



The

Checkpoint

Official Publication of the Arrowhead Sports Car Club

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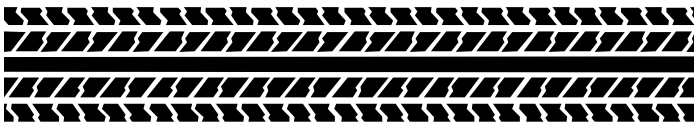
Volume 42

May 2001

Number 4

Skid Marks

----by Bill Taylor



Mea Culpa!

When you picked this issue out of the mailbox, you probably noticed it was very thin. Well, sloth caught me up and your humble editor (YHE) didn't get started until the very last moment. In order to fulfill our commitment to the United States Postal Service, and to maintain our status as one of the smallest mass mailers to hold a second class permit, we needed to get this into the mail as soon as possible. Look for a more substantive June issue to follow this one very shortly.

Headwaters Club Rally

Earlier this month, YHE and some other ASCC members made the trip to Park Rapids for the SCCA Headwaters Club Rally. Another good time in the woods for one and all.

The number of entries, 28, was down a bit from last year. But, last year the event also included a run-off from 1999. That added quite a few entries.

At the end, some 21 were running. Only 25% attrition in a rugged club-level event of this kind is not bad at all. Says something about the level of preparation for these entries.

All Is Not Well In NASCAR Land

Though you wouldn't know it by perusing the mainstream media (newspapers, enthusiast magazines, TV, even the more accessible web sites.) There seems to be a very strong current of discontent, even fury, over NASCAR's slow and almost silent investigation of Dale Earnhart's fatal accident.

Many people are suggesting a cover-up. NASCAR has suggested that Earnhart's safety harness failed. The implication is that he hit the steering wheel and windshield area with sufficient force to cause fatal head injuries.

This suggestion is a direct slap in the face of Bill Simpson, who has dedicated himself and his company to safety in racing. He is understandably enraged.

NASCAR's statement about the seat belt seemed almost off-hand. But, they have now pushed themselves into a corner from which they can't gracefully extricate themselves.

Among drivers, crew chiefs and engineers there seems to be a consensus that the extreme rigidity of the NASCAR-spec chassis is at fault. They have been looking for ways to "soften" the chassis.

Enter the recent announcement of the "Humpy Bumper." It is designed by Humpy Wheeler to fit under the bodywork and absorb frontal impacts at superspeedways.

Want more info on the discord in happy land? Go to the ASCC website (arrowheadsc.org) and check out the links. You'll have some fun picking through it all. It takes a while, but it is worth it.

--Nuff Sed

Arrowhead Sports Car Club

Newsletter Staff

Officers

President

5554 Maple Grove Rd.
Hermantown, MN 55811

Jon Anderson

H 729-9390

Vice Pres./ Publicity

7675 Bear Trap Junc. Rd.
Saginaw, MN 55779-9672

Tim Winker

H 729-0821

Secretary

423 S 19th Ave. E.
Duluth MN 55812-2028

Bill Taylor

H 728-2980
W 727-8723

Treasurer

423 S 19th Ave. E.
Duluth MN 55812-2028

Char Taylor

H 728-2980
W 723-2870

Competition /Membership

7675 Bear Trap Junc. Rd.
Saginaw, MN 55779-9672

Diane Sargent

H 729-0821
W 727-6864

Periodicals Postage paid at Duluth MN 55801
The Checkpoint is the official newsletter of the Arrowhead Sports Car Club, Inc. Opinions expressed herein are not necessarily those of the ASCC, its officers or its members, nor any Checkpoint advertisers. Articles may be edited. Non-original material will be noted as such.

The Checkpoint is published monthly except January from 423 S. 19th Ave. East, Duluth, MN 55812-2028.

Annual subscriptions are \$11.00 and are included in ASCC membership. Single-issue price is \$1.00 and is included in entry fees for ASCC events. Make checks payable to ASCC, c/o Treasurer.

Editor

Bill Taylor

423 S 19th Ave. E. H 728-2980
Duluth MN 55812-2028 W 727-8723
E-mail: editor@arrowheadsc.org

Workers

None this month.

Contributors

Jerry Winker (Photos)
Tim Winker (Photos)
Jon Anderson

Submissions

Submissions to *The Checkpoint* may be typed, handwritten, composed on diskette or transmitted by e-mail. All submissions should be sent to the editor at the above address

Computer disks with text should be in an IBM compatible format. If material is submitted as an attachment to an e-mail message, notify the editor before submitting. No unknown e-mail attachments will be opened. Deadline for submission is the last Thursday of the month for the following month's issue.

Articles, photographs, drawings and paste-up work submitted to this publication earn ASCC Continental Cup worker points.

The Checkpoint
(USPS) 006-510

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Duluth, MN 55812