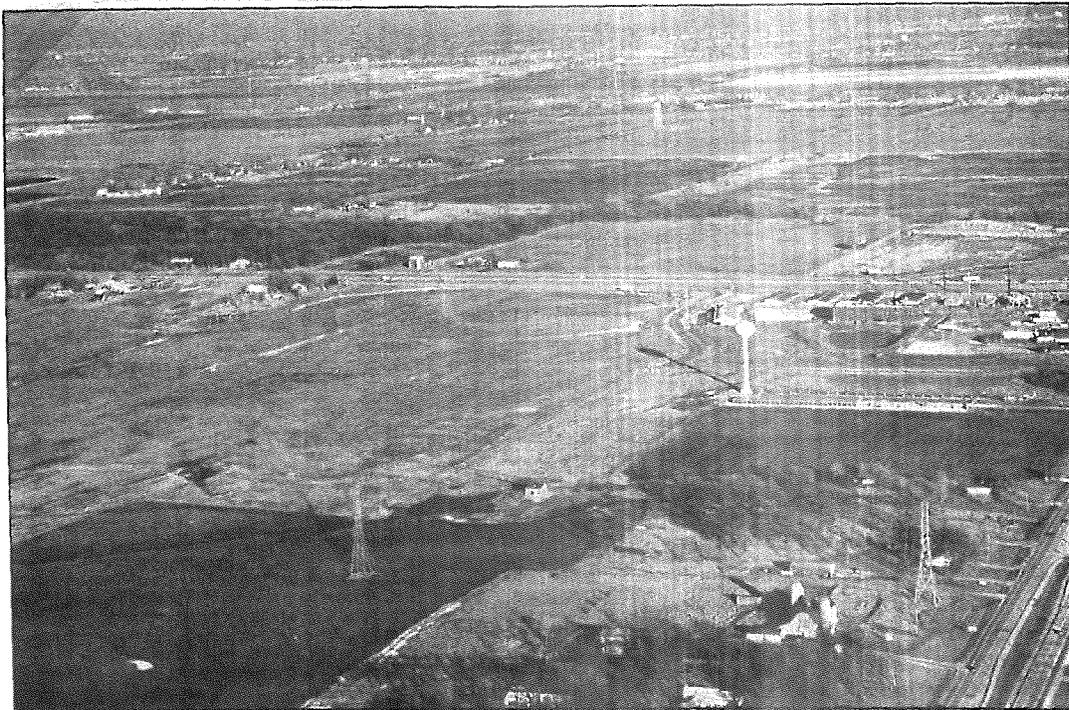
There are many ordinances but few have any effect on development, except for a zoning ordinance which Bristol does not have.

Elfering has been using the possibility of local zoning since 1983 to deceive people into believing local zoning control is possible.

The petition submitted to the county board opposing county assessing had 6,000 signatures out of a possible 120,000 which equals 5 percent. The petition submitted to the Bristol Town Board against the dragstrip contained 1,172 signatures out of a possible 3,860, which equals 30 percent. Besides, other government official's actions are a poor excuse for Elfering's, Gunty's and Horton's response to 1,172 signatures on a petition.

The only good thing about the dragstrip issue, is that people are finally seeing Elfering for what he really is.

Bristol Resident Who Hopes It Is Not Too Late



View is northeast from above Highway 50 (visible on lower right). I-94 cuts across photo left to right

above the center. Potential city area of Town of Bristol occupies most of lower half of photo.

Kenosha News photo by Paul Williams

City growth beyond I-94 nears

Bristol annexation intent filed

By Dave Engels
Staff Writer 2/10/90

Bristol Parkway Limited Partnership on Friday filed a notice of intent with the City of Kenosha to petition for annexation of 254 acres from the town of Bristol.

The notice was submitted by William J. Ruetz, president and general partner.

It is the first time that any property owners west of I-94 have sought to join the city.

Ruetz also has taken out a legal notice in the Kenosha News of the intent to circulate a petition. First publication of the notice is tentatively scheduled for Wednesday.

The partnership can begin circulating the petition no earlier than 10 days and no later than 20 days after the notice is first

published. State law also states that a valid annexation petition can be filed no later than six months after the notice of intent is published.

The land included in the petition is not limited to what is owned by the partnership, bordered by the I-94 frontage road on the east and a strip of State Highway 50 on the south.

It also includes commercial properties on the south side of 50 not controlled by the partnership, including a McDonald's Restaurant, a Taco Bell, The Brat Stop restaurant and nightclub, and the Chef's Table restaurant.

State law says an annexation petition is valid when signed by property owners controlling more than 50 percent of the land listed in the document. The partnership owns more than 50

percent.

However, the city is obligated to take the feelings of dissenting property owners into consideration when deciding on annexation.

According to the county assessor's office, the targeted land has a 1989 assessed value of \$7,340,000, the improvements a value of \$11,123,000. A total of 13 businesses now occupy the various parcels but most of the land is vacant.

The city estimates that the annexation, if approved, would bring an additional \$525,000 in annual property tax revenue.

Mayor Patrick Moran said Friday that acceptance of the petition depends on whether the document meets state annexation standards.

"The proposed annexation is compatible with other development in the adjacent city and is a natural extension of municipal boundaries, both of which are

key factors in state law," the mayor said.

Earlier this week, Moran said that upon receipt of a valid petition he would recommend approval to the City Plan Commission and City Council. Little, if any, opposition is expected from aldermen.

Moran said the annexation would not only bring new development opportunities to the city, it would allow the city to control development patterns. The town of Bristol lacks any zoning controls.

Pending state approval, Moran said, the Kenosha Water Utility is ready to negotiate an service to the area.

Bristol Development Corp., the partnership's parent company, had planned the Bristol Mills shopping center on land included in the petition. The partners are now facing four foreclosure suits from three banks.

NOTICE OF INTENT TO CIRCULATE PETITION FOR DIRECT ANNEXATION OF TERRITORY TO THE CITY OF KENOSHA, WISCONSIN

Please take notice that not less than 10 nor more than 20 days from the date of publication of this notice the undersigned, elector or owner of real property in the territory below, intends to commence circulation of a petition in accordance with Section 66.021 of the Wisconsin Statutes for the annexation of the following territory of the Town of Bristol, Kenosha County, Wisconsin, to the City of Kenosha, Wisconsin.

Part of the Southeast and Southwest Quarters of Section 1, Town 1 North, Range 21 East of the Fourth Principal Meridian lying and being in Bristol Township, Kenosha County, Wisconsin and more particularly described as follows:

Commencing at the southeast corner of the Southeast Quarter of Section 1, Town and Range aforesaid; thence N 2°22'42" W along the east line of said Quarter Section, 140.04 feet to the present west corporate limits of the City of Kenosha and to the point of beginning of the parcel of land to be herein described; thence S 88°55'00" W parallel with and 140 feet northerly from (at right angle) the south line of said Quarter Section, 401.84 feet to the southeast corner of lot numbered 1 of Certified Survey Map number 1095, a Certified Survey of record with the Kenosha County Land Registry; thence westerly along the north line of S. T. H. 50' on courses and distances described as follows: S 88°55'00" W 679.21 feet; S 80°50'22" W 10.80 feet; S 88°55'00" W 456.86 feet; N 59° 26'28" W 47.65 feet to the east line of 125th Avenue; S 88° 55'00" W 100.00 feet to the west line of said 125th Avenue; thence continue along the aforesaid north line of S. T. H. 50', 556'32'26" W 46.69 feet; S 88° 55'00" W 256.67 feet; S 71° 01'07" W 445.55 feet; S 85°55'00" W 102.65 feet; N 105°00' W 22.10 feet; S 88°13'35" W 276.97 feet to the east line of the Southwest Quarter of Section 1, Town and Range aforesaid; thence continue along the north line of said S. T. H. 50', S 88°13'35" W 22.21 feet; thence S 88°26'54" W along said north line, 339.95 feet; thence N 1°23'59" W 675.60 feet to a point that is 802.00 feet N 1°23'59" W from the south line of said Quarter Section; thence S 89°01'01" W parallel with the south line of said Quarter Section, 265.80 feet; thence S 89°01'01" W 19.00 feet; thence S 89°01'01" W parallel with the south line of said Quarter Section, 1455.80 feet to the west line of said Quarter Section; thence N 1°23'46" W along said west line, 1862.90 feet to the northwest corner of said Quarter Section; thence N 88°57'13" E along the north line of said Quarter Section, 2626.33 feet to the northeast corner of said Quarter Section; thence S 2°22'42" E along the east line of said Quarter Section, which east line here is also the present west corporate limits of the City of Kenosha, 2507.19 feet to the point of beginning, containing 276,519 acres of land, more or less.

Dated February 9, 1990
Bristol Parkway Limited Partnership
1221 71st Street
Kenosha, WI 53142
s/s William J. Ruetz
President/General Partner
Bristol Parkway Inc.
Published February 14, 1990

Earl Hollister to talk for Bristol on annexation

By Patrik Vander Velden
Staff Writer

BRISTOL — In a special meeting Saturday the Bristol Town Board appointed Earl Hollister, 19075 81st St., to be its chief negotiator with the city over the pending annexation of 254 acres from the town.

William J. Ruetz, president of Bristol Parkway Limited Partnership, Friday filed a notice of intent to annex to the city. The proposal includes undeveloped land owned by Ruetz bordered by the I-94 frontage road on the east and a strip of State Highway 50 on the south, as well as commercial properties on the south side of Highway 50, including four restaurants and a nightclub.

The Bristol Town Board will meet in executive session at 4 p.m. today with Hollister and town attorney Cecil Rothrock to plan the negotiations.

Hollister

"I don't want people to get the idea I'll come back with a gold coin in my hand," Hollister said as he accepted the board's unanimous appointment.

Hollister, 71, a retired farmer and now a realtor, was Bristol town chairman from 1960 to 1970, and served on the County Board from 1960 to 1988.

About 50 people attended the meeting, including County Board Supervisors Donald Biehn and Geoffrey Wheeler.

"The options of the town of Bristol are very, very limited. The question in my mind is if you don't act quickly to firm up

boundaries with the city this is the tip of the iceberg. It's time to sit down and talk and negotiate some kind of boundary agreement with the city," said Wheeler.

"This will not be only a discussion on boundaries, it will be a discussion on zoning," said Biehn.

Referring to a short timetable for Ruetz to circulate annexation petition papers in the area, Biehn said, "If you don't sit down and work quickly it will be done before you know it."

The partnership can begin circulating the petition no earlier than 10 days and no later than 20 days after the legal notice is published. Publication is tentatively scheduled in the Kenosha News for Wednesday.

"We've got a gun to our head and somebody is set to pull the trigger," said Noel Elfering, Town Board chairman.

Town Board Supervisor Audrey Van Slochteren said Ruetz told her the annexation came down to provision of services, including police, fire protection, paramedic service and garbage pickup — services Bristol cannot offer, but the city can.

Hollister said the four foreclosure suits on the property from three banks that were behind the annexation.

"Ruetz is in trouble and he's going to bail himself out," he said.

Elfering said Ruetz told him that he was \$1 million in debt.

"It wasn't the city that created this problem, but one person," Elfering said.

Phone calls to Ruetz for comment were not returned.

Annexation plans advance

By Mary Sullivan

The Town of Bristol has a tenuous hold over 254 acres of land at the corner of I-94 and Highway 50. The property has been designated for annexation to the City of Kenosha.

A notice of intent to petition for annexation was filed with the City of Kenosha, Feb. 9, on behalf of the Bristol Parkway Limited Partnership, by president and general partner William Ruetz.

Affected by the potential annexation are the sites of the proposed Bristol Mills mall, the Best Western motel and a strip mall housing the Nike Outlet Store, all of which are owned by the partnership.

Adjacent commercial properties which house McDonald's, Taco Bell, Brat Stop and Chef's Table restaurants are also included in the proceeding.

Collins offers county help in annexation

By Jennie Tunkleicz
Staff Writer

Kenosha County Executive John Collins today pledged the support of county government to help the town of Bristol and the city of Kenosha reach a boundary agreement.

Collins said he received numerous telephone calls from people concerned about the proposed annexation of 254 acres from the town of Bristol to the city. A notice of intent by Bristol Parkway Limited Partnership was filed with the city Friday.

Calling I-94 Kenosha's "Berlin Wall" as the traditional dividing line between east and west, Collins said some people are fearful of the wall being punctured and the city extending into Bristol.

"Without an agreement," Collins said, "there will be a lengthy border war."

A resident of Salem, several miles to the west, even called Collins to voice concern about the city growing past I-94.

"This is an issue that involves the town of Bristol, the city of Kenosha and the developer," Collins said.

While both the city and the town of Bristol are part of Kenosha County, Collins said an agreement on the issue does not directly involve county government.

"Since this discussion does not involve the county, what I'm doing is encouraging those parties affected to sit down and work out where the city ends and where Bristol begins," Collins said.

He said a continual rift will not be productive for either side.

Kenosha Mayor Patrick Moran and Earl Hollister, former Bristol town chairman, were scheduled to meet this morning. At a special town board meeting Saturday, Hollister was appointed Bristol's negotiator with the city over the pending annexation.

Boundary talks being considered

By Dave Engels
Staff Writer

Negotiating a boundary agreement is one option that Kenosha and Bristol may consider to prevent future territorial disputes.

Representatives of the city and town briefly discussed that option Monday during a 30-minute meeting in Mayor Patrick Moran's office.

Bristol Parkway Limited Partnership filed a notice with the city Friday of its intent to petition for annexation of 254 acres to the city.

The land west of I-94 and north of State Highway 50, targeted for the partnership's Bristol Mills shopping center complex, is mostly vacant.

Bristol officials oppose the proposed annexation primarily because of the loss of tax base. City officials would welcome an annexation request because it offers new development opportunities and would bring zoning controls to the area for the first time.

Visiting Moran on Monday were former County Supervisor and former Town Chairman Earl Hollister, who has been designated Bristol's liaison to the city by the town board, and County Supervisor Geoffrey Wheeler, who represents a portion of Bristol.

Wheeler said the discussion was very broad and revolved

"We were trying to open the lines of communication. There was no animosity and it was not a negotiating session."

Geoffrey Wheeler,
county supervisor

around a number of options that the city and town could explore to soften inter-governmental differences.

"We were trying to open the lines of communication," Wheeler said. "There was no animosity and it was not a negotiating session."

Wheeler said he and Hollister did not ask the city to back off the pending annexation petition, nor were they authorized to do so by the town board.

Moran said that if there are boundary talks, the city will insist on some expansion leeway beyond the Bristol Mills land.

The mayor refused to elaborate on any other conditions the city might impose in negotiations. He also confirmed that Bristol delegates did not ask for city reconsideration of the pending petition.

Let's see a project finished

To the Editor: Taxpayers of Kenosha — watch out! Your mayor is at it again trying to slide another one in the back door! By speculating on the future "potential" profits, Mayor Moran would be more than happy to gobble up 290 acres on the west side of I-94. Between the marina, dogtrack, MediGen, expanded airport, new library, and whatever other project is in the making, let's see just one of these projects completed to prove its promises to the people before jumping to another one.

In the name of development and tax relief there will always be "potential" profits. More development — less taxes. Yeah, that's the ticket. Does it mean a tax freeze? Does it mean a decrease? Have your taxes gone down or even remained neutral in Kenosha?

Mayor Moran suggests that the expenses of annexation will be offset by property tax collection and so-called "other revenues." But, whose revenues — Kenosha's or the developer's?

Kenosha must supply utilities, police, fire, as well as administrative services to the Bristol Mills property if annexed. Dig into your pockets again, Kenosha.

Tom Gehring
A West Frontage Road Resident

Earl Hollister to talk for Bristol on annexation

By Patrik Vander Velden
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Adjacent commercial properties which house McDonald's, Taco Bell, Brat Stop and Chef's Table restaurants are also included in the proceeding.

Under state law, an annexation petition may be filed if approved by 50 percent of the property owners. The Bristol Partnership owns 50 percent of the property, thus the inclusion of the neighboring businesses.

The Bristol Town Board explored its alternatives to the proposed annexation at an emergency meeting, Feb. 10.

"The options available for the Town of Bristol are very, very limited," said county supervisor Geoff Wheeler. "I'm not sure that you can stop this one," he added.

Fearful of continued annexation, the board discussed means of negotiating with the city. They met in closed session, Feb. 11, prior to a proposed meeting with city officials.

"We may have to give a little to save a lot," conceded supervisor Audrey Van Slochteren.

Bristol Mills threatens city annexation

By Diane Jahnke

There are two measures Bristol officials can take to halt a possible annexation scare, according to County Board supervisor Geoffrey Wheeler — get the City Council to agree to turn it down or have the action delayed.

Last week, county supervisors learned of a possible annexation of the 190-acre Bristol Mills property by the City of Kenosha.

A petition reportedly will be filed this week. An annexation petition can be filed if 50 percent of the property owners request it. In this instance, Bristol Mills developers are the sole property owners.

The possibility of annexation always existed, Wheeler said. "It is now

a strong suspicion. The gun is not only pointed, it's loaded and cocked."

When asked if the adoption of county zoning would halt the annexation threat, Wheeler, along with Bristol town chairman Noel Elfering, was doubtful. They referred to the havoc taking place in Somers.

"They (Somers) were the first to adopt county zoning and the first to get eaten up by Kenosha," Elfering said.

During the Feb. 7 Somers town board meeting, residents of a section of Somers learned if they want sewer and water service, they would have to be annexed into Kenosha.

The Bristol Mills site on I-94 and Highway 50 held ground-breaking ceremonies in 1988 for the construction of a \$40 million, 1.3 million

square foot shopping mall and office park. Foreclosure proceedings against the development began last month. Developers are currently facing four lawsuits. The land has remained vacant.

The land is frozen for development under the city's extraterritorial zoning ordinance.

Bristol supervisor Audrey Van Slochteren feels because of the freeze, Bristol Mills developer William Ruetz will "never find a buyer. He has to annex to get out. The man is doing the only thing left available to him."

Ruetz could not be reached for comment.

Losing the 190 acres would be tragic, Van Slochteren said. "But it's the first of the dominos," she added.

Wheeler, Elfering and Van Slochteren agree that if Bristol loses the 190 acres, Kenosha will continue moving west. Elfering said Kenosha mayor Patrick Moran is on record as stating he'd like to extend the city out to Walworth County.

Although adopting county zoning may not stop the annexation process, Wheeler said, "It would send a strong message (to the City Council) that Bristol is ready to negotiate." A major concern at the growing corridor is sewer and water services.

If the issue passes through the City Council and is raised with the state Department of Development, "You can kiss a great deal of I-94 goodbye," Wheeler said. "We're in for a long haul of losing tax base."

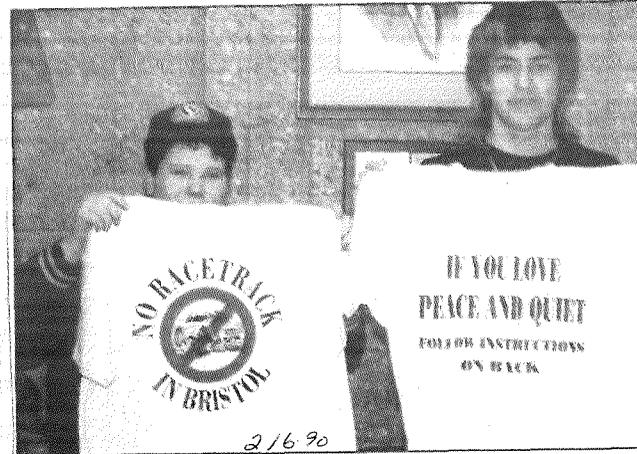
"We're not rolling over and playing dead," Van Slochteren said. "We have to stop Mr. Ruetz before he files."



ANNE FOERSTER

TODAY'S TEEN *Winning writer* 2-14-90

Anne Foerster won first prize for best science fiction story at Dragons and listen to alternative rock music.



Protesting tees

T-shirts protesting the proposed auto race track in Bristol on the back and front were available at Bristol Town Board meeting held at Bristol Grade School that drew hundreds of people to hear track presentation by David Ames, president of Brainerd International, track developer. — Photo by Gloria Davis.

Annexation plan concerns Bristol School Board

By Joe Van Zandt
Staff Writer

BRISTOL — Concern over possible annexation of portions of

Kenosha Central High School Board and the Bristol Board to meet and map strategy.

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ANNE FOERSTER

TODAY'S TEEN Winning writer 2-18-90

Anne Foerster won first prize for best science fiction story at the Whitewater Writing Convention. She wants to be a commercial artist and will major in fine arts because she enjoys every aspect of the field.

Anne enjoys her classes in composition at Westosha Central High School. She likes to play Advanced Dungeons and

Dragons and listen to alternative rock music.

Her extracurricular activities include acting in school dramas and musicals, forensics and Students Against Drunk Driving. She is employed at New Visions II, Factory Outlet Center.

Her parents are John Michael and Lois Ann Foerster, 20403 81st St., Bristol.



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T-shirts protesting the proposed auto race track in Bristol on the back and front were available at Bristol Town Board meeting held at Bristol Grade School that drew hundreds of people to hear track presentation by David Ames, president of Brainerd International, track developer. — Photo by Gloria Davis.

Annexation plan concerns Bristol School Board

By Joe Van Zandt
Staff Writer 2-15-90

BRISTOL — Concern over possible annexation of portions of Bristol by the city of Kenosha was shared Tuesday night by members of the Bristol School Board.

Administrator Gale Ryczek assured the board there would be no direct effect unless the owners of annexed land petition to have the property switched into the Kenosha Unified School District.

However, board member Edward Becker called for the West-

osha Central High School Board and the Bristol Board to meet and map strategy.

Becker said, "We need an open line of communication because if Central decides to do one thing and we decide to do another, it would not be too good."

Richard Byzek, board president, said he will arrange a meeting of the presidents of all WCHS feeder school and the high school boards to be followed by a meeting of the various school boards on the school boundary issue.

Ryczek also announced the

owner of 10 acres behind the school campus is planning to build homes on the land but would be willing to first see whether the School Board is interested in purchasing all or part of the property.

In other business, the board approved the suggestion of member Karen Kiefer to resume publication of the school newsletter on a quarterly basis.

Kiefer said the newsletter cost would include a \$60 application fee for a bulk mailing permit plus a \$60 annual charge. The cost of mailing each newsletter would be 7.6 cents, she said.

**BRISTOL TOWN BOARD MEETING
FEBRUARY 12, 1990
7 P.M. BRISTOL GRADE SCHOOL
BRISTOL, WISCONSIN**

At the above meeting, David Ames, President of Brainerd International, has received permission by the Town Board to appear and present the intentions, planned operations, and the benefits to Bristol, if and when the proposed track is built.

The Kenosha News quoted individuals at the Anti-Race Track Meeting of January 30, 1990, that they are looking forward to a confrontation at tonight's meeting. This type of conduct will not be tolerated! (See Rules)

Anyone appearing before the Town Board, no matter what the subject, is entitled to respect and courtesy from its citizens.

Because of these few individuals, the following rules will be enforced 100% by the officers in the audience and at the discretion of the chairman in charge!

Due to the press and media coverage in the audience, we must show by example that Bristol can conduct a controversial meeting with dignity and respect for all.

See other sheet for rules covering this meeting.

Bristol Town Board

**RULES TO BE ENFORCED AT
THE BRISTOL TOWN BOARD MEETING
FEBRUARY 12, 1990**

- #1 NO signs permitted in the school or the halls including those that are attached to sticks or poles!!!
- #2 NO outbursts or shouting or any other kinds of disruption from the audience during Mr. Ames presentation will be tolerated. (Pro or Con)
- #3 There will be a question and answer period after the presentation. All questions will be submitted to the board in writing. One question per individual will be allowed and no follow up questions.
- #4 If time allows, and at the discretion of Mr. Ames if he so desires, the board has no objection to verbal questions from the floor. Again, only one question per individual and no followups!

Note: Any violation of any of the above rules will provide cause for immediate removal from the school at the discretion of the chairman in charge.

Your Cooperation Is Most Appreciated!

Bristol Town Board

Racetrack owner seeks give, take

Bristol quizzes Brainerd

By Arlene Jensen
Staff Writer

BRISTOL — Racetrack promoter David Ames said Monday he expects "give and take" on the Bristol amusement ordinance that restricts loudspeakers, dust and noise. Four of the Bristol Town Board members said they won't waive the ordinance.

More than 800 property owners and racing fans turned out to hear Ames answer questions at a meeting of the Bristol Town Board at Bristol Grade School.

Despite catcalling, booing and scowling at each other over the tops of picket signs, there were no serious confrontations.

A crowd of 50 anti-racetrack protesters picketed outside, then snaked through the school auditorium chanting "No Racetrack" until they were ordered to sit down.

The occasion was Ames' first official meeting with the Bristol Town Board to talk about his plans to build a 2.2-mile road race course and a quarter-mile dragstrip at county highways CJ and Q.

Ames, president of Minnesota-based Brainerd International, agreed to attend the meeting and answer questions about the project on condition that only

"We are aware of the (amusement) ordinance, and we expect the Town Board to take a look at it. We hope we can come up with something that will be acceptable to our operation."

David Ames

MORE photos of Bristol meeting, page 23

written questions be allowed. Questions were collected and screened first by Town Board members, then passed to Ames.

Town Chairman Noel Elfering, who currently owns the major portion of land Brainerd plans to purchase for the track, passed the gavel to Supervisor Bernard Guntz during Ames' presentation.

Most of the questions dealt with topics such as hours of operation, road improvements, property values and noise.

Ames was asked how he plans to overcome restrictions that would be placed on his operation by the amusement ordinance. Among other things, the ordinance forbids loudspeakers, dust and noise.



David Ames, president of Brainerd International, answers a question for the Bristol audience

Kenosha News photos by Paul Williams

Ames said he expects "give and take."

"We are aware of the ordinance," said Ames, "and we expect the Town Board to take a look at it. We hope we can come up with something that will be acceptable to our operation."

Outside the meeting, supervisors Guntz, Russell Horton, Audrey Van Slochteren and Donald Wienke all said they will not waive the ordinance.

"And I won't vote to re-write the ordinance, either," said Wienke.

Ames told the crowd the track will only operate until 6 p.m. except on days when there are rain delays. "We can't control the weather," he said.

Ames said he met earlier Monday with County Executive John Collins to discuss what needs to be done about widening and im-

proving roads around the track.

"The actual negotiations have not happened yet," he said.

Asked if he could guarantee that the value of property around the track would not drop, Ames said he could not.

"I don't know how you can guarantee property values, but I feel the values will increase," he said.

Ames promised that he will donate to Bristol 50 cents for every ticket sold, an amount he said could total \$200,000 per year.

Ames said he was pleased with the results of the meeting.

"And I don't worry about the amusement ordinance. If it's meant to be, it will happen."

He said, "I think the \$200,000 we are going to give the town will be a great benefit to Bristol."

A Bristol farmer who asked not to be identified said he resented "all of these outsiders who were brought here tonight to cheer for a racetrack."

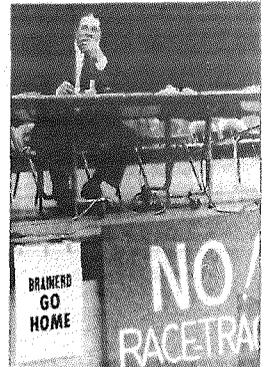
Yellow placards with the words "Racetrack yes" were passed out to Ames' supporters, about 200 strong.

Larry Kilduff, Woodworth, complained that the session was designed to protect Ames from having to answer tough questions about his plans.

Two pages of rules, signed by the Town Board, were passed out to all people entering the building.

No verbal questions were accepted and no rebuttal was allowed.

"Never have I seen a developer pampered like this," said Kilduff. "Whose community is this, his or ours?"



Just waiting

Noel Elfering, Bristol town chairman and owner of land sought by racetrack company, waits for meeting to start.



Kenosha News photos by Paul Williams

Bristol racetrack proposal draws crowd of 800 2-13-90

Racing fans and protesters of the proposed auto racetrack in Bristol waved signs and marched through the gymnasium at Bristol Grade School Monday night at the first official meeting of the Bristol Town Board and raceway developer David Ames. In photo at right, Ames, president of Minnesota-based Brainerd International, answers written questions from the audience of more than 800. Ames plans to purchase the major portion of land required for the racetrack from Bristol Town Chairman Noel Elfering, seated behind Ames. Story, another picture on Page 1.

Bristol Board rejects payment for newsletter

BRISTOL — On a 3-2 vote, the Bristol Town Board Monday denied Supervisor Audrey Van Slochteren's request for reimbursement for expenses incurred in the printing and mailing of the town newsletter.

Town Chairman Noel Elfering, supervisors Bernard Gunty and Russell Horton voted to deny the request. Van Slochteren and Supervisor Donald Wienke were on the losing side.

Van Slochteren, who has been in charge of the newsletter since its inception, said she produced a rough draft Jan. 15 and put a

copy in each board member's mailbox.

"At no time did anyone come to me with a comment or an objection...Receiving no objection, I took the newsletter to the printer," she said.

Van Slochteren paid the printer \$175 and the post office \$195. Monday she asked for reimbursement and was turned down.

Gunty said the vouchers were denied because "I never saw it to approve."

Horton said, "At no time did anyone come to me with the newsletter."

BRISTOL — Town Board, 7 o'clock tonight at Bristol School. Presentation by David Ames, president of Brainerd International Raceway, will follow immediately.



Some came to hear, some jeer 2-16-90

Hundreds of people jammed both the gymnasium and cafeteria of Bristol Grade School to hear David Ames, president of Brainerd Int., present his proposal for an \$8 million auto racetrack in Bristol. This was probably the most crowded town meeting held west of I-94 in years. — Photo by Gloria Davis.

The tactics used by David Ames, the president of Brainerd International, at last Monday night's meeting with the citizens of Bristol, should never be allowed to happen again.

I haven't talked to the people that went to Brainerd, but after watching the Sunday races on TV from Daytona and Indianapolis, who wants all the noise and traffic? The promoter reaps the harvest, and Bristol gets the grief. You supporters of the racetrack must live 20 miles east of Kenosha; you're all wet.

KENOSHA COUNTY, WISCONSIN

Brainerd International Raceway offers elitist operation to town of Bristol

2-15-70

by V. Meves

Who says that Town government is not important? Between 800 and 900 people attended the Bristol Town Board meeting on Monday evening, February 12, at 7:00 P.M., at the Bristol Grade School. (The population of the Town is approximately 4000.)

They came to hear David Ames, President of Brainerd International Raceway, tell about the intentions, planned operations and benefits to Bristol if and when a proposed race-track is built. A controversy over the raceway has been raging for months in the Town. Bristol--Cont. on p 4

Town of Bristol

Continued from front page

The Town of Bristol has no zoning. People are still able to say that they own private property and can make decisions about their property.

The people who oppose the raceway fear that their properties will go down in value; they fear that rock concerts will come in; they fear excessive traffic; they fear excessive noise; they fear problems with water and sewerage.

David Ames addressed all the issues and showed a slide presentation, then answered written questions from the audience. There were strict rules for the audience--divided between the pros and cons--no disruptions, outbursts or shouting, questions in writing and removal of anyone who disregarded the rules. There were many policemen present to see that order was kept. Mr. Ames was very thorough, polite and very fair regardless of how questions were worded. The following statements on a handout were most of the points of the slide presentation:

FOR YOUR INFORMATION: MOTORSPORTS PARK IN KENOSHA COUNTY

The management of the proposed motorsports park in Kenosha County has received a number of inquiries and concerns regarding the \$8.5 million multi-purpose motorsports facility. We hope the following information answers your questions and addresses your concerns.

OWNERSHIP/MANAGEMENT

The facility will be owned and operated by Brainerd International, Inc., a Minnesota-based public company. Brainerd International, Inc. owns and operates Brainerd International Raceway in north central Minnesota. Brainerd Raceway is a 500-acre multi-purpose motorsports facility with a 3.0 mile road course and a quarter-mile dragstrip.

SIZE & AMENITIES

The size of the proposed motorsports park in Kenosha County will be 290 acres with a 2.2 mile road course and a quarter-mile dragstrip.

The facility will have a three-story tower that will house 30 private VIP suites, a press box, race control and administrative offices. There will be 30,000 grandstand seats, electronic scoreboards, private garages and spacious general parking area.

SANCTIONING ORGANIZATIONS

The facility will be constructed to meet the specifications of the following motorsport sanctioning organizations:

- CART — Championship Auto Racing Teams - Indy Car Racing
- SCCA — Sports Car Club of America - Sports Car Racing
- NHRA — National Hot Rod Association - Drag Racing

GENERAL INFORMATION

- The facility will be closed from November to March.
- The facility will host 6-7 major events per season.
- The facility will operate in daylight hours only.
- No camping will be allowed in the facility.
- No alcohol, except in private suites, will be allowed in the facility.
- The facility will hire an independent security force. The facility will NOT require on-duty community police officers.
- The facility will have its own fire equipment and vehicles and its own trained fire/rescue personnel. The facility will NOT require on-duty community fire fighters.
- The facility will have its own contracted ambulance service. The facility will not require public ambulances.
- The facility will have a full water study completed. The water plans will NOT affect local water supplies.

COMMUNITY BENEFITS

- The facility will require approximately 300 part-time employees.
- Based on Houston Raceway Park study, the economic impact of an NHRA national event is \$2.5 million a day.
- It is estimated that for every \$1 spent at the facility, \$15 is spent outside of the facility. Based on this research, the facility will have a \$60 to \$90 million impact on the community.
- The management is proposing a 50 cents contribution to Bristol Township for every ticket sold.
- The facility will bring in added revenue to the area in property taxes.
- The facility will be available to the community for activities such as charity/fund raisers, police training and high school driver's training.
- The facility will receive nationwide exposure, which in turn will assist the local tourism bureaus.

MANAGEMENT DESIRES



1. Quaker State Drag Scoreboard 2. Winston Drag Scoreboard 3. Timing & Scoring Bldg. 4. Tunnel to paddock or pits 5. Working Pre 9. Arcade 10. Camel GT Executive Suites 11. Victory Circle Grandstand 12. Winston Grandstand 13. Budweiser Grandstand 14. Budweiser 17. Restaurant 18. Paddock Restrooms 19. Hawkinson Bldg. 20. Champion Auto Stores Bldg. 21. L.O.L. Technical Bldg. 22. Goodyear 25. Camel GT Scoreboard 26. Restrooms 27. Concession 28. 7-Up Grandstand 29. Pepsi Grandstand 30. Main Gate 31. Champion Auto Victory Circle 34. Winston VIP Tower 35. Champion Auto Stores Pavilion 36. BIR Information/Security Center

500 Acres of Northern Minnesota Beauty • Camping for Tents, Trailers and Motorhomes • Free Infield Parking • Children Under 12 are Free • tunnel for paddock access • Souvenir color race programs • On-Track Restaurant • Concession Stands Around Course • Concession • BIR Advance Ticket Office

Continued from front page

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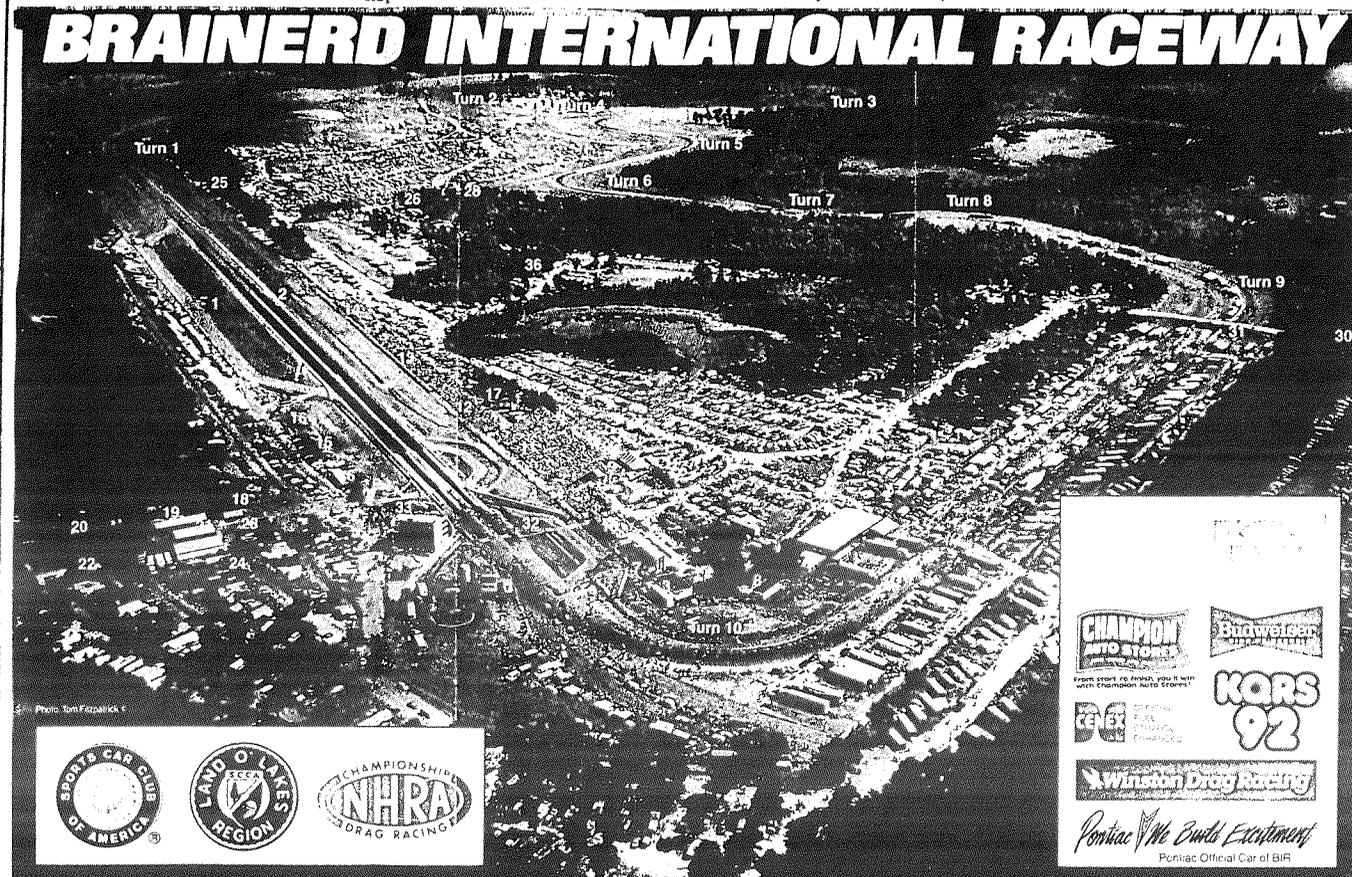
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 - Victory Circle 34. Winston VIP Tower 35. Champion Auto Stores Pavilion 36. BIR Information/Security Center
- 500 Acres of Northern Minnesota Beauty • Camping for Tents, Trailers and Motorhomes • Free Infield Parking • Children Under 12 are Free • Picnic Atmosphere • 22,000 Grandstand Seats • Under-track tunnel for paddock access • Souvenir color race programs • On-Track Restaurant • Concession Stands Around Course • Concession Arcade with • Food Shops • Novelty Stores • Electronic Games • BIR Advance Ticket Office

Town of Bristol A NEW WORLD ORDER

The Town of Bristol has no zoning property and can make decisions as

1990

BY IAN BALDWIN, JR.

Reprint: WAR/PEACE REPORT Jan. 1970

The people who oppose the race noise; they fear problems with w

David Ames addressed all the i ten questions from the audience. in a document of roughly 125 the pros and cons--no disruptions in which its model for a world of anyone who disregarded the rule is delineated. Each document was kept. Mr. Ames was very tho

FOR YOUR INFORMATION MOTORSPO

The management of the proposed concerns regarding the \$8.5 million answers your questions and address

OWNERSHIP/MANAGEMENT
The facility will be owned and operated by Brainerd International, Inc. owns and operates Brainerd Raceway is a 500-acre multi-mile dragstrip.

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The size of the proposed motorsports a quarter-mile dragstrip. The facility will have a three-story town administrative offices. There will be 30 spacious general parking area.

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• No camping will be allowed in the parking areas.
• No alcohol, except in private suites.
• The facility will hire an independent police officers.
• The facility will have its own fire department.
• The facility will NOT require on-duty fire department.
• The facility will have its own contracted ambulance service.
• The facility will have a full water study completed. The water plans will NOT affect local water supplies.

COMMUNITY BENEFITS
• The facility will require approximately 300 part-time employees.
• Based on Houston Raceway Park study, the economic impact of an NHRA national event is \$2.5 million a day.
• It is estimated that for every \$1 spent at the facility, \$15 is spent outside of the facility. Based on this research, the facility will have a \$60 to \$90 million impact on the community.
• The management is proposing a 50 cents contribution to Bristol Township for every ticket sold.
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• The facility will be available to the community for activities such as charity/fund raisers, police training and high school driver's training.
• The facility will receive nationwide exposure, which in turn will assist the local tourism bureaus.

The World Order Models Project Teams

The research directors of the eight teams are: Europe, Carl-Friedrich von Weisäcker (director of the Philosophical Institute of the University of Hamburg); Latin America, Horacio H. Godoy (director of the Latin American School of Political Science and Public Administration, Santiago) and Gustavo Lagos (minister of Justice, Chile); Japan, Yoshikazu Sakamoto (Faculty of Law, University of Tokyo); North America, Richard A. Falk (Woodrow Wilson School of Public and International Affairs, Princeton University); India, Rajni Kothari (director of the Centre for the Study of Developing Societies, Delhi); B. S. Murty (dean, Department of Law, Andhra University), and Pitambar Pant (Planning Commission of India); Russia—all scholars by contract with Novosti Press Agency, Moscow—E. Arab-Ogly (Institute of the World Labor Movement, Moscow), Igor Bestuzhev-Lada (Institute for Social Prognostics, Moscow), and Lev V. Stepanov (Journal of World Economics and International Relations, Moscow); Africa, Ali A. Mazrui (dean, Faculty of Social Sciences, Makerere University College, Kampala); transnational, Johan Galtung (director of the International Peace Research Institute, Oslo). In addition, representing a perspective of the Arab states, Georges Abi-Saab (Graduate Institute of International Studies, Geneva), a citizen of the U.A.R., will write a critical essay, based on his reading of the final World Order Models Project documents, which will constructively comment on world order issues. Finally, the World Law Fund has recently extended an invitation to a group of scholars in the People's Republic of China, hoping to get some form of participation from the Chinese. Saul H. Mendlovitz (Rutgers University Law School) is overall director of the project.

been eliminated as an accepted form of collective behavior, and in which humane conditions of worldwide economic and social justice have been achieved. The basic, ineluctable commitment of world order thinking is to these values of non-violence, economic welfare and social justice. These are the moral imperatives underlying the dialectics of world order thinking.

Each team must consider the full range of actors in the world, and not focus, as so much of international relations scholarship does, exclusively on the nation state. World actors include the individual person and collective actors—be they social or political movements, organizations or institutions—which may be subnational, national, regional, international, transnational, or global.

War/Peace Report--Cont. on p 7

The New Age movement and all it means

Two Christian women—a mother and daughter—after hearing Kathleen Hayes on the New Age Movement, began to prepare materials, via cassette tape and hand-outs, which would help citizens anywhere to understand the movement from all angles—spiritual, political, educational, music, etc., etc.! They call their work S.O.L.D.I.E.R.S.*

S.O.L.D.I.E.R.S. Alice L. Henschel

Editorial Comment: by V. Meves

Always demand the facts!

The Town Board of Bristol followed the correct principle when they invited David Ames to inform them and the citizens of all the facts regarding the raceway.

It is not easy for a township to function when it is surrounded by regional government. Bristol has no zoning which means the people can still claim some private property rights --to make decisions about their land and properties--not completely because of established bureaucracies like SEWRPC (Southeastern Wisconsin Regional Planning Commission) and the Department of Natural Resources--regional government by rule and regulation, not law--Constitution. (US citizens have been subjected to massive usurpation since the end of World War I)

In last week's issue we quoted the Russian leader who was interviewed on Channel 6--CBS --about all the changes in Russia and the leader said, "We do not refer to private property--we call it individual's property which is what people now have all over the United States after county-wide zoning is adopted or exclusive agricultural zoning. Now the owner of the land still holds the deed, pays the taxes but must obtain and pay for permits to function or make changes etc.. If the permits are denied, then he has to accept it. If he chooses to go ahead and do what he pleases he must pay fines daily and is ordered to undo what he did or continue to pay fines.

At first all townships fought zoning, but gradually they have been persuaded, deceived or forced into the regional 100-year zoning ordinances.

There are a few townships left in Wisconsin which have no zoning but not many.

Ed. Com.-Facts--Cont. on p 4

Ed. Comment-Facts Continued from p 2

All United States citizens will suffer with other people in the world who have always been controlled and managed if they continue to accept the changes they are continuously being pushed into. There will be no more America where the people are free to make choices. It is also very hard for people like Brainerd International Raceway and the Flying J Travel Plaza, to come into communities and establish business enterprises which will boost the economy and provide jobs. Brainerd International Raceway would boost all the facilities in the county--restaurants, motels, hotels, gas stations, all shops, all malls etc..

The Bristol Town Chairman stated that he was heavily in debt because of the 1988 drought, his barn burning, loss of cattle and loss of cattle because someone poisoned the feed which was given to his pregnant cows. He lost seven. By selling some of the farm land to Brainerd International he hopes to pay the debts and be able to function again if the enterprise goes through. His neighbor was willing to sell some of his

acreage to give the facility adequate space.

Those who opposed the raceway had some legitimate concerns and they should fear rock concerts. They have destroyed more young people in our United States--drugs, alcohol, venereal diseases, AIDs etc.. Mr. Ames assured them that there would be no rock concerts!!! Also, in a township, where people make a difference, if objectionable things take place, the people are able to petition for a special meeting and they may demand a remedy to correct wrongs. Elected officials must protect the health, welfare and safety of their constituents by correcting wrongs but not with 100 year zoning ordinances.

A lesson in Bristol is clear--never blindly follow leadership which might harm you and your family and your community forever. Find the facts and know your lawful Constitutional government. It is the best if we can restore it. At the present time we have to grieve because so many have fallen to deceitful leadership in every state on all levels of government--Washington, D.C., state legislatures, town, village, city, county, school boards etc.--find the facts!!

Ames gets boos, jeers and cheers

by GLORIA DAVIS
Lakeland Newspapers 2/16/90

There was standing room only, both in the gymnasium and the cafeteria of Bristol Grade School, at what was probably the largest township meeting held in western Kenosha County in recent years.

David Ames, president of Brainerd International, overrode a substantial amount of booing and jeering from the crowd of hundreds that filled the gymnasium, spilling into the cafeteria.

But there was also a lot of applause and the waving of "Yes to the Racetrack" signs along with the "No Race Track in Bristol" signs, as he talked about the proposed \$8 million track.

Although now and then, questions and remarks were yelled from the audience, the crowd sent Ames written questions after his slide presentation.

Ames said that the noise factor, notably one of the biggest objections to the track, would be squelched somewhat by the track's design, but he admitted that there would be daytime "high noise" periods for at least 13 days out of the season.

When asked if Brainerd would pay Bristol's amusement park tax as well turn 50 cents over to the township for every ticket to the track sold, Ames said that he hoped an agreement on the amusement tax could be worked out with the town board, pointing out that the take at 50 cents a ticket would be much higher than the usual tax called for by the ordinance.

When asked if he would allow the racetrack question to go on the ballot for an April referendum, Ames said, "Don't ask me to decide how to operate your government, I'm here to talk about a racetrack."

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By Alice L. Hentschel

SEMINAR on one or all of the above subjects. charges listed above.

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On Jan. 19, Rajneesh reported attack in Pune, Inc certain ques unanswered:

● What happened jewelry that was c of a trust that too commune?

● Who got the \$ secret Swiss bank the guru by his Anand Sheela, a aides, Prem Sav Savita, an Engl

Ames gets boos, jeers and cheers

by GLORIA DAVIS
Lakeland Newspapers 2/6-90

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Although now and then, questions and remarks were yelled from the audience, the crowd sent Ames written questions after his slide presentation.

The big new news was the economic impact on the area predicted by Ames if the racetrack becomes a reality, setting it at 15-1 for every dollar spent at the track.

The predictions of track intake by 1992 are slated to be \$6 million, making the impact a healthy \$90 million, mostly affecting restaurants, motels, discount retail stores and convenience stores, as well as auto parts retailers.

Ames says "No alcohol, no night racing, and no jet car racing, so we can keep a family recreation image," but many in the audience shouted their disbelief.

Ames said that the noise factor, notably one of the biggest objections to the track, would be squelched somewhat by the track's design, but he admitted that there would be daytime "high noise" periods for at least 13 days out of the season.

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P. 14
Twin

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Since
September
1959
Our 30th Year

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TWIN LAKES, WISCONSIN

James Smith
R - Diane Jahnke
/ Sullivan
Barbara Swartz

Bristol hears Ames' racetrack plans

By Mary Sullivan
2-17-92

Individuals on both sides of the Brainerd auto racetrack issue packed the Bristol School gym Feb. 12, to hear a presentation by David Ames, president of Brainerd International, developer of the proposed Kenosha International Raceway in Bristol.

The Bristol town board preempted much of their regular meeting to allow for the forum in which residents' questions were considered. Town chairman Noel Elfering, who currently owns land designated for the proposed track, relinquished his

gavel to supervisor Bernard Gunty, who presided over the meeting.

About 50 opponents, many carrying placards, demonstrated in front of the school prior to the meeting. They entered the building with chants of "No racetrack." During the meeting, the crowd of about 800 conducted themselves with decorum, with only infrequent outbursts.

Questions reflected concerns over noise, pollution, traffic and effects on property values.

Ames stressed the potential benefits to the community that the raceway could generate.

Specifically, he detailed improved tax base, eight to 10 permanent jobs and 300 part-time jobs, substantial increase in revenue, and nationwide exposure, generating tourism.

Referring to a study by Brainerd International, Ames estimated that for every \$1 spent at the facility, \$15 is spent outside of the facility, resulting in a \$60 to \$90 million impact on the surrounding area.

An estimated \$400,000 would be derived for Bristol from a 50-cent contribution from each ticket sold.

Ames was not able to guarantee that property values would not suffer from the construction of the raceway. He referred to additional Brainerd studies in areas with similar facilities where land values had improved or remained stable.

"All we can tell you is what happened in other parts of the country, where they didn't go down," he noted.

Regarding noise, Ames stressed jet-powered dragsters would not be run at the facility. He acknowledged that four major events encompassing 13 days throughout the racing season would result in higher noise levels. However, all events are staged during daylight hours only, with a self-imposed curfew of 6 p.m. Races may run later due to weather delays or to conclude an event.

Brainerd is responsible for hiring a private security force, and providing its own fire equipment, vehicles and trained fire/rescue personnel.

The plan for the facility includes the contracting of an ambulance service with a minimum of four fully staffed ambulances and one air transport vehicle for all events.

Waste and sewage disposal must also be arranged. Holding tanks will be used for sewage, to be pumped out and transported to a treatment plant by an independent operator. Accord-

(Continued on page 2)

Additional Planned

CENTRAL HIGH SCHOOL BOARD - Plans for a school addition were aired at the Feb. 6 meeting. Cost has not been determined.

Several rooms are in desperate need of expansion, including the library, the board said. No completion date has been set. It is estimated to take 1-3 years.

In other business, Keith Olsen discussed the student assistance program at Central. The program is designed to provide aid for students with drug- and alcohol-related problems.

Thus far, 200 personnel have been trained to assist and identify chemically dependent students. All information will be kept confidential.

"This program is to help the students, not hurt them," Olsen said.

The program is now running on a trial basis.

Because of increasing enrollment, the board announced an additional special education teacher will be hired.

APARTMENTS PROPOSED IN COMMERCIAL DISTRICT

TWIN LAKES VILLAGE BOARD - A public hearing preceded the regular meeting Feb. 12 for the construction of multi-dwelling apartment units in a commercial district.

Greg Zito, owner of Our Gang Construction, Twin Lakes, requested approval of two apartment buildings, eight units each, between 204 N. Lake Ave. and 304 N. Lake Ave., a commercial district. The matter was turned back to the planning board for further review.

A request to repeal the village ordinance which would prohibit development of multi-dwellings in commercial districts was turned back to the zoning committee.

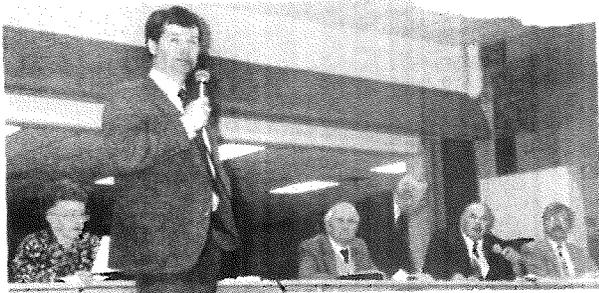
Resident Vera Boone stated she hoped the ordinance would be repealed. She is concerned about the

(Continued on page 2)

No measles reported in county

Kenosha County Health
Administrator Esther Alexanian

measles in southeastern
Wisconsin.



David Ames, president of Brainerd International, elaborates on his plan to build the Kenosha International Raceway in Bristol. About 800 people attended the meeting. (Mary Sullivan photo)

• **Racetrack** (Continued from front page)

ing to Ames, trash will be picked up after every event.

In addition, Ames assured the crowd that local firms and individuals would receive first consideration for jobs and services involved in the construction and operation of the raceway.

In an effort to maintain a "family-oriented" atmosphere, a ban on alcohol would be strictly enforced by the Brainerd security force. Ames agreed to back this promise with a signed contract. Camping would also be prohibited.

"When you ask to have night rac-

ing, when you ask to have alcohol, then you've got big problems," said Ames.

The racetrack plans require Department of Natural Resources and county sanitary department approval prior to groundbreaking. Additionally, the facility must comply with the town's amusement ordinance. Included in the ordinance are restrictions on loudspeakers, dust, and noise.

"We're willing to work with the town board in regard to those ordinances," said Ames.

adopted by providing the necessary route by and Thursday, 10 a.m. uncooked foods or by sending a tax- p.m.

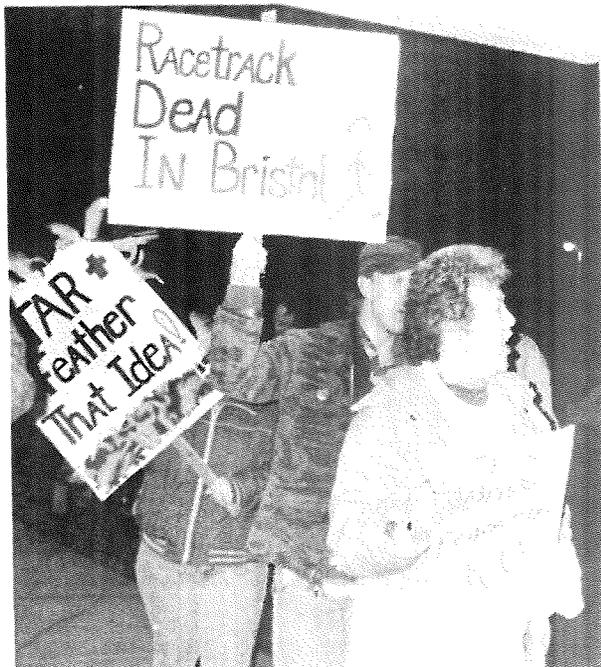
• **Newsbeat**

(Continued from front page)

impact the development would have on the schools. She wants each unit assessed to help pay for the schools.

During the meeting, the board was informed that the new buyers for Nippersink Resort requested hooking into the village sewer system. The potential buyer was informed by the engineer that the village has no interest in pursuing any negotiations or allowing any hookup to the sewer plant at this time.

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"Save this town, turn Brainerd down," chanted anti-racetrack demonstrators in anticipation of the arrival of David Ames, president of Brainerd International. Brainerd has plans to build the Kenosha International Raceway in Bristol. (Mary Sullivan photo)

Bristol candidates speak out on issues

By Jim Rohde
Staff Writer

2-14-90

Announcement last week of plans to annex a portion of the Bristol business complex at I-94 and Highway 50 to the city of Kenosha literally changed the complexion of Tuesday's primary election for town supervisors. Prior to last Friday, when Attorney William Reutz filed a notice of intent to annex his 254-acre site on I-94, the main issues in the race were the proposed auto racetrack on the Noel

Elfering-Anthony Kordecki property and whether to adopt county zoning. Bristol currently has no zoning since it has not adopted the countywide ordinance. Second Supervisor Russell Horton, 14920 Horton Road, incumbent, has been a strong proponent of local (town) zoning as opposed to county zoning. His opponents, Daniel Hohmeier, 19565 103rd St., and John H. Meyer, 12329 136th Ave., have both supported adoption of the county zoning ordinance. While Horton has indicated he

Polls open 8-8 in Bristol

Polls will be open from 8 a.m. to 8 p.m. Tuesday for voters in the town of Bristol to cast their ballots in the primary election. Paper ballots will be used. The polling place for residents in wards 1, 2, 3 and 4 is the Bristol town office, 100th Avenue at 83rd Street. Residents in wards 5, 6 and 7 are to vote at the Western Kenosha County Senior Center, 19200 93rd St.

the track, which is proposed for construction between county highways CJ and Q in Bristol. On the other hand, incumbent Fourth Supervisor Audrey Van Slochteren, 16313 104th St., favors adoption of the county zoning ordinance. She has indicated she and her husband will not sell their property, which adjoins Elfering's, for the racetrack. Her opponents, Ricky L. Hill, 18300 Winfield Road; Lorraine Sunday, 11114 120th Ave., and Edward Chevette, 18531 83rd

St., have all opposed county zoning and looked favorably on the racetrack plan. Reutz's annexation plans have drawn all seven candidates together in opposing the loss of the property to the city. Horton and Van Slochteren were elected to one-year terms last April when the board was increased from three to five members. They are now competing for full two-year terms. The candidates' views were expressed during a recent interview.

wants to hear the racetrack plans by Brainerd International before taking a position, both his opponents have strongly opposed

Hohmeier, Horton, Meyer vie for 2nd supervisor post

One of the three candidates running for second supervisor on the Bristol Town Board will be eliminated in balloting Tuesday. The top two vote-getters will face off in the April 3 election.

In the running are Daniel Hohmeier, incumbent Russell Horton and John H. Meyer.

Hohmeier, making his second bid for the Town Board, has been a strong opponent of the proposed racetrack and a critic of Town Chairman Noel Elfering.

"I feel the racetrack is a bad development, not only because it will disrupt several hundred lives in the community, but it is not a good tax base," Hohmeier said.

"No one has offered any good arguments for the racetrack other than Elfering and (Anthony) Kordecki, who stand to gain financially from the sale of their lands," said Hohmeier.

He said the only way he could support the track is if it fits in with a good plan for the community.

"But I don't see any plan for the area other than agricultural," he said.

Hohmeier blames the racetrack issue for the petition of Bristol Development to annex its 254 acres on I-94 to the city.

"Had the Town Board adopted county zoning, the land along I-94 would not have been frozen by extraterritorial zoning, and there would have been no need to annex," Hohmeier said.

He claims Elfering and his supporters delayed the referen-

tional more time to prepare their plans for the track.

Hohmeier said he has researched the zoning issue and come to the conclusion that local (town) zoning is not an option.

"The only choice a town faces is adopting county zoning or no zoning," said Hohmeier, "so I favor the adoption of county zoning."

He said the town cannot survive without a land use plan.

"I think if Bristol had a good plan and county zoning in place, the annexation would never have occurred," he said.

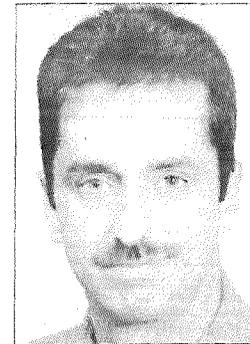
Hohmeier said he is seeking office "because I want to work for the people of the community in adopting an economic plan for developing in an orderly fashion."

He said it takes between \$540,000 to \$550,000 of tax base for every student to attend school without increasing taxes.

"I keep hearing commercial development is essential to the growth of the community, yet we have all the land along I-94 frozen," Hohmeier said. "I would like to see development restricted to what people want."

Horton, a veteran of 20 years in town government, said he is neither in favor of nor opposed to the proposed racetrack, but he wants to reserve his opinion until after the proposal is presented formally by David Ames, Brainerd International.

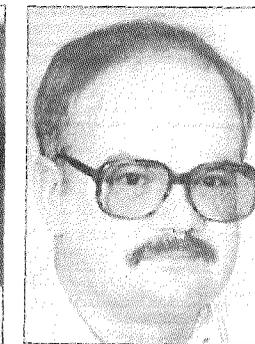
"I will support whichever is for the betterment of Bristol," said Horton.



Name: Daniel F. Hohmeier
Age: 36
Address: 19565 103rd St.
Occupation: Environmental systems technician
Political experience: None



Name: Russell C. Horton
Age: 82
Address: 14920 Horton Road
Occupation: Secretary, Kenosha County Mutual Insurance Co.
Political experience: Town supervisor 20 years and Kenosha County Board of Adjustment chairman



Name: John H. Meyer
Age: 40
Address: 12329 136th Ave.
Occupation: Cable splicer
Political experience: None

racetrack proposal never materializes, there will still be some development on the land (between county highways Q and CJ) because it lies only 1½ miles north of the Illinois state line, where property values are much higher.

While Horton has always been a strong proponent of local control, he said he will support the wishes of the people in the April 3 referendum on county zoning.

"I can live with county zoning if that is what the people want," Horton said. "but I would still

and controlling our own destiny."

Horton said he sees a problem bigger than zoning or the racetrack.

"I can see metro government coming into the picture by 1985, which really concerns me," Horton said. "I don't know how we can stop it, but this move by Bristol Development to annex to the city is just opening the door, and whenever you give up local control, you never get it back."

Asked why he is seeking re-election, Horton said, "I'm hop-

keep metro government (out) are successful and we can preserve Bristol as a town."

Meyer, who is making his first bid for public office, said the racetrack should not even be considered until the town has zoning.

"Until Brainerd comes forward and meets with the planning board, we shouldn't even consider it," Meyer said. "I'm anti-racetrack as it has been discussed in the paper. The way it has been handled has been for the self interest of the town

who are going to take advantage of the fact we don't have zoning."

Meyer said he is a strong advocate of zoning and of a land use plan.

"Mr. Elfering would have been required to get a zoning change had we been under zoning," Meyer said. "It would have given his neighbors the opportunity to express their opinion on the racetrack before it went any further."

"Mr. Elfering's misinformation about zoning led him to believe Bristol could be an island with its own zoning," Meyer said.

"The only reason we don't have zoning now is because local zoning is out of the question and county zoning is a personal matter with Elfering."

He said Bristol's lack of zoning forced the developers of Bristol Mills to seek annexation to the city.

"They are going to get us by going to the city of Kenosha's side, and that really concerns me," Meyer said.

He said he decided to run for the Town Board after the neighboring municipalities adopted extraterritorial zoning powers, thereby placing his property in the freeze zone.

"I tried to talk to the Town Board about my concerns, and they just blew me off," Meyer said. "I've always been interested in politics, so when the people I supported did nothing to solve my problem, I decided to run for the office myself." he

Chevrette, Hill, Sunday, Van Slochteren to compete

2-14-90
Of the four candidates seeking the position of fourth supervisor on the Bristol Town Board, two will be eliminated in the primary election Tuesday. The two successful candidates will go on to compete in the spring election April 3.

Running for fourth supervisor are Everett Chevrette, Ricky Hill, Lorraine Sunday and incumbent Audrey Van Slochteren.

Chevrette is making his first bid for public office.

He said he is neither for nor against the racetrack but would like to hear both sides of the issue before making a decision.

"We need economic growth along with residential growth, but I don't want to see housing tracts that are going to put a burden on the schools, either," Chevrette said. "Besides, you can't deprive a man the right of selling his property just because you don't like what's coming in."

Chevrette said he is opposed to county zoning, but he said he would support it if the majority votes in favor of it in the April referendum.

"I just don't like Kenosha County running the zoning in Bristol," he said. "I still haven't had anyone tell me why Bristol can't have its own zoning ordinance."

"My greatest fear is once we are under county zoning, we will no longer be the town of Bristol. I don't want metro government, and we certainly don't need metro sewer or water from the city," he added.

He said he doesn't see what Bristol Development will gain by annexing to the city.

"When the city first brought up extraterritorial zoning, we thought it was just flexing its muscle," Chevrette said. "If we continue arguing amongst ourselves, the city is going to move right in. We have to start working together for the betterment of Bristol."

He said he ran for the Town

Board because he wants to retain town government.

"The Town Board has to get together," Chevrette said. "It looks ridiculous reading about the disagreement of board members in the newspaper."

Hill, a newcomer to politics, said he supports the racetrack. He said the people have not been given the opportunity to fairly judge the proposal.

"It should be decided by all the people of Bristol, not by one group or another," Hill said. "I'm about as close to the proposed track as anyone and I'm concerned about the noise and traffic, but you also have to consider the business end of it and the money the town will receive which will go into the town coffers and help hold down taxes."

Hill said he would like to keep local zoning control, but he would support the wishes of the people in the April referendum.

"I feel there should be something in place, even if it is more stringent than the county," he said, "just so we retain control over it."

If the people reject county zoning, he said he would have to review the situation before deciding on what action the town should take.

He opposes the annexation of the Bristol Development property to the city.

"You take one brick out of a wall, how do you stop it from crumbling?" Hill asked.

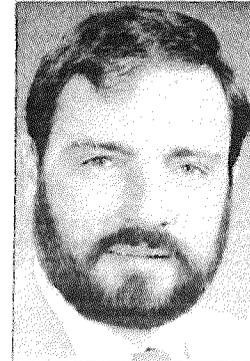
He said the town went out of its way to help Bristol Development, first with the water tower and then with the frontage road, and the annexation was Ruetz's way of paying the town back.

"I wonder if they really want to go from a tax rate of \$21 per \$1,000 to \$27," he said.

Hill asks why most of the business development along Highway 50 has been on the west side of I-94 in Bristol as opposed to the east side.



Name: Edward P. Chevrette
Age: 34
Address: 18531 83rd St.
Occupation: Machinist
Political experience: None



Name: Ricky L. Hill
Age: 36
Address: 18300 Winfield Road
Occupation: Airport manager
Political experience: None



Name: Audrey J. Van Slochteren
Age: 61
Address: 16313 104th St.
Occupation: Retired teacher
Political experience: Town supervisor one year

"They (developers) were able to get under construction a lot faster in Bristol than they would have had they gone the county route."

"If Bristol is doing so bad, why does everyone want a piece of the action?" Hill asked.

He said he decided to run for the Town Board because Van Slochteren always votes against the board majority.

"We have got to have a Town Board that can work together," he said.

Sunday, 65, 11114 120th Ave., is making her first bid for public office. She did not come to the newspaper to have her picture taken and has gone out of town, the News was told.

A retired accountant, Sunday said in her interview last week she really didn't have an opinion for or against the racetrack, but if elected, she said she would look at the pros and cons before deciding.

"I ignore all the signs for or against the track because people

are easily swayed," Sunday said. "I've gone to automobile races and have enjoyed them, but then I didn't live there, either."

She said a lot of what has been printed in the newspaper has left a bad taste. She said it has gotten to be a personal vendetta against Elfering.

"I feel it's not whether I want the racetrack, but do I like the man (Elfering). Everytime I read an article about the racetrack, it has his name with it. I don't like these kind of tactics," she said.

Sunday said she opposes county zoning and will not support it even if voters approve the zoning referendum in April.

"Bristol will not be the same if county zoning is adopted," Sunday said. "I don't see anything wrong with having no zoning at all. It has not stopped development."

Sunday opposes the annexation of Bristol Mills to the city.

"I feel once that parcel is annexed to the city, others will follow, and who will pay for the

heard the town would receive 50 cents a head for every patron of the track and that Brainerd International wants one ordinance waived for its development.

"The fact that we haven't received anything in writing makes it so volatile. We're running on rumors," Van Slochteren said. "Sooner or later they are going to have to make a proposal."

She said if it comes down to no zoning or adopting county zoning, the Town Board should adopt county zoning.

"We can't go on without any zoning," she said.

The annexation petition of Bristol Mills Development upset Van Slochteren, but it didn't surprise her, she said.

"About six or eight weeks ago, when I was pushing for the adoption of county zoning, I said once extraterritorial zoning comes in, it opens the door to annexation," Van Slochteren said. "It's the freeing of the land that is forcing Bristol Mills to petition for annexation to the city."

She's not ready to concede the loss of the Bristol Mills land to the city. She said if the Town Board could establish communication with Bill (attorney William) Reutz, it might be able to persuade him to withdraw his annexation petition.

"We have to give him reasons why he would be better off remaining in Bristol rather than annexing to the city," Van Slochteren said.

She said she is seeking reelection because she believes she has been an asset to the board.

"I believe I have made a definite contribution to the Town Board," Van Slochteren said. "I do my homework."

"I want to make myself clear, though. I am running as an independent and will not be a patsy or rubber stamp for anyone," Van Slochteren said. "May the chips fall where they may."

water tower?" Sunday asked. "The annexation involves that whole corner."

She said she is seeking town office in an attempt to stop the city from grabbing land in Bristol.

"Once they come in a mile and a half with their sewer, you won't stop them. It's like a cancer; once it starts, it will continue to eat away at the town," said Sunday.

Van Slochteren, incumbent fourth supervisor, is completing her first year in office.

She has been an outspoken critic of Elfering, not only on the zoning issue, but also the proposed racetrack, which, if it is built, would adjoin her property.

"Officially, the racetrack has never come to us as a board," Van Slochteren said. "I have never read or seen any proposal, so I will just have to wait and see once they make a formal presentation."

Van Slochteren said she has

Horton's late payment no favor to treasurer

By Arlene Jensen
Staff Writer

2-15-90

Bristol Town Treasurer Geraldine Merten said Wednesday she was pressured by a town supervisor to accept late payment of property taxes without collecting a penalty.

Merten said Supervisor Russell Horton came into the town office at 8 a.m. on Feb. 1 with seven tax bills for parcels owned by himself and his sons.

Horton delivered checks worth \$6,767 as half payment for tax bills totaling \$13,534, she said. Besides his own bill, Horton paid tax bills for Leroy, Donald and Russell E. Horton.

Persons wishing to pay their taxes in two installments must make the first half payment by midnight of Jan. 31, the second half by July 31. If the Jan. 31 deadline is missed, the entire amount becomes due, plus a penalty of 1 percent.

Also, late payments must be made at the County Treasurer's office in the courthouse rather than at the Bristol town hall.

"I told Mr. Horton I'm not supposed to accept late payments. If I would have refused to accept the payments, he would have had to pay the penalty," said the treasurer.

Merten said she told Horton it was wrong and "He told me 'I don't want any of your lip.'"

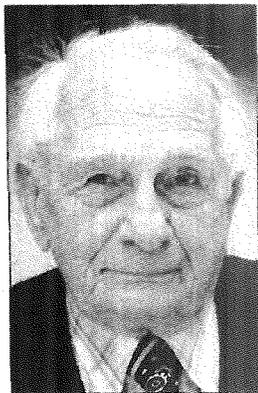
Merten said she stamped the tax bill Jan. 31.

"He put me in a terrible predicament. He used his position to get away with it. I know I did the wrong thing."

Horton admitted he paid the family taxes late, but he said, "I thought I was doing her a favor by coming in when she wasn't so busy."

Horton said he was at the town hall at 7 p.m. on Jan. 31.

"I told Mrs. Merten I would be coming in the next morning to



'I thought I was doing her a favor by coming in when she wasn't so busy.'

Russell Horton
Bristol Supervisor

pay taxes and she told me the deadline was midnight."

He said the checks were made out the night before and "all I had to do was walk in the door at 8 a.m."

Horton claimed he has paid his taxes late for 20 years, "but suddenly somebody is trying to blackmail me."

Doris Magwitz, former town treasurer, said Wednesday, "I've not been treasurer for three years, and I resent Mr. Horton's efforts to use me to solicit an alibi for his actions."

Magwitz said it was not uncommon for people to bring tax payments in on the last day for payment and be stacked on the desk until they could be processed, "but not after the deadline."

Horton, an insurance agent, said, "If somebody was a week late paying their premium, do you think I would cancel them out?"

Accepting the late payment without assessing a penalty and demanding full payment of the entire bill is "absolutely

wrong," said County Treasurer Ronald J. Frederick.

"The town treasurer should have refused to take the payment and sent Mr. Horton to the county office," said Frederick.

Merten said, "Another man came in right after Mr. Horton, and we told him to go to the county."

"The deadline is for everyone," said Frederick. "Mr. Horton, of all people, should know that."

Frederick said if he gets an official statement from Merten, verifying that Horton's taxes were paid late, "I will take action, I will assess a penalty."

Horton has been a supervisor for 19 years. He is running for reelection against Daniel F. Hohmeier, 19565 103rd St., and John H. Meyer, 12329 136th Ave. A primary election on Tuesday will narrow the field to two candidates for the April 3 General Election.

Horton said Wednesday, "I think my political opponents are trying to give me a rough time."

Doe probe ordered in tax case

By Don Jensen
Staff Writer

2-16-90

A John Doe investigation has been ordered to look into possible law violations involving the late payment of property taxes by a Bristol town supervisor.

Assistant District Attorney Richard Ginkowski Thursday filed a complaint with Judge David Bastian seeking the John Doe probe. The subject of the investigation is an allegation that Town Supervisor Russell Horton solicited Town Treasurer Geraldine Merten to accept a Feb. 1 payment of his taxes and those of his sons as though they had been paid before the previous day's deadline.

In the affidavit, Ginkowski said "such allegation, if true, may constitute a violation" of Wisconsin law.

Bastian signed the order appointing Ginkowski and Sheriff's Lt. Louis Vena and Detective Theodore Barnett to investigate.

A John Doe inquiry allows investigators to subpoena witnesses into court to testify under oath and in secret as to their knowledge of the subject being probed. A Doe investigation is a fact-finding inquiry and may or may not lead to criminal charges.

Wednesday Merten said she was pressured by Horton to accept tax payments from him and his three sons a day after the deadline without collecting a penalty.

Horton admitted paying the taxes late, but he said, "I thought I was doing her a favor by coming in when she wasn't so busy."

Horton faces two challengers for his supervisor's post in Tuesday's primary election.



Joseph B. Panek
2-18-90

The Bank of Waukegan recently promoted several Kenosha area residents. **Joseph B. Panek** was named senior vice president, installment loans. He has been a member of the bank staff since its opening in the fall of 1962.

Roads to racetrack unresolved issue

By Arlene Jensen
Staff Writer

2-18-90

County Executive John Collins said the county is a long way from resolving the issue of roads to serve a proposed auto racetrack at county highways CJ and Q.

"At this time all questions are still unanswered," Collins said last week.

Racetrack promoter David Ames told a Bristol crowd Mon-

"We don't want a repeat of Alpine Valley in Kenosha County."

John Collins

day that he had met with Collins earlier in the day to discuss what needs to be done about widening

and improving the roads around the track.

Collins said Tuesday that Brainerd submitted a proposal on traffic to the county.

"We had questions about it and we sent it to Southeastern Wisconsin Regional Planning Commission for review."

"My concern is that we don't want a repeat of Alpine Valley in Kenosha County," said Collins.

Collins said the roads surrounding the proposed track are rela-

tively small county highways "designed and constructed to handle a specific flow of traffic."

"Highway CJ is extremely narrow and has no shoulders," said Collins. "The potential exists for a traffic problem that would be difficult to resolve. It's like a funnel. If you don't have an adequate exit, you end up with a backup."

Collins said, "I frankly doubt that CJ could handle a substan-

tial amount of traffic."

He said when SEWRPC finishes the study, negotiations with Brainerd representatives will begin in earnest.

"We'll be looking for adequately sized roadways and adequate numbers of people to direct traffic around the track," he said.

Collins said the county is also in discussion with Brainerd concerning an expected increase in law enforcement costs.

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By Arlene Jensen
Staff Writer

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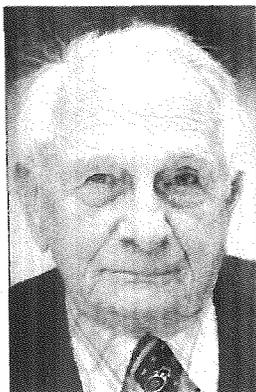
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Frederick said if he gets an official statement from Merten, verifying that Horton's taxes were paid late, "I will take action, I will assess a penalty."

Horton has been a supervisor for 19 years. He is running for reelection against Daniel F. Hohmeier, 19565 103rd St., and John H. Meyer, 12329 136th Ave. A primary election on Tuesday will narrow the field to two candidates for the April 3 General Election.

Horton said Wednesday, "I think my political opponents are trying to give me a rough time."

Doe probe ordered in tax case

By Don Jensen
Staff Writer

A John Doe investigation has been ordered to look into possible law violations involving the late payment of property taxes by a Bristol town supervisor.

Assistant District Attorney Richard Ginkowski Thursday filed a complaint with Judge David Bastian seeking the John Doe probe. The subject of the investigation is an allegation that Town Supervisor Russell Horton solicited Town Treasurer Geraldine Merten to accept a Feb. 1 payment of his taxes and those of his sons as though they had been paid before the previous day's deadline.

In the affidavit, Ginkowski said "such allegation, if true, may constitute a violation" of Wisconsin law.

Bastian signed the order appointing Ginkowski and Sheriff's Lt. Louis Vena and Detective Theodore Barnett to investigate.

A John Doe inquiry allows investigators to subpoena witnesses into court to testify under oath and in secret as to their knowledge of the subject being probed. A Doe investigation is a fact-finding inquiry and may or may not lead to criminal charges.

Wednesday Merten said she was pressured by Horton to accept tax payments from him and his three sons a day after the deadline without collecting a penalty.

Horton admitted paying the taxes late, but he said, "I thought I was doing her a favor by coming in when she wasn't so busy."

Horton faces two challengers for his supervisor's post in Tuesday's primary election.



Joseph B.

The Bank of area resident was named, installed, been a member since its opening 1962.

Roads to racetrack unresolved issue

By Arlene Jensen
Staff Writer

County Executive John Collins said the county is a long way from resolving the issue of roads to serve a proposed auto racetrack at county highways CJ and Q.

"At this time all questions are still unanswered," Collins said last week.

Racetrack promoter David Ames told a Bristol crowd Mon-

"We don't want a repeat of Alpine Valley in Kenosha County."

John Collins

day that he had met with Collins earlier in the day to discuss what needs to be done about widening

and improving the roads around the track.

Collins said Tuesday that Brainerd submitted a proposal on traffic to the county.

"We had questions about it and we sent it to Southeastern Wisconsin Regional Planning Commission for review."

"My concern is that we don't want a repeat of Alpine Valley in Kenosha County," said Collins.

Collins said the roads surrounding the proposed track are rela-

tively small county highways "designed and constructed to handle a specific flow of traffic."

"Highway CJ is extremely narrow and has no shoulders," said Collins. "The potential exists for a traffic problem that would be difficult to resolve. It's like a funnel. If you don't have an adequate exit, you end up with a backup."

Collins said, "I frankly doubt that CJ could handle a substan-

tial amount of

He said wishes the street with Brainerd will begin in

"We'll be adequately sized quite number direct traffic he said.

Collins said in discussion concerning an enforcement

Enough of mudslinging

To the Editor: 2-18-90

This letter is in response to your February 9th article concerning the BCAC meeting of February 8th.

The four candidates that boycotted the meeting, Ed Chevette, Ricky Hill, Lorraine Soday and Russell Horton, stated the reason being the treatment of Mr. Horton at the BCAC meeting last month.

First of all, the only candidates there were Mr. Hill and Mr. Horton. Where were the other two?

Mr. Horton was allowed to speak as was anyone there. He was asked to respond to a question which he proceeded to do but halfway through his response started to state his position on an entirely different subject.

Mr. Horton was asked by the moderator to "please answer the question" he was originally asked. Instead he chose to sit down and remain quiet.

I have the utmost respect for Mr. Horton and always will. If he feels he was unfairly treated and wishes to address the next BCAC meeting, please step forward.

As for Mr. Hill, did the cat get his tongue? I was sitting right behind him at the meeting and did not hear him say one word concerning Mr. Horton's treatment. Instead, he chose the easy way out, silence and no show tactics.

Perhaps Mr. Hill should be boycotted by the BCAC and its supporters.

The BCAC is just that, a community action committee trying to stop a racetrack from destroying our community.

Enough mudslinging. Time for unity and action. Help stop this racetrack now!

Don't forget to vote in April.

A concerned Bristol resident

Tactics turn the tide

To the Editor: 2-21-90

The tactics used by David Ames, president of Brainerd International, at last Monday night's meeting with the citizens of Bristol, should never be allowed to happen again. He has forfeited all goodwill and credibility. It is time for the people to get serious with these pests who are trying to destroy that which we have spent so much time to build. Enough is enough!

Ready to Fight

Not supposed to be a rally

To the Editor: 2-18-90

I was one of the 800 or 900 people who attended the presentation on the proposed race track last night by David Ames.

I attended because, as I'm sure many of the other people in attendance did, to find out exactly what they are proposing and found the presentation very informative and thought Mr. Ames did an excellent job, under the conditions he had to overcome, and was very honest and sincere in all of his answers.

I could not believe the actions of the so-called BCAC groups. This was not to be a rally, for or against the track. It was to be just an informational presentation. I think the BCAC group with their little "clickers," and boos, and laughing at times, was a real disgrace and disturbing to the rest of the people present.

I sure hope the people not from Bristol realize that this is just a small group of people that act worse than small children and don't classify Bristol people, as a whole, narrow-minded, radical, disgraceful people.

How would you like this type of people to run our town?

Think about it. It's scary!

Very Concerned

What about local control?

To the Editor: 2-20-90

Bristol has problems. So what's new? Most of Bristol's problems have been brought on by its former three-man board. Dealing with an unscrupulous developer who promised them the world and is now pulling the rug out from under them. A developer who managed somehow to sell them mortgaged land at a high price for the water tower which they so eagerly provided him. A developer who even put into writing that he would never seek annexation. Now that this developer has his back against the wall, all is forgotten and Bristol can try to fight an uphill battle to keep its land intact.

A town chairman who has put his self-serving interests above the desires of the people. A town chairman who also has his back against the wall, and to get him out of debt, Bristol will have to sacrifice its peace and quiet.

This is the same town chairman who brought about the annexation because he wanted local control. Bristol did not dare to accept county zoning because it would lose local control.

Monday night this very town chairman took great pride in packing the gymnasium and cafeteria of the Bristol Grade School with people from Kenosha, Racine, Milwaukee, Chicago and Union Grove who wanted the race track. Did local control suddenly go out the window? This was to have been a legitimate town board meeting. Town government. Grass roots democracy. Mr. Ames was to have spoken to townspeople about something he wants to bring into their town.

Sure, you people from the outside want the race track. Fine! Just stay out of our town government. We have enough problems of our own.

Name Withheld

To the Editor: 2-19-90

The special meeting of the Bristol Town Board Feb. 12, was both interesting and revealing. David Ames of Brainerd International, provided the large crowd in attendance with a well-organized presentation about the company which he directs and about their corporate resolve to establish a raceway in Bristol.

I was quite impressed with Mr. Ames. He was poised, cool under fire and well-prepared. He also exhibited a facile mind which he put to good use in responding to many written questions. But, alas, it was a one-way conversation. He was remarkably vague about crucial aspects of the proposed intrusion of a public raceway into a quiet, pastoral sector of the township.

Ames proved to be unclear at three crucial points:

1. "No one can guarantee property values." Mr. Ames side-stepped a repeated question about residential property values. He cited studies in other areas; he suggested that property values might even rise. But he refused to accept any of the real risk inherent in the development he proposed to make here. The relocation of many corporations demonstrate this statement is not true.

2. "I guess I don't know what a performance bond is." Another call to commitment came through a question in which Brainerd was offered to substantiate its commitments through a performance bond. The final disposition of Mr. Ames' response, quoted above, I personally find difficult to believe. Here is a sharp, well-educated man, thoroughly versed in the construction of major public facilities. I am dumbfounded that Mr. Ames could be so bereft of knowledge at this critical point.

3. "I am not qualified to comment on it." Perhaps the most telling response of the evening, however, came when Mr. Ames was asked to comment on what Brainerd International's project would do to the quality of life in the Bristol community. I suppose I can't blame Mr. Ames on this point. Here is Mr. Ames proposing to increase traffic, increase noise levels, increase air pollution. Ultimately, he is proposing to create a sense of disruption and congestion which many of us came here to avoid. *Quality of life*, then, is a difficult term indeed.

As Ames stood before us — charming, poised, urbane — I could not help but reflect on how much really is at stake here. Repeatedly I have heard individuals who are actively involved in racing, state that they would not live close to a raceway; too much noise and disruption. And so I wondered: Mr. Ames, just how close do you live to *your* raceway?

Brian Backstrand

Show concern for the town

To the Editor: 2-19-90

The citizens of Bristol showed up in full force at the Bristol Town Board meeting Feb. 12 to see a presentation by Brainerd International on the proposed raceway. Thank you Bristol, for showing concern for your town! Unfortunately, hundreds of non-Bristol residents from the city of Kenosha and northern Illinois also showed up, encouraging and supporting a raceway in Bristol.

In talking to several of these non-Bristol residents we found that the majority were involved in auto racing and of course, love the idea of a racetrack in Bristol. How surprising.

Would any of you from Kenosha encourage the track to be built on the former Chrysler site at 52nd Street and 30th Avenue? Those of you from out of Bristol, showing support for a smooth-talking developer who has no sensitivity to the Bristol community should be ashamed of yourselves. All Mr. Ames and Brainerd can offer us is money. Perhaps a couple of Bristol residents are willing to sell out our way of life for money, but most of us don't want his money and we don't want your presence at our Town Board meetings unless you come with a concern for making Bristol a better place to live. We don't want to become a part of Kenosha's messes and as Mr. Jeff Wheeler stated Feb. 8, we don't want to be the playground for northern Illinois.

To all of you who live in Bristol and are truly interested in how our town government operates, please don't make Feb. 12 your first and last town board meeting. Come to the Bristol Town Hall Feb. 26 at 7 p.m. for a regular town board meeting. Watch how citizens are treated during the citizens comments portion of the meeting. Be observant — you'll quickly see which town board members speak, ask questions and listen to the citizens.

Don't forget — Vote Feb. 20 at the primary. A democracy is by the people and for the people. Return democracy to Bristol!

Susan Gehring

When people speak

Town of Bristol officials should not disregard public uproar over talk of building a 2.2-mile drag strip in their community on a site 3 miles west of Interstate 94.

When about 800 people show up for a town meeting with protesters yelling, "We don't want it; we don't need it," that should make the point clear.

That's why the Town Board, barring any time restraints, should allow an April 4 ballot referendum question on the proposed \$8.5 million project, as recommended by the Bristol Planning Board.

This proposal puts the town's elected officials in a political quandary, requiring them to weigh citizens' complaints against anticipated economic benefits.

On the one hand, a Minnesota firm's offer to build a drag-racing track on about 300 acres of land near the Illinois border is an attractive business venture and is likely to be an economic boon for local businesses and the town.

It is estimated that the town will receive a \$200,000-a-year

contribution from Brainerd International Inc., which proposed the racetrack, plus additional tax revenue.

But an amendment to the town's amusement and noise ordinance would be necessary to allow the sound of squealing tires and the blasting sounds of high-powered engines, which are practically synonymous with drag-racing tracks.

Members of the Bristol Community Action Committee have threatened to wage a campaign to oust Town Supervisor Russell Horton in the April 3 election, to seek a recall election of Town Chairman Noel Elfering and to take legal action to stop the proposal.

If town officials can't develop a significant dialog and quell opposition among town residents, maybe Brainerd should be told: "No, thank you."

The weight of persistent opposition, the threat of a recall election, both at taxpayer expense should prompt town officials carefully consider putting in the voter's hands.

Complaint: Elfering broke meetings law

By Don Jensen
Staff Writer 2-19-90

Bristol Town Chairman Noel Elfering again is facing charges of violating the state's open meeting law.

A complaint issued today charges that Elfering held unannounced meetings of the town board on three occasions in late 1987 during which the purchase of land for a town well was

discussed.

State law requires that public announcement be made of governmental meetings. Violation of the law can result in court-ordered forfeitures of up to \$300 for each offense.

Last June, Elfering was ordered to pay a \$25 forfeiture by Judge David Bastian for a Nov. 30, 1988, violation of the open meeting law. That complaint was filed by Kenosha News re-

porters who learned of a meeting attended by Elfering and town supervisors Russell Horton and Donald Wienke which had not been publicly announced as the law requires.

In the present complaint, a Bristol resident, James Durkin, 12912 75th St., says that he met with Elfering and other board members to discuss the sale of his land to the town as a well site.

Those meetings in October and December 1987 were at his home, Durkin says. They were not publicly announced.

On two occasions, Elfering and Wienke were present, constituting a quorum of the then three-member board, according to the complaint. On the third date, Horton also was present.

The town ultimately did not purchase Durkin's land but later

acquired a parcel for the well site from Bristol Development Corp., the financially troubled firm headed by attorney William Ruetz which had hoped to build the Bristol Mills shopping center at I-94 and Highway 50.

Assistant District Attorney Richard Ginkowski says that a summons has been issued ordering Elfering to appear in court on the complaint at 1:30 p.m. March 14.

Referendum sought for racetrack

By Patrik Vander Velden
Staff Writer 2-20-90

BRISTOL — The Bristol Planning Board by a unanimous vote Monday recommended that the issue of Brainerd International Raceway building a racetrack in the town be put on an advisory referendum in April.

Brainerd has proposed building a 2.2-mile course and quarter-mile dragstrip at county highways CJ and Q, land currently owned by Town Chairman Noel Elfering and Anthony Kordecki.

David Ames, president of Brainerd, was listed on the agenda as "possibly ... to discuss the proposed racetrack," but neither he nor any company representative appeared.

"Has that man become so important he can tell us to go to hell?" said board member Bryant Benson.

The referendum proposal will now go before the Town Board.

Planning Board member Edward Gillmore made the motion after reading a prepared statement. When it passed, the crowd of more than 70 people applauded. Elfering, chairman of the Planning Board, advised

"I'd hate to have people think by voting against the racetrack we don't need to have zoning. We've got to have controls."

Audrey Van Slochteren
Bristol supervisor

endum," he said.

Gillmore said he would not favor a racetrack, "unless alcohol is banned forever."

After the meeting, board member Audrey Van Slochteren said people might confuse a racetrack referendum with one already on the ballot asking if the town should adopt countywide zoning.

"I'd hate to have people think by voting against the racetrack we don't need to have zoning. We've got to have controls," she said, adding that even if Elfering abided by a vote against the track, another landowner could sell property to Brainerd.



Katie Ruesch and Scott Muhlenbeck

Ruesch-Muhlenbeck

A September 1990 wedding is planned by Katie Sue Ruesch, 12912 75th St., Bristol, and Scott Richard Muhlenbeck, 19506 83rd St., Bristol. The father and stepmother of the future bride are Bill and Shirley Ruesch, 2719 Wisconsin St., Sturtevant; her mother is Linda Jilff, McGill, Nev. The parents of the groom-to-be are Richard and Mildred Muhlenbeck, Box 335, Bristol.

The prospective bride and groom graduated from Westosha Central High School. She graduated from Gateway Technical College and is employed by Kids Capers and the Bristol Volunteer Fire Department. Her fiancé is employed by Merkt's Cheese Co., and as the chief of the Bristol Volunteer Fire Department.

No change in annexation plans

By Diane Jahnke
2-19-90

Bristol town chairman Noel Elfering said the board met with Milwaukee attorneys last week in hopes of stopping or slowing down annexation proceedings.

side of I-94 and Highway 50.

If the business owners petition for annexation, Elfering said, "Their mill rate will jump up dramatically."

Bristol has a mill rate of \$21; whereas, the city's is \$28 per \$1,000 of assessed valuation, Elfering noted.



Noel Elfering

sought for racetrack

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The referendum proposal will now go before the Town Board.

Planning Board member Edward Gillmore made the motion after reading a prepared statement. When it passed, the crowd of more than 70 people applauded. Elfering, chairman of the Planning Board, abstained from the vote, passing the gavel while Gillmore spoke.

"Even though Mr. Elfering legally didn't have to resign, I feel it would have been better if he had when he signed the agreement to sell (to Brainerd)," said Gillmore.

"This issue affects the future of all Bristol. I believe all people should have a say without fear of intimidation. So I propose a refer-

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"I'd hate to have people think by voting against the racetrack we don't need to have zoning. We've got to have controls," she said, adding that even if Elfering abided by a vote against the track, another landowner could sell property to Brainerd.

However, board member Bernard Gunty said a referendum is a way for people to speak on the issue.

Attempts to address the board during the meeting were silenced by Elfering's gavel.

When a motion to adjourn was made, Elfering said, "We'll just get in a big argument if we stay around."



2.20.90
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By Diane Jahnke

2.19.90
Bristol town chairman Noel Elfering said the board met with Milwaukee attorneys last week in hopes of stopping or slowing down annexation proceedings.

William Ruetz, president and general partner of Bristol Parkway, filed a notice of intent to petition for annexation with the City of Kenosha Feb. 9. He has until Feb. 28 to commence circulating papers.

The 254 acres of land affected include the proposed 190-acre Bristol Mills shopping mall complex and adjacent businesses: Best Western motel, Nike Outlet Store, McDonald's, Taco Bell, Brat Stop, Chef's Table, Knights Inn, Long John Silver's, Hardee's, Rocky Rococo and Amoco, all located on the northwest

side of I-94 and Highway 50.

If the business owners petition for annexation, Elfering said, "Their mill rate will jump up dramatically."

Bristol has a mill rate of \$21; whereas, the city's is \$28 per \$1,000 of assessed valuation, Elfering noted. Chef's Kitchen alone would see a property tax increase of \$16,000, Elfering said.

A petition to annex can be filed if approved by 50 percent of the property owners. Bristol Parkway owns 51 percent.

Former county supervisor Earl Hollister, Bristol, was appointed to conduct negotiations with city officials. He could not comment on the talks. He did, however, state annexation is probable.

"I don't know where it's going," Elfering said. "Laws are made for the cities and villages, not for towns."



Noel Elfering

Horton ousted

By Arlene Jensen
Staff Writer
2-21-90

After nearly 20 years in office, Bristol Supervisor Russell C. Horton lost out in Tuesday's primary election that drew 46 percent of the town's registered voters.

Horton, 82, 14920 Horton Road, an insurance agent, tallied only 23 percent of the vote, coming in third behind Daniel J. Hohmeier, 36, 19565 103rd St., an environmental systems technician, and John H. Meyer, 40, 12329 136th Ave., a cable splicer. Hohmeier ran unsuccessfully last year for town chairman; Meyer is making his first bid for a town office.

Vote totals for the second supervisory post were Hohmeier, 534; Meyer, 292; and Horton, 249. The top two advance to the April 3 general election.

In the four-way race for fourth supervisor, incumbent Audrey Van Slochteren, 61, a retired teacher, eclipsed her three opponents by capturing three out of every four votes cast in that race.

Totals in the fourth supervisor race were Van Slochteren, 792; Edward P. Chevrette, 122; Ricky Hill, 116; and Lorraine Sunday, 36.

Van Slochteren and Chevrette will be in the April 3 race for fourth supervisor.

Bristol supervisors are paid an annual salary of \$5,000.

Suffering from a cold and fever Tuesday, Van Slochteren said she was too sick to be at the



Kenosha News photo by Paul Williams

Bristol Town Chairman Noel Elfering watches pollworkers count ballots

Town Hall to watch the ballots being counted.

Told of her lopsided win, she said, "It's amazing how much better I feel already."

Van Slochteren is campaigning for re-election on a platform that includes the adoption of county zoning.

Tuesday's results prove that the voters agree, she said.

Hohmeier said, "The elimination of Horton showed that he was not properly representing the people."

"The people in this town want a change, and they went to the polls today and showed it in a big way."

Meyer said he was "tickled that Horton was defeated, and I'm happy with what I accomplished the first time out."

Meyer said candidates were clearly divided on issues such as

SEE HORTON, PAGE 2



Bristol supervisor races*

Supervisor 2	Town** office	Senior** center	Total
Hohmeier	273	261	534
Meyer	145	147	292
Horton (Inc)	131	118	249
Supervisor 4			
Van Slochteren	407	385	792
Chevrette	71	51	122
Hill	47	69	116
Sunday	20	16	36

* Results are unofficial
** Wards 1-4 vote at Town Office; 5-7 at Senior Citizens

□ Horton

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county zoning and an auto racetrack that has been proposed by Brainerd International Raceway for construction between county Highways Q and CJ.

"Today the voters were saying they don't want a racetrack," Meyer said.

Horton was not at the town hall when ballots were counted Tuesday night and did not return phone calls.

Chevrette, 34, a machinist, said he is neither for nor against a racetrack, "But I don't want to see quick expansion of residential growth."

He said he opposes county zoning, but will support it if the majority of Bristol residents vote for it in the April referendum.

There were 1,085 ballots cast in Tuesday's election, 46 percent of the town's 2,368 registered voters.

Turn away the speedway

To the Editor: 2-21-90

When my wife first found our future homesite in the Cherry Vista Dells subdivision of Bristol, it seemed the perfect place to raise our children. An acre of land in a quiet community, surrounded by forests and wetlands and inhabited by a variety of wildlife. We knew a young family who lived here, and they seemed to love it!

As we began to build, we met our future neighbors. They were a friendly, decent, hard-working lot: many of

thriving was for Bristol... until we heard of the proposed Brainerd International dragstrip which was to be built less than two miles away!

I have since discussed the raceway with many of my neighbors. The general consensus is that those who can afford to do so (including our young family of friends) will move away if the raceway is built. They say that the

The Zale Group

- Northeast corner of highways HH and 50
- 254-acre tract
- 917 single-family residential lots
- Varied lot sizes, curved streets, lawns, and sidewalks

2+18-90

Tirabassi Heights

- 37.8-acre tract
- South 85th Street and west of 32nd Avenue
- 105 lots for single family homes on southwest corner of 85th Street and 32nd Avenue
- Apartment buildings on two lots on south side of 85th Street near 32nd Avenue
- Commercial development on one lot on 85th Street near 39th Avenue

Major housing plans

Zale Group

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Hwy. 50

Hwy. 192

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John B. Meyer, 40, 14229 130th Ave., a cable splicer. Hohmeier ran unsuccessfully last year for town chairman; Meyer is making his first bid for a town office.

Vote totals for the second supervisory post were Hohmeier, 534; Meyer, 292; and Horton, 249. The top two advance to the April 3 general election.

In the four-way race for fourth supervisor, incumbent Audrey Van Slochteren, 61, a retired teacher, eclipsed her three opponents by capturing three out of every four votes cast in that race.

Totals in the fourth supervisor race were Van Slochteren, 792; Edward P. Chevrette, 122; Ricky Hill, 116; and Lorraine Sondag, 36.

Van Slochteren and Chevrette will be in the April 3 race for fourth supervisor.

Bristol supervisors are paid an annual salary of \$5,000.

Suffering from a cold and fever Tuesday, Van Slochteren said she was too sick to be at the

Bristol Town Chairman Noel Elfering watches pollworkers count ballots

Kenosha News photo by Paul Williams

Town Hall to watch the ballots being counted.

Told of her lopsided win, she said, "It's amazing how much better I feel already."

Van Slochteren is campaigning for re-election on a platform that includes the adoption of county zoning.

Tuesday's results prove that the voters agree, she said.

Hohmeier said, "The elimination of Horton showed that he was not properly representing the people.

"The people in this town want a change, and they went to the polls today and showed it in a big way."

Meyer said he was "tickled that Horton was defeated, and I'm happy with what I accomplished the first time out."

Meyer said candidates were clearly divided on issues such as



Hohmeier Van Slochteren Horton

Bristol supervisor races*

Supervisor 2	Town** office	Senior** center	Total
Hohmeier	273	261	534
Meyer	145	147	292
Horton (Inc)	131	118	249
Supervisor 4			
Van Slochteren	407	385	792
Chevrette	71	51	122
Hill	47	69	116
Sondag	20	16	36

* Results are unofficial
** Wards 1-4 vote at Town Office; 5-7 at Senior Citizens

county zoning and an auto racetrack that has been proposed by Brainerd International Raceway for construction between county Highways Q and CJ.

"Today the voters were saying they don't want a racetrack," Meyer said.

Horton was not at the town hall when ballots were counted Tuesday night and did not return phone calls.

Chevrette, 34, a machinist, said he is neither for nor against a racetrack, "But I don't want to see quick expansion of residential growth."

He said he opposes county zoning, but will support it if the majority of Bristol residents vote for it in the April referendum.

There were 1,085 ballots cast in Tuesday's election, 46 percent of the town's 2,368 registered voters.

SEE HORTON, PAGE 2

Turn away the speedway

To the Editor:

When my wife first found our future homesite in the Cherry Vista Dells subdivision of Bristol, it seemed the perfect place to raise our children. An acre of land in a quiet community, surrounded by forests and wetlands and inhabited by a variety of wildlife. We knew a young family who lived here, and they seemed to love it!

As we began to build, we met our future neighbors. They were a friendly, decent, hard-working lot; many of whom (like us) had moved here from Illinois in order to escape the hustle and bustle of urban life. Nine months ago, we had completed enough of our house to move in, and we began to thrive in our new home. Not live, but thrive! Living was for busy Illinois suburbs;

living was for Bristol... until we heard of the proposed Brainerd International dragstrip which was to be built less than two miles away!

I have since discussed the raceway with many of my neighbors. The general consensus is that those who can afford to do so (including our young family of friends) will move away if the raceway is built. They say that the neighborhood won't be the same with all of the noise, traffic, transients and litter. They're right, it won't be! I can't blame them for leaving, and I think that this could be the worst aspect of the entire dragstrip issue. Not the noise, pollution, traffic, increased taxes, or waste disposal; but the fact that this community would lose so many valuable citizens, and that we would lose so many cherished neighbors.

I pray that our community leaders realize the desperation of the situation. I pray that they turn Brainerd International away and continue to allow Bristol to be a place in which to thrive, not just another place to live!

Mike Wood

The Zale Group

- Northeast corner of highways HH and 50
- 254-acre tract
- 917 single-family residential lots
- Varied lot sizes, curved streets, lawns, and sidewalks

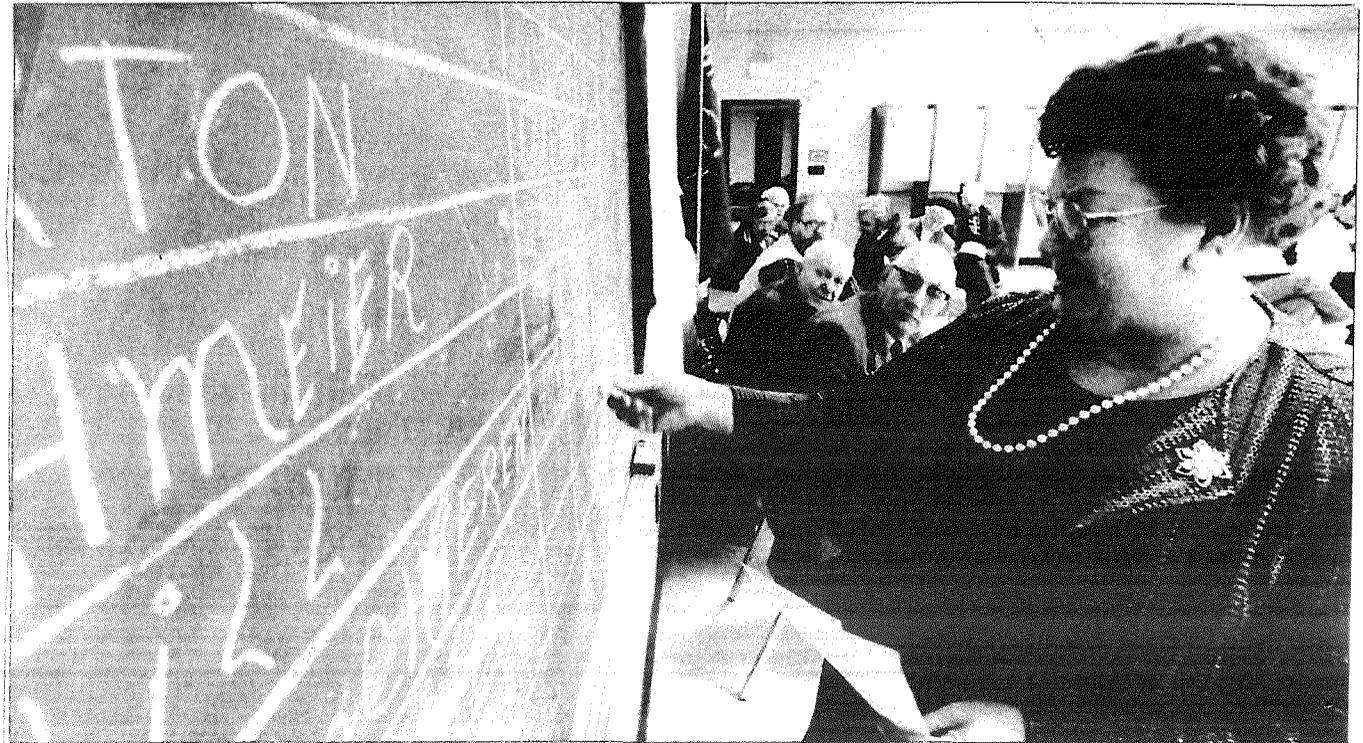
Tirabassi Heights

- 37.8-acre tract
- South 85th Street and west of 32nd Avenue
- 105 lots for single family homes on southwest corner of 85th Street and 32nd Avenue
- Apartment buildings on two lots on south side of 85th Street near 32nd Avenue
- Commercial development on one lot on 85th Street near 39th Avenue

Major housing plans

Zale Group
917 homes on 254 acres within City of Kenosha

Marc Development
450 homes on 433 acres within Pleasant Prairie



Kenosha News photo by Paul Williams

Bristol town clerk tallies primary results

2.21-90

Bristol Town Clerk Gloria Bailey posts results of Tuesday's balloting that saw incumbent Supervisor Russell Horton defeated after nearly 20 years in office. Daniel Hohmeyer and John Meyer outpolled Horton and will face each other in the April 3 election. Incumbent Audrey Van Slochteren will run against newcomer Edward Chevrette for the other Bristol post. The primary drew 1,085 votes, 46 percent of registered Bristol voters. Story on page 1.

Group sets August goal for Bristol ETZ zoning

By Patrik Vander Velden
Staff Writer

2.22.90

BRISTOL — A timetable that calls for enactment of a comprehensive zoning ordinance by August was passed Wednesday night by the Pleasant Prairie-Bristol Extraterritorial Zoning Committee.

The committee also passed a project outline that includes preparation of a map of existing land uses and a planned land use map for the ETZ area up to the year 2010.

Both passed unanimously.

"The planned map provides direction for the future. It makes it easier for zoning to be amended and sets the tone for how development should occur."

Planner Jean Werbie

dation to the Village Board and the right of the property owner to a public hearing. An appeal to the board can be made to the Village Board of Appeals.

However, if the property owner still objects to the vested interest ruling of the village, it could take its case to circuit court.

Atlantis has already protested its property being frozen in agriculture use.

Under the timetable, an existing land use map could be passed at the March meeting. The planned use map up to 2010 could

Remember the old story

To the Editor: 2.23.90

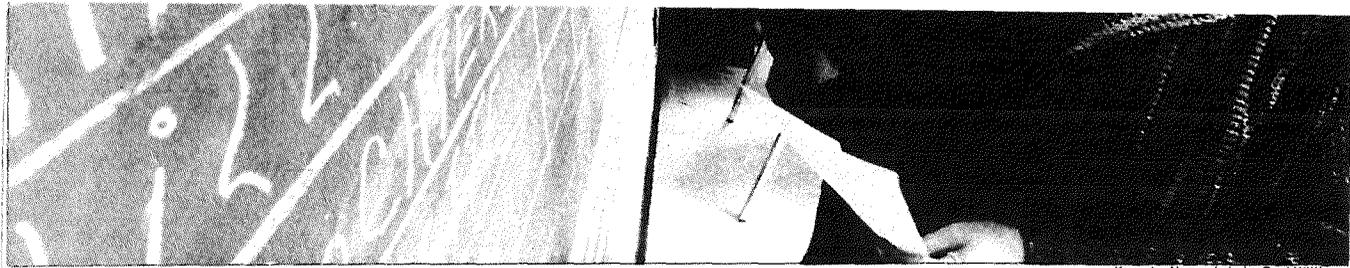
I'm a resident of Bristol, which is more than I can say for most of the racetrack supporters at the Feb. 12 Bristol town board meeting.

I was really amazed at how Brainerd and Dave Ames stacked the audience with racetrack people from other areas, "the good ol' boys." They weren't Bristol residents.

I was beginning to feel that the people of Bristol, against the racetrack, might be winning this controversy because they're on the right side — it's their land and lives at stake. But now I don't know. I see the money and muscle we're fighting and it's frightening. It's also not fair to have to fight for what the town board should grant us, a voice in our own local government.

It's frightening and unjust, but I remember a story called "David and

VILLAGE OF
PLEASANT PRAIRIE
AND TOWN OF BRISTOL
EXTRATERRITORIAL
ZONING
COMMITTEE MEETING
WEDNESDAY, FEB. 21, 1990
7:00 P.M.
Town of Bristol Town Hall
198th Avenue and 83rd Street
Bristol, Wisconsin
AGENDA
1. Call to Order.
2. Roll Call.
3. Citizen Comments.
4. Correspondence.
5. Review and Approval of Outline for Proposed Extraterritorial Zoning Committee Activities.
6. Review of Tentative Time Schedule for Extraterritorial Zoning Committee Activities.
7. Identify the Place and Time for the Next meeting of the committee.
8. Other such matters as authorized by law. 9. Adjournment.
Feb. 19, 1990



Kenosha News photo by Paul Williams

Bristol town clerk tallies primary results

2.21.90

Bristol Town Clerk Gloria Balley posts results of Tuesday's balloting that saw incumbent Supervisor Russell Horton defeated after nearly 20 years in office. Daniel Hohmeier and John Meyer outpolled Horton and will face each other in the April 3 election. Incumbent Audrey Van Slochteren will run against newcomer Edward Chevrette for the other Bristol post. The primary drew 1,085 votes, 46 percent of registered Bristol voters. Story on page 1.

Group sets August goal for Bristol ETZ zoning

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Staff Writer

2.20.90

BRISTOL — A timetable that calls for enactment of a comprehensive zoning ordinance by August was passed Wednesday night by the Pleasant Prairie-Bristol Extraterritorial Zoning Committee.

The committee also passed a project outline that includes preparation of a map of existing land uses and a planned land use map for the ETZ area up to the year 2010.

Both passed unanimously. The meeting was the second for the joint committee since Pleasant Prairie extended zoning controls into Bristol in November.

The zoning extends along a corridor from I-94 west for one and one-half miles between Highway 50 and the Wisconsin-Illinois state line. The Village of Pleasant Prairie's zoning ordinance froze existing land use in the corridor. The ordinance stays in effect until the committee agrees on a land use plan.

In a related matter, Jean M. Werbie, village planner and zoning administrator, said 13 proper-

"The planned map provides direction for the future. It makes it easier for zoning to be amended and sets the tone for how development should occur."

Planner Jean Werbie

ty owners in the ETZ area requested administrative procedures to determine vested rights of existing land use.

Among those doing so are Atlantis Properties, which proposes a water park on the west side of I-94, near the state line; Flying J Inc., which proposes a truck stop on I-94 and County Highway Q (formerly Highway V); and Mauro Enterprises, which proposes a 15-acre "mega auto mall" at I-94 and Highway 50.

The procedure includes a village planning staff recommen-

dation to the Village Board and the right of the property owner to a public hearing. An appeal to the board can be made to the Village Board of Appeals.

However, if the property owner still objects to the vested interest ruling of the village, it could take its case to circuit court.

Atlantis has already protested its property being frozen in agriculture use.

Under the timetable, an existing land use map could be passed at the March meeting. The planned use map up to 2010 could be passed at the April 25 meeting.

"The planned map provides direction for the future," said Werbie.

"It makes it easier for zoning to be amended and sets the tone for how development should occur," she said.

Village of Pleasant Prairie administrative staff will prepare the maps and provide reports for review by the committee.

"If everything goes well, by August we'll have a comprehensive zoning ordinance," said Thomas Terwall, Pleasant Prairie Village president.

Remember the old story

To the Editor: 2.23.90

I'm a resident of Bristol, which is more than I can say for most of the racetrack supporters at the Feb. 12 Bristol town board meeting.

I was really amazed at how Brainerd and Dave Ames stacked the audience with racetrack people from other areas, "the good ol' boys." They weren't Bristol residents.

I was beginning to feel that the people of Bristol, against the racetrack, might be winning this controversy because they're on the right side — it's their land and lives at stake. But now I don't know. I see the money and muscle we're fighting and it's frightening. It's also not fair to have to fight for what the town board should grant us, a voice in our own local government.

It's frightening and unjust, but I remember a story called "David and Goliath," and it gives me strength again.

Fighting for our way of life in Bristol

VILLAGE OF PLEASANT PRAIRIE AND TOWN OF BRISTOL EXTRATERRITORIAL ZONING COMMITTEE MEETING WEDNESDAY, FEB. 21, 1990 7:00 P.M. Town of Bristol Town Hall 198th Avenue and 83rd Street Bristol, Wisconsin

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Feb. 19, 1990

DNR seeks data on raceway

The Wisconsin Department of Natural Resources has asked Brainerd International Raceway representatives for more information before an application for an air quality permit for a racetrack will be considered.

Brainerd, a Minnesota company, filed an application with DNR Dec. 28, seeking permission to develop a racetrack and dragstrip at County Highways CJ and Q, on land currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th St.

In a letter to James Reichel, Jr., Brainerd's project engineer, Denese Helgeland, DNR environmental engineer, said the Brainerd application "was found to have several deficiencies."

Helgeland listed 25 items that must be addressed before the air pollution control permit goes to the public for comment.

Items that need to be explained, she said, include the size of parking lots at the facility, permits for water, sewer and solid waste, alterations to waterways and road access permits.

DNR also wants to know how many cubic yards of top soil will be stripped, the actual number of acres that will be affected and what changes will occur in the vegetation.

"What are the visual and noise impacts of the project? What air pollution impacts are there, such as carbon monoxide and dust?" she asked.

Helgeland also asked how the change in traffic volume would impact on local residences and how the project would affect the local economy.

"Based on the change in the land use alone, there will be a significant change in the quality of the environment, physical, biological and socio-economic," said Helgeland. "These should all be addressed."

Old ways gone for Horton and Elfering

by GLORIA DAVIS
Lakeland Newspapers 2-23-90

With the automobile racetrack controversy still flaming in Bristol, two long-time Bristol officials, Russell Horton and Noel Elfering, face legal charges for reportedly continuing long-time practices.

Horton is being charged with coercing Bristol Treas. Geraldine Merten into accepting \$6,767 in half-payment of taxes on seven parcels of property in Bristol owned by his family, the day after the deadline, without paying a late fee penalty.

In Kenosha County, a local treasurer cannot except late payments, only the county clerk's office can.

Horton claims to be doing the same thing he has been doing for over 20 years by paying his taxes late, saying that the big fuss was being made because of his stance on the racetrack.

Elfering faces three charges of violating the state's open meeting laws because he allegedly met with town board members concerning the purchase of property for a well house without proper notification of the meeting being sent out.

He faces up to \$400 in fines on each count.

Last year when Elfering was fined \$25 for a similar charge, he said that every three-man town board in Kenosha County was guilty of violating the open meeting

Bristol needs help of all

To the Editor: 2-22-90
The citizens of Bristol need the help of all of us in Kenosha County in fighting the Brainerd International Raceway. The Bristol County Board seems to be more committed to short term financial profit than to concern for clean air and the promotion of our environment and our future.

As long as clean air is free, it will be taken for granted; but do we really understand its value? To continue to deliberately add to our ozone and air pollution problem is to bill ourselves and our children for environmental clean-up. We need community leaders with a broader and deeper focus — women and men whose vision still span generations other than their own.

Help protect the air you breathe by helping the people in Bristol fight the building of an auto racetrack in their township.

Carla Knickrehm

law because it was hard for a three-man board not to discuss town business when they were together, even socially.

Horton loses in BCAC win Van Slochteren slaughters

by GLORIA DAVIS 2-23-90
Lakeland Newspapers

Long-time Bristol Sup. Russell Horton, who has received adverse publicity because of a controversy concerning paying his property taxes late and being pro-racetrack, lost in the primary election to two members of the Bristol Community Action Committee (BCAC).

John Meyer and Dan Hohmeier will run against each other in the spring election. Both are opponents of the auto racetrack proposed by Brainerd International.

Bud says: it appears that Bristol Russ will be Horton.

With almost a 50 percent voter turnout, a high percentage for a primary election, Horton received 249 votes; Meyer, 292 and Hohmeier, 534.

In the race for the fourth supervisor's position, incumbent Audrey Van Slochteren bowled over challengers Ricky Hill, Ed Chevreth and Lorraine Sunday, garnering a whopping 792 votes.

She will face Chevreth in the April election.

Chevreth received 122 votes; Hill, 116 and Sunday, 36.

Fair, or unfair?

To the Editor: 2-22-90

I am writing in reference to the letter published in the February 18 issue of the VOP. The letter states lets stop the mudslinging!

Well first off, whomever wrote the letter may pat themselves on the back for getting the letter slipped past the editor two days before the primary election. It is my understanding there is some kind of moratorium that no letter with any candidates name in it can be printed within 30 days of election day.

Mr. Martin, of the paper, told me this: The letter should have never been published. Somehow, it must have slipped past unnoticed. Well, I sent a letter the last week of January and it could not be published because they said I was backing a candidate and it was too close to election. It has to be within before 30 days of election day. Well, this letter Sunday had four candidates names and to me was very unfair and political to these four candidates. I believe the Kenosha News owes these four people an apology although the damage was done by this letter already. Not much can be said except how did it happen to slip past?

B. Statema



Motel owner sued for payment

STANFORD DANE CV

owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16805 104th St.

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JENNIFER BAILEY

Outstanding runner 2-23-90

Jennifer Bailey was named "Outstanding First Year Runner" and received her varsity letter in cross country at Westosha Central High School. She is National Honor Society secretary, Bristol Challenge 4-H Club co-secretary, 4-H Council representative and a member of Academic Decathlon, 4-H club, cross country and track.

She was Badger Girls' State Representative last summer.

She enjoys running and 4-H participation, including showing steers at both Kenosha and Lake County fairs.

In college, she will major in accounting and physical fitness. She wants to become a certified public accountant and start her own business.

Jennifer is the daughter of James and Barbara Bailey, 15520 128th St.

Motel owner sued for payment

2-22-90
The owner of the Best Western Executive Inn, 7220 122nd Ave., is being sued for not paying for heating and cooling units for the motel.

Wisconsin Southern Gas Co. filed the suit asking for \$40,285, the units' cost plus interest since Dec. 2.

The suit is against owner Bristol Investments and a related company, Bristol Investments Ltd. Partnership, 625 57th St.

The suit said Bristol Invest-

ments agreed on May 2, 1988, to repay promissory notes for the units beginning Aug. 2.

No payments have been made, the suit said.

The notes were for 133 Suburban Dynalene Gas heating/electric cooling units for the Inn, the suit said.

The First of America Bank, Zion, Ill., has filed a \$4 million foreclosure suit against Bristol Investment.

The bank earlier had filed

another foreclosure action on a mortgage covering a portion of the Best Western real estate. That suit said the Partnership owed the bank more than \$239,000 on an April 1988 loan.

The motel owner and the Partnership are among several related companies involved in the Bristol Mills shopping mall. The mall, never built, was to have cost \$40 million and open in 1988.

Various lenders and other creditors have filed several other suits against the companies.



"I don't know; I live the other direction. I really don't care about what happens down there. But it will probably start some new jobs. I guess that's what counts."

-Helen Smith, Slades Corners

Question on the street...

"How do you feel about the proposed Brainerd International Raceway in Bristol?" Question was asked at Drake's Super Valu, Paddock Lake.

2.26.90



"I have no objection to it. It doesn't seem to be able to affect our area."

-Marion Schultz, Salem

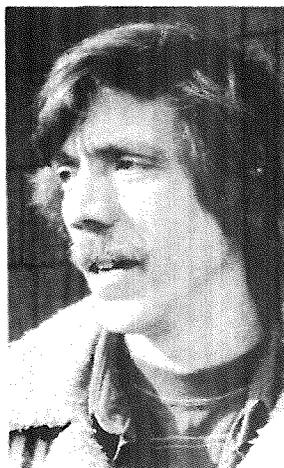
"As long as it's way over there (east), fine, because I live way over there (west). I don't like the noise. I already hear all the noise from Wilmot (Speedway) every Saturday night. If they keep it in Bristol, fine. If I lived in Bristol, I wouldn't want it in Bristol, no way and no how."

-Doug Kramer, Silver Lake



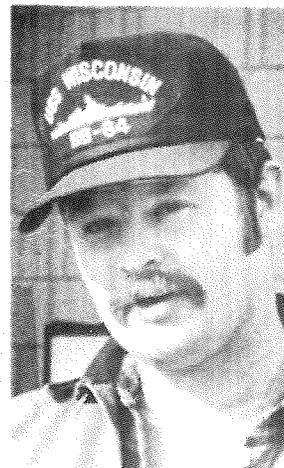
"I don't think they should have it. You got enough problems out here now. With that place there, you'd have all the scum of the world coming there, bums, drunks, everything else."

-Walter Mlekush, Paddock Lake.



"I don't mind if it goes up or not."

-Robert Morgan, Paddock Lake



Just decency needed in Bristol

To the Editor: 2.25.90

I would like to clarify two obvious points that shouldn't need clarification.

First, the citizens of Bristol against the racetrack are not against change. We know this area is being developed and will continue to be. All we ask is that development be planned and be for the good of the community, not solely for the benefit of an individual. This is not right.

Secondly, the citizens of Bristol against the racetrack do not believe that Elfering and Kordecki have no right to sell their land. Of course any resident of a community has the right to sell their land. If the racetrack comes in, I will sell my land. (Probably at a very low price because the racetrack will lower property values in Bristol). But, I won't sell it to a nuclear waste dump or a racetrack. I would not do that to my neighbors. It is morally wrong.

We don't care if they sell their land, but be responsible and respectful to the community. Also buyers and sellers should go through proper governmental channels and procedures as everyone else must.

A Bristol resident against the racetrack

I hope our town chairman, Noel Elfering, isn't so wrapped up in his racetrack controversy that he forgets his other duties as a town official. Hopefully, he's doing something about the possible annexation of the Town of Bristol into the city, before something happens. What's happening? Why don't the citizens of Bristol know what's going on? Where do their futures lie? And Mr. Moran: we want to remain Bristol. So, go east, young man.

Racetrack would help Bristol

To the Editor: 2.25.90

After attending the February 12 Bristol Town Board meeting with David Ames of Brainerd International presenting his plans for a Bristol race track and receiving the results of our primary election in Bristol, I am mind-boggled to think the Bristol citizens are foolish enough to turn down the generous gift of nearly a quarter of a million dollars (attendance from race track) yearly that would go directly back to our town.

I found David Ames, president of Brainerd International, very professional, sincere and not ignoring any questions of our concerns. His company would be a good corporate citizen with Bristol interests in mind. Why would they want it any other way after investing a state of the art \$9 million race track? Wouldn't this race track get nationwide attention?

I personally will take some noise and traffic a few times a month over thousands of residential homes and condominiums that will cost Bristol citizens dearly if not offset by revenue-generating projects like the Brainerd International raceway.

Tom Birchell

We here in Bristol can't wait for that Brainerd International racetrack to open up. They got a lot of people backin' 'em up; they got a whole bunch of signatures goin' on, a petition's backin' on; it's all gonna work out just fine.

Racetrack vote not scheduled tonight

2.26.90

BRISTOL — A special meeting of the Bristol Planning Board on the proposed racetrack, tentatively scheduled for 6 o'clock tonight prior to the regular town board meeting, was canceled when it was determined David Ames, president of Brainerd International Raceway, would not be in attendance.

Town Clerk Gloria Bailey said today the decision to cancel the planning board meeting was made by the Town Board after members were polled by Town Chairman Noel Elfering Friday.

"He (Elfering) said he was not going to make the decision by himself and called supervisors Bernard Gunty, Russell Horton and Audrey Van Slochteren," Bailey said. "After conferring with the board members, he said it was their consensus to cancel

the meeting.

Bailey said the planning board's recommendation last week to place the question of a race track on an advisory referendum in the April 3 election was never included on the agenda for tonight's regular Town Board meeting.

At the Feb. 19 meeting of the planning board, Ames, whose company has proposed building a 2.2-mile course and quarter-mile dragstrip on land owned by Elfering and Anthony Kordecki at county highways C3 and Q, was listed on the agenda, but Ames failed to appear.

That prompted the planning board to vote unanimously to recommend to the Town Board to put the question of the race track on the ballot as an advisory referendum.

'Machine' blamed for Horton loss

By Arlene Jensen
Staff Writer

2-27-90

BRISTOL — In a voice choked with emotion, Bristol Supervisor Bernard Gunty said Monday that Supervisor Russell Horton lost last week's primary election because he was "betrayed."

Horton "did not get beaten or ousted as the Kenosha News said," said Gunty. "He was beaten by a machine that told every lie in the book, and people in our office who betrayed him."

Horton, who has been a Bristol supervisor for nearly 20 years, polled 249 votes in Tuesday's election. The top two vote-getters were Daniel J. Hohmeier, 19665 103rd St., with 534 votes and John H. Meyer, 12329 136th St., 292 votes. Only the top two will advance to the April 3 election.

Four days before the primary, a John Doe hearing was ordered into allegations that Horton had pressured the Bristol town treasurer to accept a late property tax payment without assessing a penalty.

A John Doe probe is a secret inquiry to determine whether a crime has been committed.

Gunty claimed Monday to have knowledge that past due taxes without penalty "are being accepted all over this county."

In other business, the board tabled action on repayment of a \$300,000 note that is owed to the First National Bank and is due March 1.



Horton ... "was beaten by a machine that told every lie in the book, and people in our office who betrayed him."

Bernard Gunty
Bristol supervisor

Town Chairman Noel Elfering said he wants to talk to Town Attorney Cecil Rothrock about the bill, which was incurred on behalf of the water district at I-94 and Highway 50.

"If Bill Ruetz can default on his, maybe we can default on ours," said Elfering.

William "Bill" Ruetz is the head of Bristol Development Corp., the company that planned a huge shopping center at the intersection. The center was never built, and the company now faces four foreclosure suits from three banks.

The board also approved the official wording of an advisory referendum on county zoning that will appear on the April 3

ballot. The referendum will ask if voters want their Town Board to "approve and ratify the Kenosha County General Zoning and Shoreland Floodplain Zoning ordinance."

During citizen's comments, several persons in the audience asked why discussion of a racetrack referendum was omitted from the Monday agenda, despite a request by the Bristol Planning Board to have the Town Board place it on the spring ballot.

Town Clerk Gloria Bailey said the item was included on a draft agenda but removed at Elfering's direction. Elfering said he made the decision on the

BRAINERD Raceway threatens to sue town of Bristol. Story page 1

advice of Rothrock.

Edward Gillmore, the Planning Board member who recommended the referendum, said, "I didn't mean to cause a controversy. I guess I've got a lot to learn about town government."

David Glasman and Gene Merten, both owners of Bristol towing firms, filed requests with the town for salvage licenses. Glasman said the lack of a salvage license makes it difficult for his towing firm to dispose of junk autos.

Both requests were tabled and will be placed on a March agenda.

When the routine town bills were paid, Supervisor Audrey Van Slochteren was reimbursed \$390 for the expense of producing and mailing the town newsletter, an issue that caused a controversy two weeks ago.

The request was denied Feb. 12 when Elfering, Horton and Gunty claimed they had not approved the draft of the newsletter before it was sent to the printer.

Van Slochteren said Monday Bristol residents have been sending money to reimburse her for the cost of the newsletter. It will all be returned to the donors, she said.

Leave Bristol to Bristol

To the Editor:

As a concerned citizen of Bristol I was appalled to see the great number of people in attendance to the Town Board meeting that Mr. Ames addressed, who I recognized as being from the Waukegan area. I was employed for more than a decade at a store in Waukegan, and recognized these people as patrons. I remember some of these people as belonging to local motorcycle groups and others as being representative of the more immoral element of society. Are these the type of people who we want to be brought into our town along with the track? Aren't these the type of people who stooped so low as to deface the anti-track signs that were posted at local residences?

Many of the out-of-towners present at the meeting do not live close enough to be affected by the noise, traffic and pollution that this track will cause. Why were they there to cheer for the racetrack? Were they brought or bought here for the theatrical effect? Probably so, but by whom? Lets leave Bristol matters to the people of Bristol.

Cheryl Krueger

County candidates meet Motel owner sued by gas company

By Jennie Tunkleicz
Staff Writer

2-27-90

Taxes and growth were among topics addressed by County Board supervisor candidates Monday at a forum hosted by the Kenosha Democratic Party.

William Hughes Jr., 69, a former president of Kenosha Taxpayers Inc. vying for the 8th District seat, said "I've seen occasional abuses of the taxpayers' money."

His opponent, Frank Ludowise, 41, said Kenosha County ranks in the top third of Wisconsin counties in providing services and in the bottom third in taxes.

Candidate for the 22nd District, Michaelene Day, 35, said

Wisniewski, 51, 2617 136th Ave., said, "I want to see government be responsive to the people."

Tom Dibble did not attend.

□ **21st District:**

Wayne Koessi, 60, said a metro sewer and water system would aid county-wide growth.

Joann M. Tyson, 35, did not attend.

□ **22nd District:**

Douglas Noble, 39, said he would like to see the city hold off on a request from a Bristol developer to annex 290 acres. "I hope it is delayed until Bristol can vote on a county zoning referendum," he said.

Michaelene Day, his opponent, said she supports unified zoning for all of the county.

□ **24th District:**

The owner of the Best Western Executive Inn, 7220 122nd Ave., is being sued for not paying for heating and cooling units for the motel.

Wisconsin Southern Gas Co. filed the suit asking for \$40,285, the units' cost plus interest since Dec. 2.

The suit is against owner Bristol Investments and a related company, Bristol Investments Ltd. Partnership, 625 57th St.

The suit said Bristol Investments agreed on May 2, 1988, to repay promissory notes for the units beginning Aug. 2.

No payments have been made,

The motel owner and the Partnership are among several related companies involved in the Bristol Mills shopping mall. The mall, never built, was to have cost \$40 million and open in 1988. Various lenders and other creditors have filed several other suits against the companies.

19565 103rd St., with 534 votes and John H. Meyer, 12329 136th St., 292 votes. Only the top two will advance to the April 3 election.

Four days before the primary, a John Doe hearing was ordered into allegations that Horton had pressured the Bristol town treasurer to accept a late property tax payment without assessing a penalty.

A John Doe probe is a secret inquiry to determine whether a crime has been committed.

Gundy claimed Monday to have knowledge that past due taxes without penalty "are being accepted all over this county."

In other business, the board tabled action on repayment of a \$300,000 note that is owed to the First National Bank and is due March 1.

Town Chairman Noel Elfering said he wants to talk to Town Attorney Cecil Rothrock about the bill, which was incurred on behalf of the water district at I-94 and Highway 50.

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Candidate for the 22nd District, Michaelene Day, 35, said the county could offset rising taxes for added services resulting from booming growth by charging impact fees to new developers for services such as sewer and water.

Candidates on other issues:

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24th District:

Tom Bariz, 47, Silver Lake, area maintenance supervisor for the Wisconsin Department of Transportation, said county government needs to be more active west of I-94.

Incumbent Supervisor Fred Schmalfeldt, 82, Silver Lake, was attending a county committee meeting.

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No payments have been made, the suit said.

The notes were for 133 Suburban Dynalene gas heating/electric cooling units for the Inn, the suit said.

The First of America Bank, Zion, Ill., has filed a \$4 million foreclosure suit against Bristol Investment.

The bank earlier had filed another foreclosure action on a mortgage covering a portion of the Best Western real estate. That suit said the Partnership owed the bank more than \$239,000 on an April 1988 loan.

The motel owner and the Partnership are among several related companies involved in the Bristol Mills shopping mall. The

mall, never built, was to have cost \$40 million and open in 1988.

Various lenders and other creditors have filed several other suits against the companies.

Brainerd threatens lawsuit

Bristol told noise law is illegal

By Arlene Jensen
Staff Writer

BRISTOL — Brainerd International Raceway President David Ames has threatened Bristol with a lawsuit if an agreement cannot be reached with the town to build and operate an auto racetrack.

In Feb. 14 letters sent to town supervisors, Ames asserts that Bristol's 12-year-old amusement park ordinance is unconstitutional. He contends that the law restricting noise, dust and traffic, and banning liquor and loudspeakers, would be overturned if Brainerd decides to challenge it in court.

Brainerd's plan to build a 2.2-mile road race course and a quarter-mile drag strip at county highways CJ and Q has provoked angry opposition from many Bristol residents.

In July 1989, Brainerd agreed to buy the 290-acre track site from Town Chairman Noel Elfering and his neighbor, Anthony Kordecki, for about \$2 million.

The purchase was conditioned upon the Town Board's waiving the requirements of the 1977 amusement park ordinance or obtaining a written opinion from the town attorney that it did not apply to the racetrack proposal.

At a Feb. 12 public meeting with Ames, before hundreds of anti-racetrack demonstrators, four of the five Town Board members vowed they would not waive the ordinance for Brainerd.

Earlier, town attorney Cecil Rothrock expressed his opinion in a letter to the Bristol building inspector that "the amusement park ordinance is applicable to the operations of a raceway."

Two days after the Feb. 12 meeting, at which Ames said he expects "give and take" from the Town Board on the ordinance, he wrote the letters to

Two board members, Bernard Gunty and Audrey Van Slochteren, have agreed to meet privately with Ames to hear his proposals.

the board saying Brainerd's attorneys "have advised us that your amusement park ordinance and noise ordinance are unconstitutional."

Ames, in a subsequent Feb. 22 letter, proposed a closed-door meeting with the Bristol board to discuss the matter.

State law does not permit a closed meeting for such a purpose. So two board members, Bernard Gunty and Audrey Van Slochteren, have agreed to meet privately with Ames to hear his proposals. Because two members of the five-member board do not constitute a quorum, it would not be a public meeting by legal definition and, therefore, the state open meeting law would not apply.

Van Slochteren said she does not expect to accomplish much at the meeting with Ames.

"I want to hear exactly what he's got to say and confront him with those innuendos about a lawsuit," said Van Slochteren.

Van Slochteren said Ames told her on the telephone that a costly lawsuit might diminish the amount of money Brainerd could pay to the town. At the Feb. 12 meeting, Ames said he would donate to Bristol 50 cents for every ticket sold. In his letter, Ames stressed that the money would be merely a contribution.

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Gunty said he has taken no position. Van Slochteren said she thinks it is "important to keep the lines of communication open."

DNR seeks data on raceway

The Wisconsin Department of Natural Resources has asked Brainerd International Raceway representatives for more information before an application for an air quality permit for a racetrack will be considered.

Brainerd, a Minnesota company, filed an application with DNR Dec. 28, seeking permission to develop a racetrack and dragstrip at County Highways CJ and Q, on land currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th St.

In a letter to James Reichel, Jr., Brainerd's project engineer, Denese Helgeland, DNR environmental engineer, said the Brainerd application "was found to have several deficiencies."

Helgeland listed 25 items that must be addressed before the air pollution control permit goes to the public for comment.

Items that need to be explained, she said, include the size of parking lots at the facility, permits for water, sewer and solid waste, alterations to waterways and road access permits.

DNR also wants to know how many cubic yards of top soil will be stripped, the actual number of acres that will be affected and what changes will occur in the vegetation.

"What are the visual and noise impacts of the project? What air pollution impacts are there, such as carbon monoxide and dust?" she asked.

Helgeland also asked how the change in traffic volume would impact on local residences and how the project would affect the local economy.

"Based on the change in the land use alone, there will be a significant change in the quality of the environment."

Not worth the problems

To the Editor:

The majority in Bristol and nearby Illinois have firmly voiced opposition to a noisy racetrack as it will unreasonably interfere with the quality of life. Residents have chosen to live here because of the quiet character that is an important part of our lives. Values must not be sacrificed for profits.

Legitimate concerns regarding loud noise, traffic and property values were minimally addressed at the raceway presentation. Instead, Bristol was bribed with free tickets and a 50-cent-per-attendee "contribution" for the opportunity to hear the loud din of race cars from morning until night every week, March through October. Losses to the quality-conscious community outweigh the benefits of the project and this "gift" would hardly offset the impact.

Although hundreds live closer than some racetrack-opposing Bristol residents, an honest comment by the raceway representative was that no such benefit would be realized by bordering communities. However, no gesture was made to include compensation to non-Bristol residents who could also be adversely impacted by the excess noise, traffic and depressed property values. And Brainerd wants to be a good neighbor.

The Brainerd raceway charts which projected the age, sex and marital status of racetrack fans also did not address significant objections. Visitors can leave the constant din from race cars, 30,000 people, and loudspeakers behind but residents will literally be stuck in traffic. Brainerd's idea for handling these complaints about traffic on two-lane roads, however, involved adding limited access drives to front yards. And Brainerd wants to be a good citizen. The right to sell property cannot be denied but infringing on the basic American right of home and happiness must be prevented.

Many are united in the effort to maintain the area's diminishing rural integrity. It would be a miscarriage of justice to see the destruction of the character of a community which the democratic majority are strongly committed to preserve. We do not want noise, free tickets and depressed quality of our life-styles. Today's "smoke" is nothing compared to the stench of crowded roads, the constant roar of engines, and devaluation of life and property.

"Enjoying the Quiet Country"

Water Utility faces \$35 million update

Sewer woes could draw state penalties

By Dave Engels
Staff Writer

The city and Kenosha Water Utility are faced with a \$35 million sanitary sewer modernization project if they want to avoid state penalties.

A failure to control sewer backups and Lake Michigan pollution could mean Wisconsin Department of Natural Resources fines of \$5,000 a day and a moratorium on new sewer extensions.

Officials from the city administration, the utility and the Public Works Department plan to discuss the problem at an all-day meeting March 13.

In violation of state regulations, storm water is still getting into the sanitary sewer system, said O. Fred Nelson, utility general manager.

Despite a 20-year, \$22 million sewer separation project completed in 1983, there are at least 35 catch basins still draining into sanitary sewer lines. There are also problems throughout the city with building foundation

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THERE are three options for Bristol water service. Story, page 3

drains, downspouts and disconnected sump pumps, Nelson said.

During heavy rainstorms, he said, the excess sewer flow has become too burdensome for the Water Pollution Control Plant, 7834 Third Ave. As a result, untreated sewage is dumped into Lake Michigan at a bypass located at 68th Street east of Third Avenue.

State regulations say raw bypass discharge is illegal.

Nelson said the other problem is that overburdened sewers are causing street and basement flooding and forcing manholes to pop open.

Kenosha was hit with heavy rainstorms on June 26 and Sept. 1, 1989. In both cases, Nelson said, the utility received about 50 complaints of flooded basements.

Most of the complaints came from the city's west and southwest sides.

Adding to the problem is that the sanitary sewer system was built piecemeal over several decades as the city expanded westward, Nelson said.

Larger sewer mains were installed in new areas of the city, but are feeding into smaller mains built years earlier. Generally, the smaller mains are in the eastern half of the city, the final leg of the journey to the treatment plant.

Nelson said correcting the problem requires installing a new interceptor along 50th Street, and another from the intersection of Fifth Avenue and 55th Street to the treatment plant. That cost is estimated at \$10.8 million.

The utility also would have to expand the treatment plant at a cost of \$24 million. The expansion would mean increasing peak rainstorm capacity from 68 million gallons a day to 92 million gallons.

The most recent expansion of the treatment plant was completed in 1985 at a cost of \$25 million.

Three options for Bristol water

By Dave Engels
Staff Writer

City annexation of the 254-acre Bristol Mills land would not necessarily mean automatic extension of Kenosha Water Utility services beyond I-94.

The Board of Water Commissioners learned Tuesday that it has three options ranging in price from nothing to an estimated \$2.3 million.

The Bristol Parkway Limited Partnership has filed a notice of intent with the city to circulate an annexation petition for the land west of I-94 and north of Highway 50.

O. Fred Nelson, utility general manager, said the most expensive option is extending a water main from 104th Avenue to the Bristol Mills land for \$300,000, and buying the town of Bristol's existing water distribution system.

Based on preliminary engineering estimates, the Bristol system is valued at \$2 million.

Nelson said that option would mean an annual increase in the average residential customer's water bill of about 10 percent, or \$12 a year.

The purchase would have to be

negotiated through the Wisconsin Public Service Commission, requiring both PSC and independent audits of town and utility financial records.

Nelson said the second option is extending the \$300,000 main west of the Interstate and serving customers outside the area served by the town's existing system.

The third option is to allow Bristol to continue serving the area around the I-94/Highway 50 intersection with its existing well and distribution mains.

Nelson said he favors the purchase option. Even though there would be few customers in the beginning, the area is ripe for increased commercial and residential development, and that would mean new revenues to pay off the investment.

However, Commissioners Michael Serpe and Ricky Herrmann expressed some reservations about that option. They said the utility and municipal leaders in the county are still awaiting the results of an area-wide water and sewer service study, an important planning tool.

They also said utility customers are already facing a series of rate hikes in the 1990s and cannot absorb much more.

Fire group plans blood drive

BRISTOL — A blood drive will be sponsored from 1 to 7 p.m. Monday, March 5, at the Bristol Town Hall by the Bristol Firemen's Association and Auxiliary.

Baby sitting and refreshments will be provided. Appointments can be made by contacting Dorothy Niederer at 857-2540. Walk-ins are also welcome.

North side shopping mall planned

By Dave Backmann
Staff Writer

A 150,000-square-foot shopping mall, anchored by a grocery store, is being proposed for the southeast corner of 30th Avenue and 18th Street by Celano & Associates Ltd., Northbrook, Ill.

The 19.997-acre parcel is being purchased by Celano from Friedens Evangelical Congregation Inc., 5038 19th Ave., which has owned the property for approximately 15 years.

The strip mall would face

Lawrence Kilduff, Celano executive vice president, said he expects the name of the anchor grocery store to be announced by that meeting.

Kilduff said specific site plans for the mall are still being developed, so he could not estimate a price tag for the project or the number of jobs to be created.

The mall is to be built in two phases. Groundbreaking for the first phase, encompassing 75,000 to 85,000 square feet, is to begin in June or July.

"We'll start based on when the

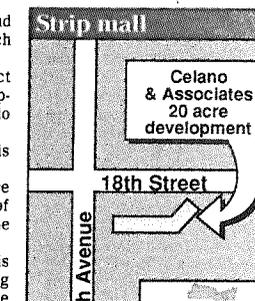
another seven to 10 in the second phase depending on how much space each tenant needs.

Kilduff described the project as a traditional community shopping center. "But we will do something upscale."

"We feel the north side is under-served."

A drug store and shoe store are some of the other kinds of tenants that could occupy the mall, he said.

Sale of the land to Celano is contingent on the property being rezoned from single-family use



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The strip mall would face north, with parking in front of the buildings and entrances/exits onto 18th Street.

A request by Celano for the city of Kenosha to annex the land from the town of Somers is to be considered by the City Plan Commission at 4:30 p.m. Thursday, March 8 in Room 302 of the Municipal Building, 625 52nd St.

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The mall is to be built in two phases. Groundbreaking for the first phase, encompassing 75,000 to 85,000 square feet, is to begin in June or July.

"We'll start based on when the tenants want to take occupancy," Kilduff said.

Retail stores generally want to open for the Christmas holiday season or in the spring of the year, he said.

A second phase is to be built as tenants are secured.

Plans call for seven to 10 stores in the first phase and

another seven to 10 in the second phase depending on how much space each tenant needs.

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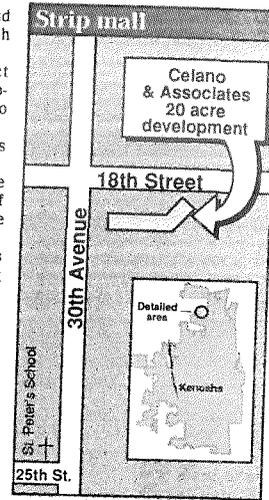
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A drug store and shoe store are some of the other kinds of tenants that could occupy the mall, he said.

Sale of the land to Celano is contingent on the property being rezoned from single-family use to commercial as well as annexation approval.

A conditional use permit also will be required.

Celano is the developer that additionally is planning a \$3 million retail shopping mall at the northeast corner of I-94 and Highway 50, to be known as Village at Gateway Center.



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Bristol told noise law is illegal

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The Wisconsin Department of Natural Resources has asked Brainerd International Raceway representatives for more information before an application for an air quality permit for a racetrack will be considered.

Brainerd, a Minnesota company, filed an application with DNR Dec. 28, seeking permission to develop a racetrack and dragstrip at County Highways CJ and Q, on land currently owned by Bristol Town Chairman Noel Elfering, 15324 Horton Road, and Anthony Kordecki, 16605 104th St.

In a letter to James Reichel, Jr., Brainerd's project engineer, Denese Helgeland, DNR environmental engineer, said the Brainerd application "was found to have several deficiencies."

Helgeland listed 25 items that must be addressed before the air pollution control permit goes to the public for comment.

Items that need to be explained, she said, include the size of parking lots at the facility, permits for water, sewer and solid waste, alterations to waterways and road access permits.

DNR also wants to know how many cubic yards of top soil will be stripped, the actual number of acres that will be affected and what changes will occur in the vegetation.

"What are the visual and noise impacts of the project? What air pollution impacts are there, such as carbon monoxide and dust?" she asked.

Helgeland also asked how the change in traffic volume would impact on local residences and how the project would affect the local economy.

"Based on the change in the land use alone, there will be a significant change in the quality of the environment."

Not worth the problems

To the Editor:

The majority in Bristol and nearby Illinois have firmly voiced opposition to a noisy racetrack as it will unreasonably interfere with the quality of life. Residents have chosen to live here because of the quiet character that is an important part of our lives. Values must not be sacrificed for profits.

Legitimate concerns regarding loud noise, traffic and property values were minimally addressed at the raceway presentation. Instead, Bristol was bribed with free tickets and a 50-cent-per-attendee "contribution" for the opportunity to hear the loud din of race cars from morning until night every week, March through October. Losses to the quality-conscious community outweigh the benefits of the project and this "gift" would hardly offset the impact.

Although hundreds live closer than some racetrack-opposing Bristol residents, an honest comment by the raceway representative was that no such benefit would be realized by bordering communities. However, no gesture was made to include compensation to non-Bristol residents who could also be adversely impacted by the excess noise, traffic and depressed property values. And Brainerd wants to be a good neighbor.

The Brainerd raceway charts which projected the age, sex and marital status of racetrack fans also did not address significant objections. Visitors can leave the constant din from race cars, 30,000 people, and loudspeakers behind but residents will literally be stuck in traffic. Brainerd's idea for handling these complaints about traffic on two-lane roads, however, involved adding limited access drives to front yards. And Brainerd wants to be a good citizen. The right to sell property cannot be denied but infringing on the basic American right of home and happiness must be prevented.

Many are united in the effort to maintain the area's diminishing rural integrity. It would be a miscarriage of justice to see the destruction of the character of a community which the democratic majority are strongly committed to preserve. We do not want noise, free tickets and depressed quality of our life-styles. Today's "smoke" is nothing compared to the stench of crowded roads, the constant roar of engines, and devaluation of life and property.

"Enjoying the Quiet Country"

'Verbal assault' may cost official

Chairman wants apology

By Arlene Jensen and Patrick Vander Velden
Staff Writers

3-1-90

Bristol Supervisor Audrey Van Slochteren admitted Wednesday that she verbally assaulted Town Chairman Noel Elfering in "a rather unladylike fashion."

"I graphically described him as a particular part of the south end of a horse going north," said Van Slochteren.

"But," said Van Slochteren, "his altercation with me should not prevent him from doing his duty as town chairman."

Elfering filed a lawsuit to seek an injunction against Van Slochteren unless she apologizes for calling him a name.

Assistant District Attorney Richard Ginkowski said he received a complaint Wednesday from Van Slochteren. "It appears to be a violation of state statute," he said, "but we would hope it could be resolved by reasonable people doing the right thing."

The argument, which has been going on for a month, centers on publication of the town newsletter.

Van Slochteren, who has been in charge of the newsletter since its inception, said she produced a rough draft of the publication Jan. 15 and put a copy in each board member's mailbox.

The newsletter contains stories on Census Day, Earth Day, a description of the referendum on county zoning, an explanation of extraterritorial zoning and names of primary election candidates. Also included are notices about a March 5 blood drive, animal control ordinances, smoke detectors, re-

cycling, and burning ordinances. "At no time did anyone come to me with a comment or an objection. Receiving no objection, I took the newsletter to the printer," she said.

Van Slochteren paid the printer \$175 and the post office \$185. A request for repayment was rejected on Jan. 29 and again on Feb. 12, the same date as the namecalling incident.

"When I saw that Mr. Elfering had signed the voucher and then crossed his name out, I confronted him," she said.

"I admit it was not ladylike," she said, "but I have no intention of apologizing."

At a Monday meeting, four supervisors, Van Slochteren, Bernard Gunty, Russell Horton and Donald Wrenke, signed the check. The ordinance is the town's first attempt to issue the check since the check is written, though it requires three signatures, the clerk, the treasurer and the town chairman.

Elfering said Wednesday, "she got upset with me and I don't think that was very nice and I think she owes me an apology."

"I think that's important. I don't think she should call people bad names. It was very uncalled for in a public hall," he said, of the incident that happened in the Bristol Town Hall.

An apology would settle the matter and he would sign the check, Elfering said.

"You got to forgive and forget in this world," he said.

Ginkowski said this morning, "Once vouchers have been approved by a majority of the board, the chairman has no choice but to sign the check. Failure to do so is an infraction of the statute."

He described the incident as "very frustrating. We don't exist to be referees for the Bristol town government."

Monday deadline set for Elfering to sign check

By Arlene Jensen
Staff Writer

3-2-90

Richard Ginkowski advised Elfering by letter Thursday that the law requires him to sign the check after a majority of the

Petition for annexation could be filed Monday

By Dave Engels
Staff Writer

3-3-90

A petition from Bristol Parkway Limited Partnership for annexation of 254 acres west of I-94 will probably be filed Monday with the Kenosha city clerk's office.

If it is filed Monday, the annexation will be considered by the City Plan Commission at 4:30 p.m. Thursday in Room 302 of the Municipal Building, 625 52nd St.

The only two signatures on the petition are those of William J. Ruetz, Bristol Parkway president, and Larry K. Boe, secretary.

Ruetz, Boe and other partners had planned a large shopping center on the land north of Highway 50 in the town of Bristol. Recently, foreclosure suits were

filed against the partnership. The land targeted for annexation includes properties owned and occupied by other businesses. However, state law requires that the petition be signed by property owners representing at least 51 percent of the land involved. Bristol Parkway's land amounts to more than 51 percent.

It is believed that the partners are seeking annexation because the land would be more valuable under city zoning and provided with city services. The town never adopted the county zoning ordinance.

Some Kenosha aldermen have recently expressed doubts about the annexation because of the workload burden it will place on city government departments and additional expense to city taxpayers in the coming years.

Second lawsuit filed on mall

3-2-90

A second lawsuit seeking a foreclosure judgement against the Bristol Development Corp. strip mall at I-94 and Highway 50 has been filed in Circuit Court.

First Bank Southeast of Lake Geneva says in its latest suit that the borrowers, Bristol Investment II, failed to pay \$63,036 in real estate taxes. The bank is asking the court to foreclose on the property and that it be sold to pay off a \$1,240,881 note executed with the developers on June 22, 1988.

In December, First Bank Southeast filed a foreclosure action against the defendants be-

cause they failed to repay a \$175,000 loan due in May 1989. That suit seeks a foreclosure action on the entire yet-to-be built Bristol Mills shopping center on the northwest quadrant of the intersection, which includes the Landmark Crossing Retail Center strip mall. The Nike Factory Outlet is the main tenant of the small mall.

In October, Kenosha attorney William Ruetz, who heads the development project, said he expected ground to be broken shortly for the huge shopping center. However, no work has begun.

Bristol, Brainerd reps meet

By Arlene Jensen
Staff Writer

3-1-90

BRISTOL — A meeting that included representatives of Brainerd International Raceway and members of the Bristol Town Board was a "good exchange of ideas," Supervisor Audrey Van Slochteren said.

Van Slochteren and Supervisor Bernard Gunty met in private with Brainerd President David Ames to listen to a proposal and report back to the rest of the Bristol Town Board.

Brainerd is the Minnesota firm that has proposed construction of a 2.2-mile road race course and a quarter-mile drag strip at county highways CJ and Q on land currently owned by Bristol Town Chairman Noel Elfering and his neighbor Anthony Kordecki.

"It's obvious BIR feels our amusement ordinance can be proven unconstitutional," said Van Slochteren. "They left little doubt they would take Bristol to court to prove it."

Van Slochteren describes herself as a "person who has strong, personal feelings about the racetrack, but as a board member," she said, "I have to look at all sides of the issue."

Ames will attend the 7 p.m. meeting of the Bristol Town Board on March 12.

Van Slochteren paid the costs for the newsletter, but unsuccessfully sought reimbursement at Jan. 29 and Feb. 12 town

clined to sign the check until she apologizes.

Ginkowski, in his warning to Elfering, says that after the check has been approved,

as a prerequisite for exercising this responsibility of office," Ginkowski noted.

The assistant district attorney said that he believes that "this is

in more pressing matters," the prosecutor said he hoped Elfering would voluntarily comply.

But if Elfering has not signed the check by noon Monday,

"I graphically described him as a particular part of the south end of a horse going north," said Van Slochteren.

"But," said Van Slochteren, "his altercation with me should not prevent him from doing his duty as town chairman."

Elfering has refused to sign a check for \$370 the town owes Van Slochteren unless she apologizes for calling him a name.

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The argument, which has been going on for a month, centers on publication of the town newsletter.

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The newsletter contains stories on Census Day, Fourth Day, a description of the referendum on March 5, a description of water pollution and names of primary election candidates. Also included are notices about a March 5 blood drive, animal control ordinances, smoke detectors, re-

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"I admit it was not ladylike," she said, "but I have no intention of apologizing."

At a Monday meeting, four supervisors, Van Slochteren, Bernard Guntz, Russell Horton and Donald Wienke, signed the voucher that authorizes the town clerk and treasurer to issue the check. Once the check is written, though, it requires three signatures, the clerk, the treasurer and the town chairman.

Elfering said Wednesday, "She got upset with me and swore. I didn't think that was very nice and said I think she owes me an apology."

"I think that's important. I don't think she should call people bad names. It was very uncalled for in a public hall," he said, of the incident that happened in the Bristol Town Hall.

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Bristol Town Board.

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Monday deadline set for Elfering to sign check

3-2-90
By Ariene Jensen
Staff Writer

BRISTOL — Town Chairman Noel Elfering could face a felony charge of misconduct in public

ADDITIONAL area stories on pages 25, 26

office if he refuses to sign an expense check by Monday noon. Assistant District Attorney

Richard Ginkowski advised Elfering by letter Thursday that the law requires him to sign the check after a majority of the Town Board authorized payment.

At issue is \$195.64 Bristol owes Supervisor Audrey Van Slochteren for postage to mail a town newsletter. A \$174 bill that was owed to Print Mart, Bristol, for printing the newsletter, has been paid.

Van Slochteren paid the costs for the newsletter, but unsuccessfully sought reimbursement at Jan. 29 and Feb. 12 town meetings. In a confrontation prior to the Feb. 12 meeting, in what she admits was "a rather unladylike fashion," Van Slochteren called Elfering a vulgar name.

Although four Bristol board members last week authorized the repayment, Elfering has de-

clined to sign the check until she apologizes.

Ginkowski, in his warning to Elfering, says that after payment has been approved, state law requires the town chairman to countersign the check. Intentionally failing or refusing to perform a known, mandatory, nondiscretionary duty of office is a violation of law.

"The law does not provide for an apology for a personal affront.

as a prerequisite for exercising this responsibility of office," Ginkowski noted.

The assistant district attorney said that he believes that "this is a personal and political dispute that got out of hand."

Ginkowski acknowledged that Elfering may have been unaware of the requirements imposed by law. For that reason and because "the scarce resources of the criminal justice system in this county would be better expended

in more pressing matters," the prosecutor said he hoped Elfering would voluntarily comply.

But if Elfering has not signed the check by noon Monday, Ginkowski said he would have "no choice but to authorize the filing of a complaint."

Misconduct in public office is a Class E felony. A person convicted of the charge would be up to two years in prison and a \$10,000 fine.



Steve Benedict is Wilmot Grade School February Student of the Month. He is the son of Pam and Everett Benedict, Bristol.

He is a student in Mary Dunkam's physically handicapped/other health impaired classroom. He enjoys gym, making jokes and using his computer, which has been adapted for him with head pads that decipher Morse code. He will soon begin the transition of being mainstreamed into the high school.

BRISTOL—Last lot in Bristol Heights subdivision, 1 plus acres, city sewer, city water, leveled and ready to build. Includes 2 dozen mature evergreens for landscaping. \$35,000 best offer. Ph. 414-763-4590 after 7pm, ask for Gary.

Elfering signs check

BRISTOL — Town Chairman Noel Elfering Saturday signed an expense check for Town Supervisor Audrey Van Slochteren, putting to rest an argument between the two that has been raging for a month.

With his signature, the chairman also beat the deadline imposed Thursday by Assistant District Attorney Richard Ginkowski, who said if the check was not signed by noon today, a formal complaint would be filed by the DA.

The town owed Van Slochteren \$195 for postage to mail the town newsletter. She unsuccessfully sought reimbursement at Jan. 29 and Feb. 12 town meetings. In a confrontation prior to the Feb. 12 meeting, Van Slochteren called Elfering a name.

Because of the namecalling incident, Elfering refused to sign the check until Ginkowski threatened to charge him with a felony charge of misconduct in public office.

Misrepresented at the meeting

To the Editor: 3-7-90

At the Monday, Feb. 26 Bristol Town Board meeting, a Ms. B. Compton addressed the town board during the citizen's comments as a representative of the United Nations. She also attempted to do this during the 12 February meeting. The news reporters flocked to her after the meeting.

On Tuesday, I called the U.N. in New York to inquire about the privilege of Bristol having a personal representative here. A spokesman for the U.N. treaty totally rejected and disavowed any such person or representative. I was directed to the United Nations Association, a totally independent non-profit privately funded organization with no affiliation to the United Nations. I asked the executive secretary to the president of the UNALUSA, a Mr. Ed Luck, about the above B. Compton.

After her investigation she acknowledged and stated that B. Compton was specifically ordered not to use or identify herself as a representative of the United Nations Association in any way several weeks before her above appearances.

This again was another example of the BVAC's technique of: Tell the lie; the bigger the more effective, tell whatever it takes to fuel the emotions of the current crowd with genuine concerns.

The BCAC's featured speaker at their rallies, the author of the charge that Brainerd uses helicopters and tear gas, admitted to me on Feb. 12 that this only happened once. This bit of "honesty" turned out also to be untrue. The sheriff there categorically denied that helicopters and tear gas has ever been used for crowd control.

The BCAC anti-race track campaign has been based on exaggerations, innuendo and lies. Rational discussion of the racetrack is greeted with brain-washed response of "No Racetrack."

I have investigated Brainerd and listened to the BCAC. If I didn't feel that the race course was good for Bristol, I would not have agreed to sell my land. I will concede that property owners in the immediate area feel wronged, threatened and are at risk. I have weighed very heavily the possible effects on the Bristol Area pro and con. I am convinced that the corridor between I-94 and Highway 45 cannot and will not remain rural. I guess I am naive to expect people to respect my rights and the freedom to act according to my beliefs.

Anthony Kordecki

RACETRACK REFERENDUM DISMISSED: BRISTOL 3-5-90

BRISTOL TOWN BOARD - Acting on advice from town attorney Cecil Rothrock, the board declined to act on a request by the planning committee to discuss a public referendum to decide the fate of the proposed Kenosha International Raceway.

Also at the Feb. 26 meeting, supervisor Audrey Van Slochteren revealed that racetrack promoter David Ames is interested in meeting with her and supervisor Bernard Gunty regarding his plans. She indicated that he may pursue legal action concerning the constitutionality of the town's amusement ordinance, which may inhibit his plans. The date and location of the meeting was not announced.

Town of Bristol NOTICE OF REFERENDUM ELECTION APRIL 3, 1990

NOTICE IS HEREBY GIVEN, that at an election to be held in the Town of Bristol, State of Wisconsin, on the first Tuesday of April, 1990, being the Third day of said month the following referendum will be submitted to a vote of the people pursuant to law:

QUESTION: Shall the Town Board of the Town of Bristol Adopt a Resolution To Approve and Ratify The Kenosha County General Zoning and Shoreland/Floodplain Zoning Ordinance and Accompanying Kenosha County Zoning District Zoning Map #2.

Yes No

GIVEN under my hand, this sixth day of March, 1990.

Gloria L. Bailey
Bristol Town Clerk

March 6, 1990

Village orders debt collected from Bristol

Sewer bill is 21 months in arrears

By Patrik Vander Velden
Staff Writer

PLEASANT PRAIRIE — A \$103,000 debt owed by the Town of Bristol to the Pleasant Prairie has been referred to the village attorney for legal action.

At the request of Village President Thomas Terwall, the Village Board Monday voted unanimously to "take whatever legal action is necessary to collect this debt."

Bristol has a contract with Pleasant Prairie to provide sewer service to the town's commercial development west of Interstate I-94.

The debt is 21 months in arrears.

Bristol was first notified of the

delinquency and other problems by letter in June of 1988.

According to that letter the town owed connection fees for two restaurants and two motels. In addition it had not paid \$12,048.60 for construction of the sanitary sewer underneath I-94.

In August of last year, Bristol repeated a request for an additional 100,000 gallons capacity per day.

Pleasant Prairie responded by sending the bill for \$103,598.85. "For any additional capacity to be reserved at the plant, the Village will require payment ... The Village will not hold treatment plant capacity in reserve for development speculation," said the accompanying letter from Michael Pollockoff, village administrator.

Terwall said concern that Bristol has tabled action on repayment of a \$300,000 note due March 1 to First National Bank prompted him to take action.

He also cited a quote by Town Chairman Noel Elfering about

Bristol Development Corp., which faces foreclosure suits for a planned shopping center that was never built. Bristol incurred the bank debt to finance its water district where the shopping mall was planned.

Terwall read Elfering's quote, "If Bill Ruetz (head of Bristol Development Corp.) can default on his, maybe we can default on ours."

Then he said, "I have real concern of payment of our debt. I am greatly concerned if this represents the feeling of a majority of the Bristol Town Board."

Terwall said that despite letters and personal communications with Bristol officials, "We have received no response, nor have we received payment."

"It's my feeling we have been more than fair," he said.

The delinquent bill has a one percent per month penalty. An additional 10 percent penalty becomes due if it is placed on the tax roll.



Niko Moyer 3-8-90



Karle Wermeling

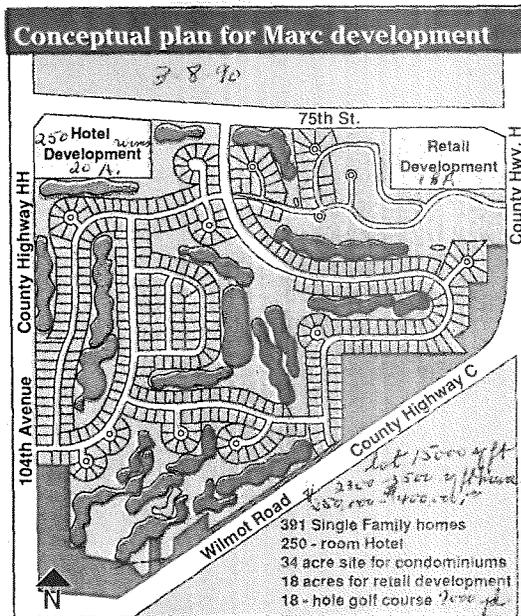


Kris Willems

State gymnastic qualifiers

Two gymnasts from Bradford and one from Westosha will compete in the state gymnastics meet Saturday at Wisconsin Rapids. Bradford's Karle Wermeling qualified for the

tournament in the vault and Kris Willems on the uneven bars. Westosha's Niko Moyer qualified on the balance beam.



Drivers hurt in accident on Hy. 45

Arthur B. Niles, 65, 26244 90th St., Salem, and Ronald F. Robers, 53, 8558 184th Ave., Bristol, were both released from St. Catherine's Hospital after treatment of head and internal injuries received in an accident at 7:30 p.m. Tuesday.

The Kenosha Sheriff's Department said Niles was driving south in the northbound lane of Highway 45, north of 60th Street in Paris, when his car skidded 105 feet and slid sideways into Robers' northbound car.

Robers attempted to avoid the accident, deputies said.

Niles was ticketed for driving while intoxicated, causing injury by the intoxicated use of a motor vehicle and driving on the wrong side of the road.

Time for Elfering to quit

To the Editor:

It is now time to recall Noel Elfering. The voters should not have to suffer another year to decide his fate.

Even friends admit he is out-of-sync with the townspeople. Last December, he openly confessed he was ruined politically: "When I signed the contract (to sell his farm), I ended my political career."

The problem is that, as this knowledge has sunk in, it has also preempted any desire to serve the public interest. In a January radio interview he commented, "I have to live, too." A neighbor, Ed Gillmore, suggested at February's planning board that while Noel did not have to resign when he optioned his farm, "perhaps he should have."

Since August, Elfering has avoided charges of criminal conflicts of interest. Left to his own devices, he would have been served papers long ago! Only because townspeople such as we have monitored his actions out of concern for his family has he been warned off. Now, in March, he has exhausted our patience and goodwill.

Are we justified in our view that he clings to power only to sell his farm to a motor speedway? Published reports portray him trifling with petty, personal feuds and repeatedly engaging in monkey-business.

Noel was sworn into office on April 10, 1989. His mandatory year in office will end April 9, 1990. The next day, a recall petition can begin to be circulated. If at least 200 Bristol voters sign that circular, a motion can be filed in Circuit Court requesting a new election. If the court finds cause, and he should, a new election will be ordered by June.

Soon afterwards, Elfering will have to decide: 1) to resign, 2) to run head-to-head against immensely popular challengers, or 3) to encourage other candidates to run with him in order to force a primary. It's a no-win situation! In a three-way race, recent history will repeat itself and Noel will place third, as Russell Horton did in February.

E. Robert Matson

Embarrassed for BCAC

To the Editor:

Having attended the Bristol Town meeting at which David Ames made his presentation about the proposed auto racetrack, I was really taken aback by the so-called group who portrays itself as a group of mature, intelligent, caring

adults who know what is best for everyone. Well, it sure lost credibility in my eyes when they jeered, cheered, clicked and in short acted totally immature. Mr. Ames did his very best to present exactly what Bristol can expect from Brainerd, the good, as well as the drawbacks. However, it was very difficult to do with the goings on in the back of the gymnasium.

I, for one, was swayed away from the BCAC's side. Not only because of the facts presented, but because of the BCAC's behavior. I felt sorry for the people who were sitting in the back third of the gymnasium and were not able to hear what they came to listen to. When the anti-racetrack rally was held, as I recall anyone who dared to disagree was belittled and not allowed to speak.

Because a group feels they represent the only worthy cause does not give them the right to not allow others the courtesy of making up their own minds.

BCAC, I was embarrassed for you.

R.K.

Dear Editor:

I want to thank the person who called and informed me about a plot to make it appear that I patronize an adult bookstore.

Someone was seen taking pictures of a car that looks like mine in front of an adult bookstore, and is trying to discredit me in the public's eye.

There is no telling how low, low can get with people who are opposed to my political points of view.

Daniel Hohmeier

City Plan says go west

3-9-90

Commission votes to annex Bristol land

By Dave Engels
Staff Writer

A divided City Plan Commission decided Thursday it is time to move west of I-94 and approved annexation of 276 acres from the town of Bristol.

Before the 6-3 vote, Bristol officials pleaded for a change of heart, warning of increased city expenses and further deterioration of city-town relations.

The annexation was requested by Bristol Parkway Limited Partnership, which had planned a large shopping center west of I-94 and north of Highway 50.

Recommending annexation to the City Council were Mayor

ZONING concerns delay mall at 30th Avenue, 18th Street. Story, page 3

PLANNERS reject renaming Nash Park. Story, page 3

SHOPPING center planned at 22nd Avenue, 14th Place. Story, page 4

Patrick Moran, Alderman Dennis Pierce, Jerry Littiken, Art Maurer, Harvey Elmer and Robert Zuehlsdorf. Voting against were Alderman Michael Serpe, Anthony Stella and Leon Pascucci. Commissioner Brent Nudi left the meeting before the vote was cast.

Bristol Town Chairman Noel Elfering said he expects the town to adopt the county's zoning ordinance by the end of April.

A referendum on county zoning adoption will be considered

by Bristol voters April 3 and Elfering said approval is likely.

Elfering said the town can deliver adequate water and sewer services to the land and questioned whether city taxpayers are willing to pay more for added police and fire services.

"Our people are united and we don't want to lose this," Elfering said.

Lawrence Kilduff, 7912 160th Ave., said the annexation would mean a devastating loss to the town's business and tax revenue.

"Bristol is getting its act together and is turning the corner," Kilduff said.

County Board Supervisor Geoffrey Wheeler, whose district includes part of Bristol, said the city is faced with a full plate of developmental issues and he has to question why it wants more.

"We would like to tear down

the psychological barriers between the city and the town," Wheeler said. "This annexation will not create a good climate for joint planning and economic development."

Bristol officials said they are eager to talk to the city about negotiating a boundary and services agreement.

Moran, Pierce and City Development Director Ray Forgianni said Bristol had many opportunities to adopt zoning and manage orderly growth, but threw them away.

Stella said he cannot support annexation because there is no analysis from city departments on how much expanded services will cost.

"I am loathe to impose coercive measures on a neighboring community," Pascucci said.

The City Council will consider the annexation April 2.

It's really very simple, you dummy

We probably shouldn't be surprised if we are all a little confused about what is going on around here. Kenosha used to be a quiet, little town that exported automobiles and bowling jackets, but things have sure changed.

A poor newshawk can hardly keep up with all the new stuff springing up around here.

We are in danger here, folks, in danger of encountering ... (gasp) YUPPIES.

Take last week, for example. Here is what happened, more or less, in the wonderful world of development around these parts:

□ Pleasant Prairie has had it up to hear (ah-ah) with Bristol. They told their lawyer to bite Bristol in the ankle and get the \$100 grand-plus that Bristol owes Pleasant Prairie for processing Bristol's sewage.

Pleasant Prairie claims that Bristol thinks its sewage doesn't stink, and they want their money.

□ State legislators were considering laws to ban garbage from Illinois coming into Wisconsin. This would probably put Pleasant Run landfill in Paris out of business, and in no time at all those poor devils out there would be paying a town tax like the rest of the county.

How about if we trade Bristol sewage for Illinois garbage and a landfill to be named later?

□ At least 2,327 different companies announced they were going to build subdivisions in Kenosha. All of them presented plans which looked like spider webs. Prices for these homes were in the range of what used to be needed to send an army regiment to Bulgaria. Some included golf courses, hotels, and bears, oh my.

□ Shopping malls and centers were popping up like, like ..., like shopping malls and centers. People were arguing about who got there first. Regardless, they will probably all sell Perrier.

□ Kenosha's mayor said the city should consider buying a medical waste incinerator here that has not been used yet. He asked the company how much they wanted for the plant that has not been used.

□ The group that had opposed the medical waste plant said they didn't want the city to buy it.

□ Let's see, Bristol doesn't want an auto race track and Kenosha doesn't want a medical waste incinerator. How about a swap? Bristol gets the medical waste and Kenosha gets an auto race track.

□ Kenosha was told it should get ahead and annex 276 acres from the town of Bristol. Hope we don't get the part with the sewage bill

Race track vote is due on Monday

3-10-90

Bristol board to hear new proposal

By Jim Rohde
Staff Writer

BRISTOL — A decision could come Monday night on an agreement proposed by David J. Ames, head of Brainerd International Inc., to build an \$8.5 million motorsports park on 210 acres west of County Highway MB and south of County Highway Q.

The agreement was proposed in a letter sent to each Town Board member Thursday and was immediately included in the agenda for Monday's 7 p.m. meeting, which has been moved to the Bristol School Gym.

The board also changed the rules for the meeting, requiring any questions from the audience to be in writing and submitted to the board.

Ames set forth 20 conditions under which Kenosha International Raceway would maintain and operate in exchange for "appropriate action by the Town Board with respect to the amusement park and unnecessary or-

"I believe we will be good and respected neighbors..."
David J. Ames

dinances."

He said the raceway would not challenge in court the town ordinances relating to amusement parks and noise "if the Town Board takes appropriate action to waive" certain regulations that would hamper racetrack operations.

Supervisor Audrey Van Slochteren, who along with Supervisor Bernard Gunty met with Brainerd International officials earlier in the week, said Friday she was unaware of Ames' proposed agreement until she received the copy from the town clerk.

Ames said he will attend

Monday's meeting to answer any questions.

"I have a great deal of respect for your town, its citizens and its way of life," Ames said. "I believe we will be good and respected neighbors and that those who now oppose us will come to understand that the limited nature of our operations will cause us to be both welcome addition to your tax base and revenues, as well as a means of preserving your rural character."

The track will include a three-story, 18,000-square-foot VIP tower with 30 rooms for race officials, press and sponsors; aluminum bleacher seating for 30,000; a 10-acre asphalt parking area for competitors and participants, as well as spectator parking.

The latest Brainerd proposal restated many of the conditions set forth earlier, including:

□ Providing its own security, fire/rescue and ambulance services.

Fritz Oppenlander has been promoted to senior product manager for Snap-on Tools Corp., 2801 80th St., effective March 1. He came to Snap-on in 1972 as a distribution operator at the Ottawa Distribution Center. He has served as office supervisor at the Robesonla distribution center and as director, marketing planning and control. Oppenlander has a bachelor's degree from Northern Illinois University and an MBA from University of Wisconsin-Milwaukee. 3-11-90

Oppenlander

operator at the

Ottawa Distribution

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Equal justice for all

To the Editor: 3-12-90

Kenosha County's assistant district attorney is the founder of a new philosophy in the law business. Rather than prosecute an alleged perpetrator, let them fix the law that was broken.

Next time you are stopped for a traffic violation, tell the officer these four things. (A) You're a Kenosha County resident. (B) I have not been driving long enough to know all the laws. (C) I would like to fix the law that I broke within the next five days. (D) If the officer has any other questions, he should call Assistant District Attorney Ginkowski for further instructions on how to fix the broken law.

Traffic violations are of such a trivial nature compared to Class E felonies maybe society should just eliminate traffic violations. After all, we do not want to use up the scarce resources of the criminal justice system.

The American Bar Association should use this new approach to the law in a feature article titled, How to Save Taxpayer Monies and Let Alleged Felons Fix Broken Laws.

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It also is a profitable venture for its owners — and for Walworth County. A recent report estimated that the popular concert site brought more than twice as much money into the county's economy as it costs local government in police and other services.

But the costs of a rock concert site cannot be measured in monetary terms alone. Alpine Valley generates noise, garbage, and traffic problems that — to some people — may not be worth the compensating income.

Some of those problems could be eased if Alpine Valley would simply expand the severely limited and dangerous

access roads to the site, and if Walworth County improved its roads in the area. Making it easier and safer for fans to get to a concert should receive top priority from Alpine Valley and the county.

On Monday, Alpine Valley did agree to make some payments to reimburse local governments for their costs. (The two sides had been bickering over the issue for some time, and the study was commissioned by Joseph Entertainment, the firm that operates Alpine Valley, to provide some numbers for those discussions.)

That's fine — as long as both sides keep in mind that the income generated by the concerts carries a cost in convenience and safety that goes beyond numbers. That cost is not borne by either government officials or concert promoters, but by the neighbors and fans who have to put up with all that noise, dirt and congestion.

Dear Editor: 3-12-90

This is a reply to a letter published in the Westosha Report on Feb. 12, with regards to what the writer claims "bickering" by the citizens of the Town of Bristol, objecting to the proposed auto race track.

Let us consider who will benefit from the racetrack: The owner of the property; the builder of the racetrack; the operator of same. Do we want the same situation that they now have in Union Grove? Do we want to hear the roar of race cars competing for miles in every direction? Do we want to have thousands of cars on our highways strewn with cans and rubbish along the shoulders? Do we want drunken drivers after the races, driving under the influence, causing accidents, and fatalities? Will it mean the hiring of additional sheriff's deputies to police the roads and the racetrack at taxpayers expense? Do we need this on weekends, disrupting the quietness of the area?

In the letter's postscript, you said, "Oh, by the way, we don't bicker over in Paddock Lake, we get along with each other just fine." I believe that it is about time that we wake up and smell the coffee. Start attending the village meetings and find out why there should be bickering in Paddock Lake.

Paddock Lake is over \$3.5 million in debt. The officials claim the spending went down, but did your taxes go down this year? We are in debt \$225,000 for the village hall; \$2.6 million for the wastewater sewerage plant; \$62,000 for the sewer extension to Brass Ball Corners; and \$48,000 for the new sidewalks along Highway 50. All of this is borrowed on funds and the interest in staggering. We also have a \$15,000 computer in the village hall, not being used because there's no operator.

On April 4, Paddock Lake will be holding an election. Four people are seeking trustee seats. All of them are well-versed on the conditions that exist in Paddock Lake, and I am sure that they will do their best to once again get Paddock Lake on sound footing.

There is an old proverb, and I quote: "A new broom always sweeps cleaner." Let's all buy a new broom for the April 4 election.

Paddock Lake Resident

Noisy protesters greet track plan

Both sides show colors with signs

By Patrik Vander Velden
Staff Writer

BRISTOL — Hoots, claps and gavel pounding were the order of business at the Bristol Town Board meeting Monday to decide if its amusement park ordinance should be waived for a proposed auto race track.

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In the audience of about 500, divisions for or against the track were precise. Those against held blue "Local Citizens Against the Race Track" signs. People for held yellow "Yes! Race Track" signs.

The meeting was held at the Bristol School Gym. A bleacher section held about 50 people with yellow signs. The floor was filled with a few yellow signs in a flood of blue.

Bigger hand-held posters included anti-track sentiment. "Aim Ames out of Bristol," one read in reference to Brainerd's president David Ames.

Minutes before the meeting a chant of "Ames go home" began.

Town Chairman Noel Elfering pounded the gavel and looking at five Kenosha County Sheriff's Deputies standing against the walls said, "Anyone out of order, remove them."

During the citizen's comments section, which also had to be written, it was asked why the questions and comments

couldn't be oral, which is usual board procedure.

"To keep peace and harmony here," answered Elfering.

Another written question asked if Elfering would vote on Brainerd's request to waive the town's amusement park ordinance.

"I say no," said Elfering. When the crowd overpowered Supervisor Bernard Gunty's comments that "sometimes you have to do what's best for the town," Elfering pounded the gavel.

Elfering, Gunty and Supervisor Russell Horton voted yes. Supervisors Audrey Von Slochteren and Donald Weinke voted no.

When Von Slochteren said Elfering's vote was a conflict of interest, the audience rallied again.

Shouts of "Recall. Recall," started and gained momentum. It was a reference to race-track opponents threats to have an April recall election to unseat Elfering.

Then came chants of "Let us speak. Let us speak."

"Quiet or I'll close the meeting down. You don't have any right to speak," Elfering said, pounding the gavel.

It was another hour before Ames answered written questions.

His first attempt was shouted down and the board delayed by opening sealed bids for a town ambulance.

The second try succeeded after Von Slochteren asked people to put their signs down and "please listen."

"This is a town board meeting. It's not a pro-race track rally, or an anti-race track rally. Could we have it quiet for at least a half hour?" she said.

The crowd clapped and Ames took a seat at the table.

There were individual shouts and laughs at wise cracks while Ames read and answered questions, but no major outburst until he was done.

Bristol annexation gets nod

(R,P) - The Kenosha Planning Commission endorsed annexing 254 acres on the northwest corridor at I-94 and Highway 50 in Bristol into the City of Kenosha. The issue will be referred to the Kenosha Common Council for final approval.

Commissioners voted 6-3 in favor of annexing the land which includes the proposed Bristol Mills shopping center and adjoining businesses, several fast food chains and hotels.

Commissioners against the annexation protested the move could cause a strain on the relationship be-

tween the city and Bristol. The cost to the city to provide services was not explained, they said.

Kenosha mayor Patrick Moran, on the other hand, feels the shift will stimulate development. He cited poor planning in Bristol and criticized the town's reluctance to adopt county zoning.

William Ruetz, president and general partner of Bristol Parkway, filed a notice of intent to petition for annexation Feb. 9. Foreclosure proceedings against the financially-troubled development began in January.

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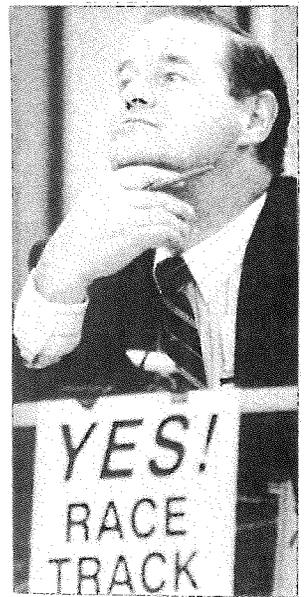
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Brainerd president David Ames, left, is surrounded by raceway opponents

Chairman Noel Elfering watches proceedings

Bristol rejects raceway request

Brainerd's next move is in court

By Patrik Vander Velden
Staff Writer

BRISTOL — Brainerd International will consider a legal challenge to Bristol's amusement ordinance, said company president David Ames after the Town Board voted Monday not to waive stipulations in the law.

The vote was 4-0, with Town Chairman Noel Elfering abstaining.

Brainerd has a purchase option with Elfering and his neighbor Anthony Kordecki to build an \$8.5 million motor sports park on 210 acres west of County Highway MB and south of County Highway Q.

Elfering passed the gavel to Town Supervisor Bernard Gunty when the issue came up on the agenda.

Ames said after the meeting he was not surprised by the vote "because there was so much pressure on the board members. In a way I feel sorry for the board," he said.

Asked if the company would take legal action, Ames said, "We have to go back and meet as a board of directors and make that decision."

That meeting would be next week, he said.

"If the board decides to go forward it will be looking at whether the law is unconstitutional," he said.

Ames said the town ordinance was too broadly written and impartial in its limitations. If one part of the ordinance is struck down in a court ruling the entire ordinance is invalid, Ames said. He said there was no company



A motion by Audrey Van Slochteren, left, caused confusion among the board

"I f the board (of directors) decides to go forward it will be looking at whether the law is unconstitutional."

David Ames,
Brainerd president

CHANTS and gavel pounding shape the tone of Town Board meeting. Story, page 24

deadline to challenge the suit. He also said Brainerd was not looking for another site in southeastern Wisconsin. Brainerd was turned away from Mount Pleasant in Racine County in May when the Village Board denied a zoning change.

In a letter to board members last week, Ames wrote that Brainerd would not "challenge the (Town's) noise ordinance" if the board voted to make an

exception for operation of its race track and dragstrip.

Although the vote was unanimous it did not go smoothly. It was preceded by Supervisor Audrey Van Slochteren's motion to table a decision until Brainerd has a Department of Natural Resources air quality permit and a Kenosha County sanitation permit.

The motion was preceded by a 10-second chant within the crowd of about 500 of "No race track."

When the chant faded out, Supervisor Russell Horton said, "I don't think there is any way we can waive the ordinance for Brainerd or anybody else."

The crowd stood and applauded.

However, Gunty read his own motion to waive the town's noise ordinance and not Van Slochteren's motion.

When she objected, Gunty said, "I didn't hear a second (on her motion)."

"You didn't ask for one," she replied.

Supervisor Donald Weinke gave the second, to applause.

Weinke and Van Slochteren's yes votes were loud enough for the most crowd to hear. But

neither Gunty nor Horton's voice carried into the crowd.

Some applauded when they thought it passed three to one.

Then Gunty called for a roll call vote. A seven-minute delay followed as supervisors conferred with Town Attorney Robert Kendall, then Town Clerk Gloria Bailey.

Bailey said this morning that she recorded a 3-1 vote. She said she had asked Gunty for a count and he said it was 3-1, but that Horton did not understand the motion. Kendall said the board could take a roll call vote on the matter.

After the delay, the roll call vote was 2-2 with the yes votes unchanged and Horton and Gunty loudly voting no.

Van Slochteren said she heard Horton vote yes on the voice vote. "He definitely voted yes," she said.

Weinke, who sat next to Horton said, "I believe he voted yes."

Horton said he had abstained.

Van Slochteren said if her motion had passed, "there would be no need or cause for legal action at this time."

Bristol rejects waiver for track

Developer questioning amusement ordinance

By JIM GATZKE
Sentinel correspondent

3-13-90
Town of Bristol — The Town Board unanimously rejected a request Monday night by a racetrack developer to waive an amusement ordinance that stands in the way of the \$8.5 million project.

David Ames, president of Minnesota-based Brainerd International Raceways Inc., said the issue might end up in court with Brainerd attorneys questioning the constitutionality of the ordinance.

"Our attorneys have told us that we have a good case," Ames said.

Ames said he would not know if Brainerd would take the matter to court until he consulted with the company's board of directors, possibly as early as next week.

Brainerd wants to build the drag racing track on 240 acres, the majority of which is owned by Town Chairman Noel Elfering. The proposal has drawn huge crowds of track opponents to recent meetings.

More than 500 people, most of whom appeared to oppose the plan, continuously interrupted Monday's 2½-hour meeting, shouting at board members and gesturing toward Ames.

One person in the crowd stood up, walked to the front of the hall, tore down a sign that said, "Ames Go Home," put the sign in Ames' lap and walked out.

If the issue goes to court, Ames is confident he can win.

"The way the ordinance is written and the manner in which it has been applied is, in the opinion of our attorneys, very broad," Ames said.

"And I have been led to believe that if any part of the ordinance is found unconstitutional, the entire ordinance is void and we would be free to build the track without additional negotiations with this board."

But Ames said he would still operate the track as he has proposed.

"I am not a vindictive person. We would still maintain the same operating promises — no alcohol, no camping, daylight operation, a real family operation," Ames said.

"The only thing that may suffer is the \$100,000 to \$300,000 donation that we have proposed giving to the town annually."



RICHARD BRODZELLER / Sentinel photographer

David Ames, president of the Minnesota-based Brainerd International Raceway Inc., ignores signs opposing a speedway he wants to build in Kenosha County. A boisterous crowd of track opponents attended a Bristol Town Board meeting Monday.

Alpine to offer deal to Walworth County

By Sentinel correspondent

Elkhorn — Owners of Alpine Valley Music Theater said Monday they would offer what they consider a fair payment to Walworth County to cover extraneous municipal expenses caused by concerts.

Alpine's offer, which came at the end of a heated four-hour meeting with county officials, will be sent to the county April 2. The amount of the offer has not been determined.

"The terms we will come to will

be for a voluntary contribution for extraordinary services, and it will be on a continuing basis," said Brad Wavra, vice president of Joseph Entertainment Inc., the Milwaukee-based firm that owns the theater.

Lake Geneva Mayor Spyro Condos said, "I realize Alpine Valley probably thinks we're gouging them, but we are concerned about the taxpayers, not just in Lake Geneva, but in the county."

Joseph Balestrieri, president of Joseph Entertainment, spent more than

three hours detailing \$3.75 million in improvements since 1986, including a reconstructed stage area and expanded and improved parking lots.

Twenty corporate boxes that will provide 40,000 square feet of seating for concerts and "two 300-person party rooms" will be constructed for \$1 million by next year in efforts to entice corporations to bring businesses to Alpine, Balestrieri said, adding the move would bring in "a higher quality of customer."

Balestrieri argued with Condos

over a study of Alpine's financial impact on the county.

The study by the University of Wisconsin — Milwaukee's urban planning department showed costs resulting from concerts to the City of Lake Geneva for protective, emergency and sanitary services were less than \$17,000 last year.

Figures compiled by city officials cited \$70,000, which Condos said represented municipal impact costs, not just actual expenditures.

Panel votes 3-2 for Bristol annexation

By Dave Engels
Staff Writer

There was more disagreement in an annexation of 276 acres from the town of Bristol as the city's Public Works Committee voted 2-1 Tuesday in favor of the petition.

The City Plan Commission approved the measure March 8 by a 3-2 vote.

The annexation, which would be the first for the city west of

I-94, was requested by Bristol Parkway Limited Partnership. The partners had been planning a large shopping center on the northwest corner of I-94 and Highway 50, but the shopping center was never built and numerous lawsuits have been filed against the developers.

Supporting annexation were aldermen George Fitchett, Emanuel Rizzo and Paul Rad-datz. Voting in opposition were

aldermen Michael Serpe and Charles Bradley. Alderman Ricky Herrmann was absent.

Serpe said he opposes annexation because there is too much ill will to be gained.

"This is a matter of perception," Serpe said. "The people in the towns are terrified of this ugly octopus of a city coming out to swallow them up."

"We had poor relations for years with Pleasant Prairie and

Somers before we made our peace. Why can't we sit down and talk with our Bristol neighbors before we rush into this?"

Serpe said the city has the luxury of time because Bristol voters will be considering an advisory referendum on county zoning adoption April 3, and the partnership's land will remain contiguous to the city even if the City Council delays action on April 2.

Fitchett and Rizzo said the city may never have this growth opportunity again, warning that the partnership always has the option of withdrawing the petition.

City Development Director Ray Forgianni said Bristol's management of the Highway 50/I-94 intersection has been disorderly at best and is having a negative effect on all land uses along I-94.

Neighboring communities oppose track

By Patrik Vander Velden
Staff Writer

BRISTOL — Two Illinois municipalities have passed resolutions opposing construction of a proposed \$8.5 million auto racetrack in Bristol.

Brainerd International Raceway, Brainerd Minn., has an option to purchase land from Bristol Town Chairman Noel Elfering and neighbor Anthony Kordecki to build a 2.2 mile motor course and quarter-mile drag strip. The site is bordered by County Highway Q on the north, County Highway CJ on the south and County MB on the east.

In separate letters to the Bristol Town Board, the Village of Antioch and Newport Township, both just across the border in Illinois, said they had taken action after citizen complaints.

Newport Supervisor Michael P. Dolan wrote, "The adverse effect on areas beyond your town borders, should this raceway come to pass, cannot be over-emphasized."

"The residents and the Newport Town Board agree that the project will generate an intolerable increase in traffic, unacceptable noise levels, decrease in air quality and overall diminishing of their quality of life..." he wrote.

Newport took action Feb. 21.

1965

A fire started in a janitor's storage closet causing \$600 in damage at the Protestant Youth Center.

Kenosha and its neighboring towns are playing Russian Roulette and will "blow out each others brains" unless they settle differences, a state official told the League of Women Voters.

St. George Catholic School announced plans to demolish its elementary school built in 1875 and build a new one.

"We feel it will not only impact the character of your own town negatively, but the surrounding communities as well."
Robert Wilton
Antioch mayor

The letter is dated March 2.

Antioch Mayor Robert Wilton wrote, "We feel it will not only impact the character of your own town negatively but the surrounding communities as well."

The Village's vote was unanimous and came at the Feb. 19 board meeting.

"Being approximately three to five miles from the project itself, Antioch is also concerned about traffic, littering and any other developments that would arise after the Brainerd project," Wilton wrote.

Wilton asked Bristol officials to "consider absolutely all the alternatives and consequences" and not make "a hasty decision and change the character of your town and its surrounding neighbors."

Wilton wrote his letter to the board March 7.

Elfering appears in court

By Don Jensen
Staff Writer

Bristol Town Chairman Noel Elfering went to court Wednesday charged with violating the state's open meeting law.

He appeared before Court Commissioner John Plous on the civil forfeiture action. His attorney, Thomas Koss, Union Grove, informed the commissioner that Elfering disputed the charge, which is considered a small claims suit.

A trial is scheduled for April 4 before Judge Bruce E. Schroeder.

The complaint, filed by Assistant District Attorney Richard Ginkowski, alleges that Elfering held unannounced meetings of the Town Board on three occasions in late 1987, during which

the purchase of land for a town well was discussed.

State law requires that public announcement be made of governmental meetings. If convicted, Elfering could face up to a \$900 forfeiture.

Last June, Elfering forfeited a \$25 fine ordered by Judge David Bastian for a November 1988 violation of the same open meeting law.

In the present case, a Bristol resident, James Durkin, 12912 75th St., says he met with Elfering and other board members to discuss the sale of his land to the town for a well site. The meetings were not publicly announced.

The town ultimately did not purchase Durkin's land but acquired another parcel.

The goals of BCAC

To the Editor:

Once again Mr. Kordecki has attempted to discredit the BCAC. It always amazes me that the few pro-racetrack people have only one defense, to attempt to put doubts in people's minds about the goals of BCAC.

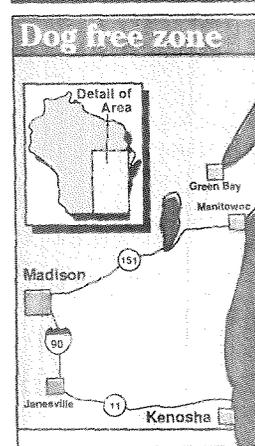
It appears necessary to again state our purpose. Our first and foremost thrust is to protect Bristol from a developer trying to force a development on us that will dramatically alter many aspects of our town, including quality of life, economic development, and upsetting the environment surrounding the proposed areas. We are also interested in representative government in Bristol and intend to work toward that end.

Of course, Mr. Kordecki states the race track would be good for Bristol. Mr. Kordecki's profits are really his neighbor's losses in the form of quality of life, pollution, and traffic congestion. Has he ever visited Brainerd International to see for himself what it is really like?

Now, as for B. Compton, we will not deny she has approached us and offered to help fight this racetrack issue. Because she was so very evasive as to her credentials, we took the liberty to check her out long before Mr. Kordecki did his telephoning. As a result, we go on record stating she is not associated with BCAC or endorsed by them. Her appearance at Bristol board functions is strictly her own doing, not encouraged or sanctioned by BCAC.

Marion Middleton, secretary
Bristol Community Action Committee

horse racing



"I suppose we would like to see nothing at all built, but if there is to be a track, we would much rather see horses than dogs."

Richard Decker,
Dairyland CEO

For all the people in Salem who are for the racetrack in Bristol: please go to your Salem board, and maybe Ames will offer 45¢ per head, and you can have the damn thing. Seems like some Salem people are for it. If it's so good, go for it; you can have it.

We live east of the Interstate, and we don't want to see Brainerd Racetrack built.

Panel votes 3-2 for Bristol annexation

By Dave Engels
Staff Writer

There was more disagreement on annexation of 276 acres from the town of Bristol as the city's Public Works Committee voted 3-2 Tuesday in favor of the petition.

The City Plan Commission approved the measure March 8 by a 6-3 vote.

The annexation, which would be the first for the city west of

I-94, was requested by Bristol Parkway Limited Partnership. The partners had been planning a large shopping center on the northwest corner of I-94 and Highway 50, but the shopping center was never built and numerous lawsuits have been filed against the developers.

Supporting annexation were aldermen George Fitchett, Emanuel Rizzo and Paul Radatz. Voting in opposition were

aldermen Michael Serpe and Charles Bradley. Alderman Ricky Herrmann was absent.

Serpe said he opposes annexation because there is too much ill will to be gained.

"This is a matter of perception," Serpe said. "The people in the towns are terrified of this ungodly octopus of a city coming out to swallow them up."

"We had poor relations for years with Pleasant Prairie and

Somers before we made our peace. Why can't we sit down and talk with our Bristol neighbors before we rush into this?"

Serpe said the city has the luxury of time because Bristol voters will be considering an advisory referendum on county zoning adoption April 3, and the partnership's land will remain contiguous to the city even if the City Council delays action on April 2.

Fitchett and Rizzo city may never have the opportunity again, was the partnership always an option of withdrawing.

City Development Ray Forgianni said management of the 50/I-94 intersection has been orderly at best and is having a negative effect on all along I-94.

Neighboring communities oppose track

By Patrik Vander Velden
Staff Writer

BRISTOL — Two Illinois municipalities have passed resolutions opposing construction of a proposed \$8.5 million auto racetrack in Bristol.

Brainerd International Raceway, Brainerd Minn., has an option to purchase land from Bristol Town Chairman Noel Elfering and neighbor Anthony Kordecki to build a 2.2 mile motor course and quarter-mile drag strip. The site is bordered by County Highway Q on the north, County Highway CJ on the south and County MB on the east.

In separate letters to the Bristol Town Board, the Village of Antioch and Newport Township, both just across the border in Illinois, said they had taken action after citizen complaints.

Newport Supervisor Michael P. Dolan wrote, "The adverse effect on areas beyond your town borders, should this raceway come to pass, cannot be over-emphasized."

"The residents and the Newport Town Board agree that the project will generate an intolerable increase in traffic, unacceptable noise levels, decrease in air quality and overall diminishing of their quality of life..." he wrote.

Newport took action Feb. 21.

1965 A fire started in a janitor's storage closet causing \$600 in damage at the Protestant Youth Center.

Kenosha and its neighboring towns are playing Russian Roulette and will "blow out each others brains" unless they settle differences, a state official told the League of Women Voters.

St. George Catholic School announced plans to demolish its elementary school built in 1875 and build a new one.

"We feel it will not only impact the character of your own town negatively, but the surrounding communities as well."
Robert Wilton
Antioch mayor

The letter is dated March 2.

Antioch Mayor Robert Wilton wrote, "We feel it will not only impact the character of your own town negatively but the surrounding communities as well."

The Village's vote was unanimous and came at the Feb. 19 board meeting.

"Being approximately three to five miles from the project itself, Antioch is also concerned about traffic, littering and any other developments that would arise after the Brainerd project," Wilton wrote.

Wilton asked Bristol officials to "consider absolutely all the alternatives and consequences" and not make "a hasty decision and change the character of your town and its surrounding neighbors."

Wilton wrote his letter to the board March 7.

Elfering appears in court

By Don Jensen
Staff Writer

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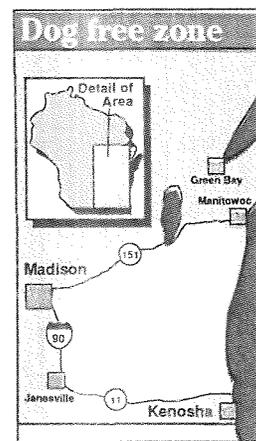
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Bristol to pay \$300,000

Money owed to bank for I-94 system

By Patrik Vander Velden
Staff Writer

BRISTOL — In a special meeting the Bristol Town Board voted Wednesday to pay \$300,000 owed to the First National Bank on behalf of the water district at I-94 and State Highway 50.

In February, the board tabled the repayment, which was due March 1.

At that time Town Chairman Noel Elfering commented that the board should consider defaulting on the loan because it had been used to pay for the water district created for the now-defunct Bristol Mills development.

Bristol Mills Developer William Ruetz faces four fore-

closure suits from three banks and has filed a petition for annexation to the city.

The board had announced plans to hold a closed session to discuss financial problems of Utility Districts 1 and 3, but the session was cancelled on the advice of Town Attorney Cecil Rothrock, who said the subject does not qualify for a closed session according to Wisconsin's Open Meeting law.

In other business, the board listened to complaints of flooding from home owner Sherry Wyke, 19922 82nd St.

Wyke's basement flooded up to six feet, causing an estimated \$3,000 damage to furniture including a clothes dryer, hot water heater, a freezer and its contents.

The board voted to hire excavator Robert Shannon to see if surface water drainage tiles in the area are the cause of the problem.

The action came after an ex-

change between Elfering and former Town Chairman Earl Hollister.

After it was suggested the problem was limited in scope Hollister said from the audience, "Solving it in that one block won't work. It'll only create it somewhere else."

Hollister said the problem dated back 20 years or more when construction in Utility District 1 damaged drainage tiles and needed more work than spot reconstruction.

"If the board wants to resolve it, buy all new storm sewers," said Hollister. She's (Wyke) due compensation. It's your problem."

"My problem?" answered Elfering. "It was your problem too. You managed this the same way."

Supervisor Audrey Van Slochteren said the town should look into a long term solution, "so we aren't back in here ten years from now saying we've got a 40-year old problem."

Tourism director cites benefits for area if raceway is built

By Patrik Vander Velden
Staff Writer

BRISTOL — A proposed \$8.5 million auto racetrack could have similar tourist benefits as the Dairyland Greyhound Park, the director of the Kenosha Area Tourism Corp. said Wednesday.

Brainerd International Raceway, Brainerd, Minn., has proposed construction of a 2.2 mile course and drag strip at County Highways CJ and Q.

Because it does not contribute funds through a hotel tax, Bristol is not represented by the Kenosha Area Tourism Corp. However, KATC Director Jayne Herring said the racetrack could become part of a tourist package similar to the new dog track.

"From that standpoint it would be positive, just as Dairyland Greyhound Park will bring people in. People may come just for one day and fold it in with other activities. It also raises awareness of other attractions in the area," she said.

"This type of racetrack is geared to the upscale viewer. From what I hear that's what it would bring in."

Jayne Herring,
director, KATC

Herring said she was aware of Brainerd's reputation as a "cut above of what we have seen in Wisconsin before."

"This type of racetrack is geared to the upscale viewer. From what I hear that's what it would bring in," she said.

National cable sports coverage of Brainerd events would also bring national exposure to the area, she said.

Brainerd Lakes Area Chamber of Commerce has writ-

ten Bristol in support of the proposed track that faces strong opposition in the community.

In a letter addressed to the Town Board, Judi Smith, chamber executive vice president, said it "has dealt with BIR's management for many years and we consider them to be good corporate citizens in our area."

"The positive marketing impact of BIR on the Brainerd Lakes Area, although difficult to measure, is certainly a great benefit," she wrote.

It also has an annual fundraising concert for Camp Confidence Learning Center, a therapeutic camp for the developmentally disabled.

Learning Center Executive Director Dick Mans wrote a letter of support to the board and called Brainerd "a first-class operation."

Brainerd officials estimate up to \$90 million in economic spillover in Kenosha County from their nine-month operation.

Write to support cause

To the Editor:

Recently the developers of the 190-acre Bristol Mills property sought annexation to Kenosha. If allowed, this annexation would cause serious problems for the town residents and for the town itself. With the removal of this valuable land from our tax base, taxes would greatly increase and school district and town projects would have to be curtailed.

What can we do to prevent this robbery of this valuable asset? Each of us must write our elected officials to elicit their support in our cause.

Aline Pofahi

Annexation troubles board

BRISTOL — Concern over the annexation petition filed by Bristol Parkway Limited Partnership, owners of land at State Highway 50 and I-94, to attach to the City of Kenosha, was expressed Tuesday by the Bristol School Board.

"We're watching it very carefully," said Ed Becker, district treasurer. "If they take just that corner out of the Bristol School District, it would mean a loss of \$20 million in valuation."

He said the tax money lost from any detachment of property from the Bristol School District would have an impact on all remaining taxpayers in the district.

"It would be a disaster if our school boundaries are changed," Becker said. "We wouldn't lose any students from the area, only money and that scares me."

Becker said he is urging his board to meet with the board of Westosha Central High School, which would also suffer if the annexation petition is accepted by the city.



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3-16-90

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Jeff Stephens, Bristol, a 1983 graduate of Western Central High School, displays his entry for the "Most Promising Young Artist" award in 1983.

Bristol votes for zoning

Board ready to zone if annexation dropped

By Patrik Vander Velden
Staff Writer 3-16-90

BRISTOL — The Bristol Town Board unanimously voted today to adopt county zoning if the city of Kenosha enters into a boundary agreement with the town.

The town wants I-94 to continue to be the boundary between it and the city of Kenosha.

The vote was taken at a special meeting of the town board this morning.

The city is considering an annexation petition from Bristol Parkway Limited Partnerships which had planned a large shopping center at the northwest corner of Highway 50 and I-94. The shopping center was never built and the developers face numerous lawsuits.

A first reading of the annexation petition is on the Kenosha City Council agenda Monday. A vote is scheduled April 2.

Under the proposal, Bristol is asking the council to forego annexation in exchange for the town to adopt county zoning and meet other conditions. They are:

- Permit Kenosha to extend sewer and water services to part of Bristol;
- Enact a hotel room tax
- Continue participation in an I-94 corridor land-use study.

"We want to protect our boundaries," Town Chairman Noel Elfering said after the meeting.

Geoffrey Wheeler, a county supervisor representing Bristol, said the agreement would serve both communities and avoid any acrimony because of an annexation.

"I think this is a positive step, an excellent step," Wheeler said. "We're making a good-faith effort," said Donald Wienke, town supervisor.

Bristol is one of four towns in the county that has not adopted a county zoning ordinance adopted by the county board in 1983.

Amusement ordinance upheld

Nix tosses wrench in racetrack plans

by GLORIA DAVIS
Lakeland Newspapers

A very noisy crowd of over 500 people were at the Bristol Grade School to hear the Bristol Town Board unanimously turn down Brainerd International, Inc.'s request

Bigger highways needed: SEWRPC

County system inadequate for track crowds

By Patrik Vander Velden
Staff Writer

Taxpayers would not want to pay for county road improvements to handle increased traffic if Brainerd International Raceway builds a motorsports track in Bristol, County Executive John Collins said Thursday.

"There is a need for dramatic highway improvements, which the public will not want to shoulder," Collins said.

The Minnesota-based company has proposed construction of a 2.2 mile raceway and quarter mile drag strip at County Highways CJ and Q, on land currently owned by Bristol Town Chairman Noel Elfering and his neighbor Anthony Kordecki.

Southeastern Wisconsin Regional Planning Commission recommends widening to four lanes County Highway Q from I-94 to U.S. Highway 45 and County Highway CJ from County Highway U to 45.

SEWRPC's recommendation comes from review of Brainerd's traffic analysis report submitted to the Department of Natural Resources. Part of its air quality permit application, DNR has returned to Brainerd as incomplete.

"At this time we do not believe we have sufficient information to continue review of this permit," wrote Ralph Patterson, DNR planning section supervisor.

SEWRPC contends that Brainerd's traffic volume estimates are too low and the county highways inadequate to handle

peak volumes without backups from the intersection of 45 and CJ back to the site, a distance of about one mile.

SEWRPC said Brainerd's predicted auto occupancy of 6.8 persons per vehicle was "unreasonably high."

Based on their vehicle occupancy predictions, Brainerd estimated 5,200 automobiles on peak days.

The agency said a more realistic estimate is 3.2 people per vehicle for a crowd of 35,400. A capacity crowd would produce between 11,000 to 11,800 cars in and out of the track during peak activity days.

"If the numbers are this high we have the potential to put in a four lane road. The county will not spring for a road leading off I-94," said Collins.

Collins said he talked on Monday with Brainerd President David Ames without reaching an agreement on traffic volume.

"SEWRPC thinks Brainerd's numbers are wrong and they (Brainerd) think they are right," he said.

Before a decision can be made on who pays for the road improvements, Collins said "there has to be a determination on how many cars use the county road system during peak hours. That would give us some determination of what capacity the road system has to have."

"Then you go through the process of who is going to pay for what," he said.

In response to questions at a public meeting Monday in Bristol, Ames said Brainerd would pay for road improvements.

Told that, Collins said, "I'm glad we have taken care of that because we have not reached any agreement with Brainerd relative to the number of cars in their parking lot."

We must all cooperate

To the Editor: 3-18-90

It has become a common practice for the mayor to say, "Bristol has had plenty of opportunities to adopt zoning and manage orderly growth, but threw them away." This statement is way off base but the mayor believes this justifies the greedy appetite he has for devouring Bristol.

The people of Kenosha County will pay for his posture for years to come. His leadership role remains questionable when he is willing to gut his neighboring town's tax base for the sake of expanding the city boundaries or bankrupt this community with actions such as his proposed buyout of Medi-Gen.

The annexation of more land will only darken economic development under a red cloud.

The city of Kenosha is riding on the edge of spinning out of control unless it slows down long enough to take a breath of reality.

Please, Mayor Pat Moran, lay your cards on the table. Show the people your land use plan for all the new land you annexed from Pleasant Prairie and Somers before your carve your lines in yet another town. Show us how you can possibly afford the infrastructure in the vast open fields and yet legitimately claim more territory. Show the people on both sides of I-94 you're willing to develop Kenosha County together and not just for your own self-serving needs.

City aldermen, you are the select few that have the legal responsibility to control both the moral and financial issues that surround annexation procedures. The ball is in your court. Play like a team. Throw Bristol a pass and don't stuff it down their throats and we will all win together!

Donald L. Biehn
County Board Supervisor,
23rd District

for the rescinding the town's amusement ordinance.

David Ames, president of the motor car raceway company that is proposing to bring an \$8 million raceway into Bristol, said that he would take Bristol's answer

back to the company's board of directors.

"We are a public company with seven people on the board of directors, they will decide what Brainerd will do now," said Ames, after the meeting.

Ames repeated a previous warning that Brainerd might decide to take Bristol Twp. to court concerning the constitutionality of the ordinance.

At an earlier meeting that was as crowded as the one on Monday, Ames said that Brainerd felt that the town should rescind the ordinance in lieu of the large amount of money that the raceway would be bringing into the area ranging in time up

to \$90 million per year.

Ames added that he thought that Brainerd's board would be meeting on the matter next week.

Loud verbal opposition was present at the meeting, as it has been at all previous ones concerning the racetrack.

The crowd roared when it was announced that during the part of the meeting usually reserved for citizens' remarks, only written questions would be allowed.

Another loud clamor came when board members decided against the reading aloud of three letters concerning the racetrack matter.

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Elfering claims school bus possibly sabotaged

3-16-90
Are the opponents of the Bristol Auto Racetrack going to far in trying to convince Bristol Town Chairman Noel Elfering not to sell his property to Brainerd International for the track?

Elfering discovered that all 10 lug nuts on the rear wheels of a Millburn Grade School bus he drives were loose.

Elfering parks the bus at his farm in Bristol.

The Kenosha County Sheriff's Dept. is investigating the matter. A safety inspector inspected the bus the day before the loose lug nuts were discovered and found no improprieties.

Elfering talked to the mechanic who had

put the wheels on the bus a few months before. The mechanic said that there was no way that the lugs could loosen by themselves.

Elfering, who feels that a barn fire on his farm last summer and the poisoning of 17 of his pregnant cows could have been done by opponents of the racetrack, said that he hoped that no one in Bristol was sick enough to risk the lives of children riding the bus.

Millburn Supt. James Blockinger said that he thought that the chances of the loosened lug nuts being an accident were "about 50-50."

I-94 annexation could hurt Bristol-city ties

3-16-90
After being foreclosed upon by several banks, the almost 300 commercial acres behind McDonalds, on the northwest corner of the burgeoning I-94-Hwy. 50 intersection, may be leaving Bristol Twp. to become part of the City of Kenosha.

This would create a big jog in the "I-94 wall" that has separated the city from the western county for many years.

After being petitioned by the land's developer, Bristol Development Corp., for annexation, the city has been on the move to grab the property with an estimated value of over \$18 million, despite Bristol's efforts to keep it in the township.

Although a proposed discount mall planned for part of this acreage never materialized, there are several fast food restaurants, a very small strip mall and also two motels already in place.

The annexation has already been recommended by Kenosha's Plan Commission and now comes before the Kenosha Common Council where it will take a two-thirds vote for the passage of the annexation.

Many of the county supervisors warn that this could widen the chasm between the western county, especially Bristol, and the city, but members of the city's government feel that Kenosha needs this chance at increased economic growth.

County Supv. Geoffrey Wheeler, one of those opposing the annexation, said, "This could lead to confrontation, litigation and more quarreling."

Mayor says 'we'll annex'

Bristol's 12th-hour plea won't save town borders

5-17-90
By Dave Engels
Staff Writer

Mayor Patrick Moran said Friday that the Bristol Town Board's offer to be a good neighbor will not stop him from pursuing annexation of 276 acres west of I-94.

"We will proceed with the annexation," Moran said, predicting City Council approval on April 2.

"However, after the April election, we will sit down with the Bristol leadership and attempt to hammer out a boundary agreement that protects the integrity of the town and gives the city room for growth west of the interstate."

The town board unanimously approved a resolution Friday

The mayor reminded Bristol that the annexation was requested by unhappy property owners and was not the result of any enticement by the city.

asking the city to abandon the annexation requested by the Bristol Parkway Limited Partnership.

If the city gives up annexation, the board said, it will adopt the county zoning ordinance, allow

the Kenosha Water Utility to provide services in the town, participate in the I-94 land use planning process led by the Southeastern Wisconsin Regional Planning Commission, and enact a motel room tax which contributes revenue to the Kenosha Area Tourism Corp.

"Historically, the city has tried to cooperate with Bristol on zoning, sewer and water, and regional planning, only to have the dirt kicked in its face," Moran said.

"We demonstrated a willingness to cooperate with Pleasant Prairie and Somers and those two governments did likewise. But the woeful leadership in Bristol wanted to be an island unto itself."

Moran said it will take more

than "a 12th-hour plea" to correct the haphazard development at I-94/Highway 50 and the burden of poor financial planning that has been heaped on Bristol taxpayers.

The mayor said he wants to remind Bristol that the annexation was requested by unhappy property owners and was not the result of any enticement by the city.

Meanwhile, the Bristol Community Action Committee, formed to protest the proposed Brainerd auto raceway, issued a statement Friday supporting the town board's action.

"We want to go on record that this is the most positive thing to come from the board," said Marion Middleton, BCAC secretary.

Bristol group plans to boycott city

3-17-90
By Patrik Vander Velden
and Dave Engels
Staff Writers

BRISTOL — A group in Bristol plans to organize an economic boycott of the city of Kenosha in April to protest annexation of

which has planned a large shopping center that was never built. Developers face numerous lawsuits.

On Friday the Bristol Town Board proposed to adopt county zoning if the city forgoes annexation.

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Matson said that by assessed valuation, western Kenosha County is worth \$1 billion, and its residents have an annual income of \$250 million.

"It's time it flexed its economic muscle," said Matson.

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The city needs the economic cooperation of western Kenosha more than western Kenosha needs the city, said Matson.

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BRISTOL — A group in Bristol plans to organize an economic boycott of the city of Kenosha in April to protest annexation of land on the northwest corner of I-94 and Highway 50.

The city is considering an annexation petition from Bristol Parkway Limited Partnership,

which has planned a large shopping center that was never built. Developers face numerous lawsuits.

On Friday the Bristol Town Board proposed to adopt county zoning if the city forgoes annexation.

E. Robert Matson, 20033 82nd St., said the Westosha Alliance goal "is to convince the Common Council that it is not in the long-term interest of Kenosha to

cross I-94 into Bristol or Paris."

Matson said that by assessed valuation, western Kenosha County is worth \$1 billion, and its residents have an annual income of \$250 million.

"It's time it flexed its economic muscle," said Matson.

The "Drop Kenosha. Shop Westosha" week will be April 1-8. "When the city's shopkeepers and bartenders add up their receipts at the end of the

week they may gain a new respect for the economic clout of their friends and neighbors across I-94," said Matson.

The city needs the economic cooperation of western Kenosha more than western Kenosha needs the city, said Matson.

"In head-to-head competition, Kenosha could win the annexation battle but could become economically landlocked," he said.

Bankruptcy won't affect annexation

By John Krerowicz
Staff Writer

3-18-90
Bristol Parkway's filing for bankruptcy will not affect annexation of its property by the City of Kenosha, city officials said. Bristol Parkway on Friday filed for reorganization under federal bankruptcy laws, holding off creditors who have foreclosed on the limited partnership. So far four foreclosure actions totaling more than \$6.9 million have been filed against companies developing Bristol Parkway.

The partnership had planned to open the \$40 million, 1.3 million-square-foot Bristol Mills shopping mall in 1988 on the northwest corner of I-94 and Highway 50.

Owners of the property have requested annexation.

Mayor Patrick Moran and City Administrator Donald Holland said the bankruptcy filing will not affect the annexation.

Parkway listed assets of \$9.5

million and liabilities of \$4.2 million on its petition submitted under Chapter 11.

A strip mall and hotel have been built so far on the 190-acre tract.

Since December, three area banks have filed four foreclosure actions against Bristol Development Corp., Bristol Development Ltd., a partnership, or Bristol Investments Corp. Additionally, at least eight suits seeking judgment or liens totaling more than \$3.2 million have been filed.

In the foreclosure actions, First of America Bank, Zion, Ill., has filed two separate actions seeking a total of \$4,239,000 for the land and buildings for the Best Western Executive Inn, 7220 120th Ave., Bristol. First National Bank of Kenosha is seeking foreclosure on a \$2.5 million loan for 190 acres that was to be a shopping mall and First Bank South East, Lake Geneva, is seeking repayment of a \$175,000 loan due this May.



3-18-90
Frances Land Ritter, Bristol, has been appointed by Gov. Tommy Thompson to the new State Trails Council. The Council will work closely with the Wisconsin Department of Natural Resources on trail development and acquisition. The council was created in the last budget bill.

State Rep. Cloyd A. Porter proposed Ritter's appointment to the State Trails Council.

From left, Pat M. McCormick, advisor on environmental and agricultural issues to Governor Thompson, Ritter and Linda Smithback, assistant appointments director for Governor Thompson.

Pleasant Prairie to get Lake Michigan water

3-18-90
Pleasant Prairie, Wis. —AP— In the first diversion authorized under the 1985 Great Lakes Charter, Lake Michigan water will be pumped to this community to replace well water contaminated with radium.

A pumping station will be built and the diversion will begin in August, said Michael Poliooff, administrator of the Town of Pleasant Prairie. About 500 homes will receive a total of about 500,000

gallons of water daily, he said.

Water in some areas of the town has levels of naturally occurring radium that exceed Environmental Protection Agency standards. Exposure to radium can cause cancer.

Michigan officials initially objected to the diversion. The charter gives eight states and two Canadian provinces a say in the diversion of water from the lakes and from the St. Lawrence Seaway.

Michigan Department of Natural

Resources Director David Hales said the diversion was eventually approved because it was needed to alleviate a human health risk and because a relatively small amount of water was involved. The diversion will not affect Lake Michigan water levels, he said.

The plan was approved but needs final authorization from New York Gov. Mario Cuomo, said Bruce Baker, director of water resources for the Wisconsin DNR.

Drop Kenosha week proclaimed

3-19-90
Responding to Kenosha's incursion into the Town of Bristol, a grassroots organization is being formed to rally under the banner "Drop Kenosha! Shop Westosha!"

On Monday, March 19, the Common Council will vote on the first reading on a petition filed by Bristol Parkway, Inc. to annex approximately 300 acres of the Town of Bristol into Kenosha. On Monday, April 2, the annexation petition will again be brought before the Common Council for second and final reading.

"Our goal is to convince the Common Council that it is not in the long-term interest of Kenosha to cross I-94 into Bristol or Paris," said E. Robert Matson, spokesman for the Westosha Alliance. "This current petition is another bailout of a frequent political contributor, plain and simple, to be paid for out of the pockets of those who are still paying for the last bailout that failed."

"By anyone's guess, Westosha is a \$1 billion corporation, with annual income in the neighborhood of \$250 million. It's time it flexed its economic muscle."

The Westosha Alliance is proposing Drop Kenosha! Shop Westosha! Week for Sunday, April 1, to Sunday, April 8, to help Kenosha's city fathers wake up and smell the coffee west of I-94. "There is one way to deal with a bully: Punch him in the nose," Matson said.

"When the city's shopkeepers and barkeepers add up their receipts at the end of the week, they may gain a new respect for the economic clout of their friends and neighbors across I-94. Perhaps they can educate their political leaders in the fundamentals of good business: 'You don't antagonize your customers,'" Matson said.

In response to Bristol's plans to negotiate a boundary agreement with Kenosha, Matson said, "Governments always have the authority to decide how they will share power. Town government is rural government and rural governments are generally conservative and reactive rather than proactive. They of-

ten need to be led, so they can follow. The people of Westosha know where the boundary is."

Matson was sharply critical of remarks attributed to city planner Ray Forgianni. "He's making a bottom-line decision only. He's telling the aldermen that this annexation is the equivalent of an \$18 million business moving into the city. He is not projecting any negative impact. Kenosha could easily lose \$18 million every year in lost revenue from an aroused and angry Westosha. City retailers cannot afford to alienate a large part of their customer base."

"Kenosha is just now rising from the ashes left by Chrysler," Matson continued, "Mayor Moran needs the economic cooperation of Westosha more than Westosha needs Kenosha."

"To remain a metropolitan center, Kenosha must justify its existence every day. It would not take much more arrogant provocation for all of the territory outside the city, including Pleasant Prairie and Somers, to put the squeeze on Kenosha."

Matson feels the county could easily develop the services Kenosha now offers, in about the same time that it will take the city to absorb all it has recently annexed.

"In head-to-head competition, Kenosha could win the battle (annex part of Westosha), but lose the war (be landlocked economically)," Matson said. "The decision is now in the hands of the Common Council. Let's hope they vote for long-term economic cooperation with Westosha."

Stay east of the interstate

To the Editor: 3-18-90
West of the I is a no-no, Mr. Moran.

I bet 99 percent of the people west of the I would say, "Don't tread on us."

Like the mayor and aldermen who voted to annex part of Bristol don't seem to realize what the people west of the I mean to the economics of the city of Kenosha. I don't live in the town of Bristol, but if they annex part of Bristol, who is next? Maybe Paddock Lake, there are a few businesses there to hog up.

If they do annex, the people west of the I could boycott the city of Kenosha. We can shop elsewhere.

Mayor Moran, you have all you can handle in Kenosha. I don't know what your ambitions are, but those who want everything usually end up with nothing. And you taxpayers don't need more expenses and more taxes.

Walter E. Springer



Pro-racetrack and anti-racetrack supporters let their feelings be known at the Bristol Town Board meeting March 12. Brainerd president



David Ames' request to waive the amusement ordinance was rejected. (Diane Jahnke photo)

Racetrack plans stymied

3 19.90

Bristol denies waiving ordinance

By Diane Jahnke

The Bristol Town Board in a unanimous vote, rejected waiving the amusement park ordinance for the proposed racetrack.

Brainerd International board of directors may file a lawsuit claiming the ordinance is unconstitutional. The vote was 4-0, with town Chairman Noel Elfering abstaining. He turned over the gavel to supervisor Bernard Gunty.

Just as the meeting was called to order March 12, chants of "Ames, go home" echoed throughout Bristol Grade School where nearly 500 people rallied.

Elfering, in an effort to "keep peace and harmony," removed the citizens' comments portion of the meeting from the agenda. That action sent the crowd roaring, "Let us speak."

"It's our agenda, not yours," Elfering said, adding the board had the power to adjourn the meeting if the audience did not suppress its hostility.

Only written questions were answered following Brainerd president David Ames' request.

In his presentation, Ames reiterated prior commitments in exchange for the board's motion to allow the automobile racetrack and dragstrip

to operate without an amusement ordinance.

Several promises included no alcohol sold on the premises; no camping; Kenosha International Raceway would provide its own security and rescue services; and Bristol would receive 50 cents for each ticket sold, estimated to bring in \$100,000 to \$300,000 in annual revenue.

Supervisor Audrey Van Slochteren motioned to table the ordinance amendment decision until Brainerd received the required Department of Natural Resources air quality permit and county sanitary department approval. Her motion was seconded by supervisor Donald Wienke.

When the vote was taken, there was confusion as to its count and

wording. After conferring with town attorney Robert Kendall, another vote resulted in a 2-2 tie.

A motion was then read to waive the amusement park ordinance. A unanimous vote was tallied and the crowd reacted with hearty applause.

In question is whether the ordinance is constitutional, and Ames said he will meet with his seven board members during the week to decide on possible legal action. The ordinance restricts loudspeakers, dust and noise.

The racetrack controversy has been a torrid issue in the town since Elfering and neighbor Anthony Kordecki agreed to sell property for the \$8.5 million speedway and dragstrip. The proposed development is planned at county highways CJ and MB.

Condos on Bristol agenda

BRISTOL — An 88-unit subdivision with condominiums and duplex apartments proposed on 195th Avenue, southwest of the town's old sewage treatment plant, will go before the Planning Board at its meeting tonight. The meeting in the Bristol Town Hall begins at 7 o'clock.

Robert Watring proposes to build 88 units on the eight-acre parcel. It would have 48 two-bedroom apartments of up to 996 square feet and 40 two-bedroom condominiums up to 1,495 square feet. The development will have

a picnic area with a gazebo and a pond with fountain.

The commission will also consider an amusement park on 2.4 acres behind the Brat Stop by the owners of the Congo River Miniature Golf park, a restaurant near the site of the Bristol House Tavern, a request by Eugene Merten, Merten's Bristol Garage, to obtain a Wisconsin Motor Vehicle Salvage Dealer or Recycler License.

Dale H. Nelson, 16420 93rd St and Ronald Robers, 8558 184th Ave will ask for permission for parcel splits.

Bristol puts subdivision on hold

By Patrik Vander Velden
Staff Writer

BRISTOL — The town Planning Board tabled action Monday on a proposed 88-unit subdivision until the developer returns with an engineering study on water runoff.

In addition, the board wants developer Robert Watring to see whether any Department of Natural Resources permits are required because part of the property was once a town dump.

Watring proposes to build condominiums and duplex apartments southwest of the town's old sewage treatment plant on land abutting County Highway AH at 192nd Avenue.

Presented to the board Monday was a petition with 68 signatures from neighbors who opposed the construction.

Earla and David Muhlenbeck, 19707 82nd St., said the area is single family, and "we just feel we'd like our neighborhood to stay that way."

The Muhlenbecks and board members were concerned with drainage and possible problems with run-off from the roads and parking area in the subdivision, despite Watring's assurances a two-acre pond on the land will handle it.

"There's no way that pond can handle the runoff," said David Muhlenbeck.

Plan Board member Edward Becker made the motion for the study, saying, "Somebody has to explain what effect paving will have on run-off and where it will go."

In other business, the board tabled action on a proposed amusement park on 2.4 acres behind the Brat Stop, 12304 75th St., because the planners, owners of the Congo River Miniature Golf park, did not attend.

Judge OKs foreclosures

A Zion bank Wednesday was granted summary judgments against two related companies involved in developing the Best Western motel at I-94 and Highway 80.

Judge Bruce E. Schroeder approved the mortgage foreclosures sought by First of America Bank against Bristol Investments Corp. and Bristol Development Limited Partnership, owners of the motel and the land on which it is located at the northwest corner of the intersection.

First of America filed the foreclosure suits in January to collect on debts totaling more than \$4.2 million.

Schroeder adjourned for three weeks a decision on the bank's motion for the appointment of a receiver to manage the Best Western until it can be sold to pay off the debt.

Bristol Development and Bristol Investments are among a network of related firms involved in the long-planned but never built Bristol Mills shopping mall. The proposed \$40 million, 1.3 million-square-foot shopping complex was to have opened in 1988. Only the motel and a small strip mall were constructed.

The First of America suits are only two of a series of court actions that have been filed against the series of financially troubled development firms. Last week, Bristol Parkway filed for reorganization under federal bankruptcy laws.

Who will pay the bill?

To the Editor: 3-24-90

Mayor Moran is trying to put himself in Kenosha history as the mayor who had Kenosha grow west of the interstate. Kenosha taxpayers will pay the bill.

How many years has it taken to get the northside fire station built? Much of the land recently acquired from Somers and Pleasant Prairie have no water and sewer service and still get fire-rescue protection from their previous providers.

Do you think Bristol will be willing to provide fire and rescue service to property taken from them?

Pleasant Prairie Residents

Bristol does too good a job

To the Editor: 3-20-90

Bristol is a changing community. With the disappearance of dairying, and the demise of most of the business places, a wise town board bought land

and set up an industrial park. They have encouraged small manufacturers to build their business in Bristol. Town boards in the past and the present have done everything they could to encourage any kind of business to come to Bristol. Their thought has been to help pay taxes and bring employment. The Bristol Industrial Complex employs more than 600 people.

The Bristol Town Board and the Planning Board have encouraged the building of business on I-94, and generally have succeeded to such a great extent, the city government of Kenosha would like to have it. Because of Bristol's success in attracting business along I-94, the mayor and the city council want it. Because the Town of Bristol is unincorporated, the condi-

tions appear that the city government of Kenosha can take any part of Bristol or the other towns in the county they wish, as long as that property is connected. Why not take over all of Bristol or Paris or any of the other towns? The question is, will it help my friends in Kenosha? The governing people in Kenosha took more than 3½ square miles of Pleasant Prairie.

The Bristol Town Board should be praised and complimented and not condemned for their efforts in creating a fine, well-balanced town. Apparently the Town Board of Bristol has done too good a job on the I-94 development; the government of the city of Kenosha wants that property.

Bryant B. Benson

Bristol annexation equals cash for city

Immediate annual gain \$173,500, council told

By Patrik Vander Velden
Staff Writer

The city of Kenosha will get an immediate \$173,500 annual net revenue if it annexes a portion of the Town of Bristol on the northwest corner of I-94 and Highway 50, City Finance Director Nick Arnold told the City Council Monday.

Arnold made his comments after remarks by Bristol officials and citizens against an annexation petition from Bristol Parkway Limited Partnership. The developers planned a large

shopping center that was never built and now face numerous lawsuits and have filed for bankruptcy protection.

The petition was given its first reading at Monday's meeting and comes up for action by the council April 2.

Arnold gave the council a fiscal note that estimates the city could gain \$173,000 annually through property taxes and a hotel room tax. It would need to spend \$11,500 on street maintenance and other services.

With final commercial development, total revenues of

\$468,500 would be offset by \$237,000 in expenditures, including a \$73,000 annual debt service based on 7 percent interest over 10 years for storm sewers and road work. The net revenue would be \$230,000 annually, Arnold estimated.

"The net revenues will reduce the burden to the city of Kenosha taxpayer," said Arnold.

Bristol opponents asked the city to delay action and instead negotiate a boundary agreement between the two municipalities.

"After April 3 there will be a new political image in Bristol. Cooperation with surrounding communities will be part of that new image," said Town Supervisor Audrey Van Slochteren.

Van Slochteren referred to Town Chairman Noel Elfering's

comment last year that Bristol could "be an island unto itself," but turned it around and asked the communities to bargain an agreement.

"Please consider tabling the issue until after the April 3 election. Then Bristol and Kenosha can sit down and work our problems out together," she said.

Robert Matson, 20033 82nd St., repeated the cooperation theme. "A new political entity is coming. I think you will enjoy working with Bristol," said Matson.

In a related matter, Matson, representing the Westosha Alliance, gave aldermen information that outlines an economic boycott of the city by western Kenosha County residents as a protest to the proposed annexation.

Man guilty of robbing book store

3-24-90

A Circuit Court jury, in a four-day trial in Judge Barbara Kluka's court, found a 30-year-old Illinois man guilty of armed robbery and not suffering from a mental defect.

Mark C. Miller, Hoffman Estates, Ill., had pleaded not guilty and not guilty by reason of mental disease or defect.

Miller was charged with the March 26, 1988, holdup of the Crossroads Video News Agency, an adult book store on the I-94 frontage road. He pointed a gun at a clerk demanding more than the contents of the cash register. When the employee said he didn't know the safe combination, Miller let him make a phone call to get the number. The sheriff's department was alerted instead, officers responded and arrested the suspect.

Miller told the arresting officer he needed money to buy a ring for his girlfriend and decided to get it at "the worst place he could find, a porno shop."

A presentence investigation was ordered by Kluka, with Miller's sentencing scheduled for May 24.

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"There is economic clout in western Kenosha County which can either be used to resurrect Kenosha, or to compete with Kenosha," Matson wrote the aldermen.

The Alliance also presented a letter to Mayor Patrick P. Moran making a "moral argument" against annexation.

Matson claimed the annexation was a parallel to the biblical account of the prophet Nathan's judgment against King David's intrigue with Bathsheba in 2 Samuel 11.

"Everyone hearing this news will have their anger 'greatly kindled' against the rich man, who had 'exceeding many' commercial strips and corners," Matson wrote the mayor.

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To the Editor:

Mayor Moran is trying to put himself in Kenosha history as the mayor who had Kenosha grow west of the interstate. Kenosha taxpayers will pay the bill.

How many years has it taken to get the northside fire station built? Much of the land recently acquired from Somers and Pleasant Prairie have no water and sewer service and still get fire-rescue protection from their previous providers.

Do you think Bristol will be willing to provide fire and rescue service to property taken from them?

Pleasant Prairie Residents

BRISTOL BOARD COMMENDED

Dear Editor: 3 6 90

Bristol is a changing community. With the disappearance of dairying and the demise of most of the business places, a wise town board bought land and set up an industrial park. They have encouraged small manufacturers to build their business in Bristol. Town boards in the past and the present have done everything they could to encourage any kind of business to come to Bristol. Their thought has been to help pay taxes and bring employment. The Bristol Industrial Complex employs over 600 people.

The Bristol Town Board and the Planning Board have encouraged the building of business on I-94, and generally, have succeeded to such a great extent, the city government of Kenosha would like to have it. Because of Bristol's success in attracting business along I-94, the mayor and the City Council want it. Because the Town of Bristol is unincorporated, the conditions appear that the

city government of Kenosha can take any part of Bristol or any other towns in the county they wish, as long as that property is connected.

Why not take over all of Bristol or Paris or any of the other towns? The question is, will it help my friends in Kenosha? The governing people in Kenosha took over 3-1/2 square miles of Pleasant Prairie.

The Bristol Town Board should be praised and complimented and not condemned for their efforts in creating a fine, well-balanced town. Apparently, the Bristol Town Board has done too good a job on the I-94 development; the government of the City of Kenosha wants that property.

Bryant B. Benson

Brainerd bows out

By Dave Backmann
and Barbara Henkel
Staff Writers 3-22-90

Brainerd International Inc. is dropping its plans to build an auto racetrack in the town of Bristol.

David Ames, Brainerd president and chief executive officer, said this morning the decision by his company's board of directors was made because, "There really was not a champion in Kenosha County for the site.

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David Ames

Ames said Brainerd, based in Minnetonka, Minn., has invested \$350,000 in unsuccessful attempts

to build a world-class racing facility in Bristol and in the town of Mount Pleasant in Racine County.

The Mount Pleasant Town Board rejected the track last May.

Brainerd is still looking for a site, although Ames declined to discuss other possible locations.

"We have several communities that have shown interest in us. I can't discuss that further."

Ames said Brainerd still plans to have a track ready for racing in 1991.

On the decision to drop plans for a Bristol track, he added, "There were so many obstacles.

We really didn't want the aggravation of trying to overcome those obstacles.

"We were never treated fairly.

"We're good citizens up in Brainerd, Minn.," where the corporation operates a 500-acre multi-purpose motorsport complex.

"We're not looked on as something bad.

"We felt Kenosha County needed something like this for its economy."

Brainerd had planned a 2-mile oval track and drag strip in an \$8.5 million complex in Bristol.

The company estimated the annual impact on the Kenosha-area economy from the track at \$80 million to \$90 million.

Kenosha could have gained international exposure from such a facility through television and other racing-media exposure, Ames said.

News of the pullout was greeted with both joy and disappointment in Bristol.

"That's the best news I've heard," said Marion Middleton, secretary of the Bristol Community Action Committee which was formed to oppose the track.

Bristol Town Chairman Noel Elfering, who was offered \$1.5 million by Brainerd for farmland to build part of the track, said the loss of the racetrack "will be a great financial loss for the county. I'm still not convinced this wasn't a very good thing for the community."

Personally he said Brainerd's pullout could be a financial loss to him, but he said "I have had other people ask about it" (the farmland he was going to sell to Brainerd).

Brainerd offered to buy 289.5 acres from Elfering, 15324 Horton Road, and neighbor Anthony Kordecki, 16605 104th St. Kordecki was not available for comment this morning.

Both Elfering, and Middleton said they had not heard anything more about Brainerd's plans since a special town meeting March 12 when the Town Board voted 4-0 not to waive stipulations in the town's amusement ordinance. The waivers would have allowed the track to be built. Elfering abstained from voting.

After the vote, the Brainerd president said he had to talk to his board of directors on what their course of action would be.

Both Middleton and Elfering agreed that had the town had countywide zoning, it may not have prevented Brainerd from planning a track where it did.

Middleton said her group willingly takes credit "for rattling their cages a little bit.

"I think with the cooperation of the DNR and SEWRPC, and the help of Sen. Joseph Andrea, we alerted them to a lot of problems here," Middleton said.

Track is eyeing site across county line

Thwarted in Bristol, racers head west

By Joe Van Zandt
Staff Writer 3-24-90

Brainerd International Inc., thwarted in its attempt to build an \$8.5 million auto racetrack in the town of Bristol, is now looking for property in the area east of Genoa City, possibly including some land at the far west end of Kenosha County.

Although officials of the corporation declined comment when contacted Friday, several others, including the president of the Genoa City Village Board, confirmed that officials of Genoa City, the town of Bloomfield and Walworth County met with Brainerd representatives this week to discuss the possibility of bringing the racetrack to the Genoa City area.

Among those who attended the Tuesday meeting were Walworth County Director of Planning and Zoning Frank Dobbs, Bloomfield Town Supervisor Don Zarnsdorf, most of the members of the Genoa City Village Board and Bloomfield Town Chairman Robert Tilton.

Tilton said the meeting was requested by Brainerd officials to help determine interest in a racetrack, and to find out whether there is a suitable site for the facility.

Based on their presentation, Tilton said, he feels the only way

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the track is likely to be built in Walworth County is if the land is annexed by Genoa City. "The county has very strict zoning laws," he said. "I don't see how a racetrack could operate under them."

Charles Schuren, president of the Genoa City Village Board, said Friday he is in favor of bringing the track to Genoa City, since it would generate much-needed tax revenue, jobs and cash for local businesses. (Genoa City's business community has been struggling ever since busy U.S. Highway 12 was rerouted around the town 10 years ago.)

"The Brainerd people told us they are looking for a community where they are welcome," Schuren said. "I think Genoa City would be a good location for them."

One of the stumbling blocks in

locating the racetrack in Bristol was the lack of sewers in the area of the proposed site. But Genoa City has a sewage treatment plant operating well below capacity, and has been seeking additional customers to help lower operating costs.

Brainerd representatives reportedly told those at the Walworth County meeting they would like the village of Genoa City to help locate a suitable site that is close enough to the village boundaries to be annexed. They indicated they are looking for about 200 acres for the combination oval track and drag strip.

One piece of property reportedly under consideration is a 40-acre farm owned by Walworth County Board Member Ernest Kloppstein. It is located on Williams Road north of Wild Rose Road and abuts a 100-acre parcel in the town of Randall that is owned by real estate developer David Laurine.

Laurine said Friday that this was the first he had heard of Brainerd looking for land in the area. He said he would have to take a hard look at any plans. "I'm not sure I favor a racetrack here," he said, "especially if any of my neighbors were to object."

Laurine lives about a mile south of the Kloppstein farm on the Illinois side of the state line



Five generations gather 3-25-90

Julie Ann Ellis became the fifth generation of her family when she was born in December. She is held by her father, Glenn Ellis, 19727 84th Place, Bristol. Seated next to them is Julie Ann's great-great grandfather, Leo Gillmore, 3020 87th Place. Standing in back are Julie Ann's grandmother, Diane Ellis, 8206 200th Ave., Bristol and her great grandmother, Leona Krahn, 7530 144th Ave., Bristol.

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Paddock Lake to halt city's westward march

By Patrik Vander Velden
Staff Writer

³⁻²²⁻⁹⁰
PADDOCK LAKE — The city of Kenosha is a Goliath intending to annex as far west as Highways 45 and 50, but it will have to face the "David" of Paddock Lake, Village President Norman Krueger said Wednesday.

The Kenosha Common Council will decide April 2 whether to accept an annexation petition from Bristol Parkway Limited Partnership. The developers planned a large shopping center on the northwest corner of I-94 and Highway 50 that was never built. The developers now face numerous lawsuits and have filed for bankruptcy protection.

"The Kenosha Land Development Co., which consists of Mayor (Patrick) Moran and the aldermen will annex that part of

Bristol. It can happen to Paris, to Salem, all the way down the line," Krueger said.

"In my opinion it's the goal of the city to go to Benson Corners (highways 50 and 45). When he gets to Benson Corners, he'll find little David, which is Paddock Lake, will give him a fight," Krueger said.

Like the city and Pleasant Prairie, Paddock Lake has extended extraterritorial zoning into Bristol. Paddock Lake's ETZ extends 1.5 miles into Bristol.

Krueger said it was a move to create a buffer zone and protect the village.

The annexation will be a unifying move for western Kenosha, said Krueger.

"When that vote is taken, I believe people on the west end will unite more than ever before. They will unite against the land

Hoag Park well plan scuttled

³⁻²²⁻⁹⁰
In a special meeting Wednesday, the Paddock Lake Village Board voted against releasing \$7,500 to the Lake Rehabilitation District for a well in Hoag Park.

The district, serving as an advisory committee to the board, voted in August to drill the well as a way to control the water level of Paddock Lake, which it considers low.

However, some board members questioned whether the well would lower other wells, creating a liability for the village.

The board's action also directed the lake district to get a geological survey of the area.

"Explain how you can vote on this when it has already been taken care of?" said Carolyn Syreini, 6410 238th Ave.

When citizen members of the lake district and village trustees began arguing, Village President Norman Krueger pounded the gavel, saying, "We're not going to have a shouting match here. This is not Bristol."

development company," he said. Towns will look to the villages in the county's western half for help against annexation. A push

west by the city is not good for the county, said Krueger. "It brings a more bureaucratic government and is a

threat to our quality of life," he said.

As for a proposed boycott of Kenosha business April 1-8 as a protest against the annexation, Krueger said, "It's a matter of choice where people want to shop."

Alpine agrees to payment for extra services

³⁻¹⁹⁻⁹⁰
Alpine Valley Music Theater has agreed to pay a voluntary contribution to offset extraordinary costs incurred by Walworth County and local municipalities during its 1989 season.

Joseph Balistrieri, president of Joseph Entertainment which owns and promotes the East Troy-area music theater, announced the reimbursement plan after a 2-1/2 hour March 12 meeting with state, county and local officials.

The agreement to submit a cost estimate and pay a voluntary contribution follow the results of a study which were released at a news conference in Milwaukee March 8.

Joseph Entertainment officials paid for a study prepared by the University of Wisconsin-Milwaukee Department of Urban Planning and School of Architecture.

Results listed in the 33-page document indicate that Alpine Valley Music Theater generates twice as much revenue for area governments as local municipalities and Walworth County spend for concert-related services.

Monday, Balistrieri and other officials for the Milwaukee-based entertainment organization, met with State Sen. Tim Weeden, State Rep. Chuck Coleman, Walworth County Planner Frank Dobbs, Lake Geneva Mayor Spyros Condos and a host of other county and local officials.

signs at the music theater, directing people to the location of exits and encouraging people not to drink alcohol or consume illegal drugs.

Mayor Condos asked what was being done to handle sewage at the music theater, and repeatedly argued that more needs to be done to provide better crowd control at the facility.

Two neighboring property owners also attended the meeting and complained that Alpine has not done enough to prevent illegal parking, use of private property by patrons who go to the bathroom, and controlling of parking within the facility.

Mike Bong and Jim Friemont accused Alpine officials of failing to act, despite repeated complaints by neighboring property owners that music theater patrons were going to the bathroom in a near-by farm field during the 3-day Grateful Dead concert.

Balistrieri, however, contended throughout the meeting that Alpine Valley has not only continued to address the complaints of its customers on an annual basis since 1987, the Joseph Entertainment spokesman also argued that the East Troy music theater was one of the best-supervised and most enjoyable outdoor theaters in the country.

Improvements cited by Balistrieri include:

- Improving concession stands to provide room for more people.
- Improving the stage area to accommodate Madonna and other major entertainment acts.
- Improving lighting in the parking lot.
- Widening County Trunk D to three lanes to provide more room to enter and leave the music theater from Interstate 43.
- Purchasing neighboring properties to provide additional parking space and emergency parking areas in case bad weather limits the grass areas where vehicles can be parked.
- Adding additional entrance and exits from the music theater parking lot, and widening existing exits, to allow people to enter and leave the

facility in less time.

• Adding additional bathroom facilities throughout the music theater to accommodate patrons.

• Improving ground parking areas by laying gravel to allow these lots to be used when weather conditions are poor or raining.

Balistrieri also said Alpine Valley has one of the lowest insurance ratings in the country for an outdoor theater, announcing that total paid claims for the music theater through the 1989 season amounted to less than \$25,000.

Balistrieri cited rain and poor weather conditions as one of the major problems which occurred during the 1989 outdoor concert season, and made it difficult to enjoy Alpine Valley.

ways 50 and 45.

If the city has the power to annex Bristol, Krueger said Paris, Brighton, Salem, and other towns could be next. He feels freezing the land could create a buffer between the city and Paddock Lake.

In other business, the board adopted a resolution regarding animals running at large. Owners will be responsible for all expenses incurred by the village relating to impoundment, veterinary expenses or disposal of the animal; if not paid,

BOARD TO STOP
ANNEXATION ³⁻²²⁻⁹⁰

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During his presentation, Balistreri argued that Alpine Valley has spent an estimated \$3.5 million to improve the music theater since May 1987, the first year that his company owned the property.

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Residents are invited to an open house on recycling from 10 a.m. to 2 p.m., Saturday, March 31, at the village hall.

Sheriff's deputies will be at the village hall to address residents' concerns from 6-8 p.m., Thursday, April 26.

The board approved the cable television transfer from Ingersoll to Warner.

I would like to support Earl Hollister's remarks to the mayor about "striking while the iron is hot." I think Hollister's many years of service beats the mayor's by a long shot. Sometimes, white hair allows him to call a spade a spade. Hollister's generation fought the fascists; he knows what he's talking about.

BOARD TO STOP ANNEXATION PADDOCK LAKE VILLAGE

"The people on the west end (of I-94) have to unite," said president Norman Krueger at the March 21 meeting, speaking of the City of Kenosha's plans to annex nearly 300 acres in Bristol. He plans to exercise the village's extraterritorial zoning rights and freeze Bristol land 1.5 miles east of Paddock Lake in an attempt to stop Kenosha from further annexation. The freeze would go east to Benson Corners on high-

The front-page news on St. Patrick's Day revealed that all the councilmen voted to annex the defunct Bristol Mills to Kenosha. I guess they didn't learn anything with the outcome of MediGen. Seems like the only game they know is follow-the-leader. An by the way: just who is your leader?

Elfering, how does crow taste? You have eaten a lot of it lately. Many people tried to tell you to get county zoning a long time ago. Instead of delivering scandal sheets against them, you should have listened.



PHOTO BY GUY W. LAWRENCE FOR THE JOURNAL SENTINEL

Zone bribe falls on deaf ears

by GLORIA DAVIS 3-23-90
Lakeland Newspapers
Even though some county supervisors

have warned the Common Council that the City of Kenosha's proposed annexation of the money-troubled commercial

property belonging to Bristol Dev. Corp., at the northwest intersection of Hwys. 50-1-94, will cement worsening relations with Bristol Twp., at press time, the city was proceeding with its annexation plans.

With Kenosha Mayor Patrick Moran saying that the city will annex the project as requested by Atty. Bill Reutz, head of the development corporation, the first reading of the annexation ordinance was expected to take place early this week.

Although many members of the Bristol Twp. Board, led by Bristol Town Chairman Noel Elfering, have been fighting a citizen's group's press for Bristol to adopt the Kenosha County Zoning Ordinance, the town board offered to adopt that ordinance if the city would

Matson: Time for county to flex its economic muscles against Bristol annexation by the City of Kenosha.

leave the present county-city borders alone.

Robert Matson of the Westosha Alliance, is calling for an economic boycott of businesses in the city. Matson claims that the approximate income of western county residents amounts to \$250 million which should be channeled away from the city towards county businesses if the annexation goes through.

PL nod goes to sewer

An unimproved road at the end of 241st in Paddock Lake will finally cease being the long-time eye sore that it has been.

After almost 15 years of on and off again negotiations with the Paddock Lake Village Board, Ron Robers will be trading one lot and a section of another one, located near the intersection of 78th St. and 241st., for the village's construction of a sewer line extension to Robers' property.

The village will also put in a road going from Robers' land to Hooker Lake.

The new road will be built on the land that Robers is trading to the village.

The village board has estimated that the property is worth approximately the same amount as the cost for the sewer extension, in the area of \$6,000.

Anyone who will be purchasing land along 241st. Ave. in time to come will be able to hook-up to the sewers.

There's room in Kenosha

To the Editor: 3-25-90

This is in reply to the March 15th article on the front page of the Kenosha News titled "Tourism Director Cites Benefits for the Area if Raceway is Built," quoting Jayne Herring, director K.A.T.C.

The people of Bristol have spoken as have our neighbors to the south, namely Antioch and Newport Township. We are not ready to make the quality of life sacrifices that a raceway would impose upon us.

I would suggest to Jayne Herring that she contact the Kenosha Chamber of Commerce and the Kenosha Economic Development Corp. If they feel that the economic impact is as great as portrayed, I have the ideal location for the racetrack. Immediately east of the dog track and south of the airport is a parcel of land in excess of 300 acres. This land is for sale and would nicely accommodate the racetrack.

If the Chamber of Commerce and the Economic Development Corp. would offer Brainerd their assistance in establishing their raceway at this location, I am sure the people of Bristol would offer their blessing.

Horace B. Fowler

The law is the law

To the Editor: 3-25-90

The Kenosha News published an article on March 2 in the Area News section pertaining to Bristol Town Chairman Noel Elfering not performing his duties as town chairman.

It is difficult to understand why Mr. Elfering was not charged immediately with a criminal offense. Assistant District Attorney Ginkowski even stated that Elfering was in violation of the law. Ginkowski used Elfering's possible ignorance as an excuse for not charging him with a felony. What is going on here when a politician is excluded from due process by reason of ignorance? In that case, most politicians could or would never stand trial for any criminal act.

Could it be the other politicians in Kenosha County like what Elfering has been doing in Bristol for the past several months? Let us not forget assistant district attorneys have a boss who is district attorney who has a boss that is a politician who likes developments. Maybe the state publicity campaign on tourism was meant for politicians to escape to Wisconsin, and the people should start thinking Escape From.....!

Bristol Resident

If it were baseball

To the Editor: 3-25-90

If last Tuesday's Bristol town board meeting could be characterized as a ballgame, one might report that the well-regarded Bristol "Blues" scored mightily over the despised "Carpetbagger Yellows." This in spite of bad officiating; particularly the roundly booed "agenda" ruling which unfairly benched some of the heavy hitters.

And then we are patronized and lectured... "sometimes you have to do what is best for the town." True enough, but why not all the time? Such unique and selfless concern for the town would be applauded if it could be explained! Perhaps Chairman Mao could expound some more and enlighten the masses at the next meeting (written questions and short words only).

The arrogant Mr. Brainerd has been shot down for this year, certainly. The "Blues" are stronger and growing... whatever it takes. A lot of smart, concerned innovative people are there and vigilant. Not to suggest Bristol is inhospitable. Come back any time Dave, the rail is greased, the tar is hot and we have chicken feathers in abundance.

West Jacobs

Bristol teaches self-confidence

By Diane Jahnke 3-26-90

Adolescents carry a lot of insecurities and undergo many physical and intellectual changes and

Schwartz and principal and guidance counselor Jeff Gorn.

Sixth graders are a rambunctious group, Gorn noted; however, the most interesting to work with "But

start with optimism.

If the child's day starts off on a negative note, the remainder of the day is jaded. A simple hug or encouraging words such as "I made this

Parents will also meet in a group and discuss the challenges of raising 10-14 year-olds. They will be encouraged to form parent networking.

Children often complain, "If she can do it, why can't I?" Networking will give parents an opportunity to call other parents to confirm whether what one child says is fact.

Adolescents have difficulty adjusting to outside influences. In cases of divorce, for example, a child may be confused about which parent's morals to follow.

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There's room in Kenosha

To the Editor: 3-25-90

This is in reply to the March 15th article on the front page of the Kenosha News titled "Tourism Director Cites Benefits for the Area if Raceway is Built," quoting Jayne Herring, director K.A.T.C.

The people of Bristol have spoken as have our neighbors to the south, namely Antioch and Newport Township. We are not ready to make the quality of life sacrifices that a raceway would impose upon us.

I would suggest to Jayne Herring that she contact the Kenosha Chamber of Commerce and the Kenosha Economic Development Corp. If they feel that the economic impact is as great as portrayed, I have the ideal location for the racetrack. Immediately east of the dog track and south of the airport is a parcel of land in excess of 300 acres. This land is for sale and would nicely accommodate the racetrack.

If the Chamber of Commerce and the Economic Development Corp. would offer Brainerd their assistance in establishing their raceway at this location, I am sure the people of Bristol would offer their blessing.

Horace B. Fowler

The law is the law

To the Editor: 3-25-90

The Kenosha News published an article on March 2 in the Area News section pertaining to Bristol Town Chairman Noel Elfering not performing his duties as town chairman.

It is difficult to understand why Mr. Elfering was not charged immediately with a criminal offense. Assistant District Attorney Ginkowski even stated that Elfering was in violation of the law. Ginkowski used Elfering's possible ignorance as an excuse for not charging him with a felony. What is going on here when a politician is excluded from due process by reason of ignorance? In that case, most politicians could or would never stand trial for any criminal act.

Could it be the other politicians in Kenosha County like what Elfering has been doing in Bristol for the past several months? Let us not forget assistant district attorneys have a boss who is district attorney who has a boss that is a politician who likes developments. Maybe the state publicity campaign on tourism was meant for politicians to Escape to Wisconsin, and the people should start thinking Escape From.....!

Bristol Resident

If it were baseball

To the Editor: 3-25-90

If last Tuesday's Bristol town board meeting could be characterized as a ballgame, one might report that the well-regarded Bristol "Blues" scored mightily over the despised "Carpenterbaggers Yellows." This in spite of bad officiating; particularly the roundly booed "agenda" ruling which unfairly benched some of the heavy hitters.

And then we are patronized and lectured... "sometimes you have to do what is best for the town." True enough, but why not all the time? Such unique and selfless concern for the town would be applauded if it could be explained! Perhaps Chairman Mao could expound some more and enlighten the masses at the next meeting (written questions and short words only).

The arrogant Mr. Brainerd has been shot down for this year, certainly. The "Blues" are stronger and growing whatever it takes. A lot of smart, concerned innovative people are there and vigilant. Not to suggest Bristol is inhospitable..Come back any time Dave, the rail is greased, the tar is hot and we have chicken feathers in abundance.

West Jacobs

Parents will also meet in a group and discuss the challenges of raising 10-14 year-olds. They will be encouraged to form parent networking.

Children often complain, "If she can do it, why can't I?" Networking will give parents an opportunity to call other parents to confirm whether what one child says is fact.

Adolescents have difficulty adjusting to outside influences. In cases of divorce, for example, a child may be confused about which parent's morals to follow.

"Hopefully, we can point out the pros and cons, and they can make the right choice," Gorn said. "The program is set up so students can make positive choices."

The three-legged stool to self-confidence consists of feeling skillful, feeling appreciated and taking responsibility. If any one of these tools is missing, the stool tips over.

"You can become a workaholic, but never learn to love," Gorn said.

Children are influenced by others around them, and they learn more from people's actions than words.

"Whether positive or negative, you make an impact on the child," Gorn said. "We have to take away the negative and redirect their energy flow."

Bristol teaches self-confidence

By Diane Jahnke

Adolescents carry a lot of insecurities and undergo many physical and intellectual changes, specifically during the ages of 10 and 14.

To help strengthen their self-confidence and reinforce positive behavior, Bristol Grade School is implementing the Lions-Quest Skills for Adolescence program into its curriculum. The program is designed to help students become more confident, communicate better with their families, make decisions based on facts rather than pressure from their friends, and say no to the negative peer pressures they might encounter.

Parents of sixth graders were invited to the school March 20 to hear the program's objectives, explained by sixth grade teacher Gina

Schwartz and principal and guidance counselor Jeff Gorn.

Sixth graders are a rambunctious group, Gorn noted; however, the most interesting to work with. "But they are not always working constructively. The sixth graders will be the most successful class in life if they can get over some humps."

The students tend to follow negative actions rather than positive, he said. And every problem becomes a class problem.

"The focus is to move students in a positive direction for the best interest of the kids," Gorn said.

Instilling self-confidence and positive behavior should begin at home, Schwartz said. Approval and encouragement has a greater impact on the children when it comes from parents, not peers. And each day should

start with optimism.

If the child's day starts off on a negative note, the remainder of the day is jaded. A simple hug or encouraging words such as, "I made this breakfast especially for you," will start the child's day off on the right foot, Schwartz said.

The Skills for Adolescence program will be incorporated into the language lessons. Students will discuss social and world issues while improving self-confidence so they can have a good day, every day.

Debates will also be held, to which the class responded favorably.

"They love that they can argue with someone and get points for it," Schwartz said. "If it bothers you, I tell them to express it."