



The

# Checkpoint

Official Publication of the Arrowhead Sports Car Club

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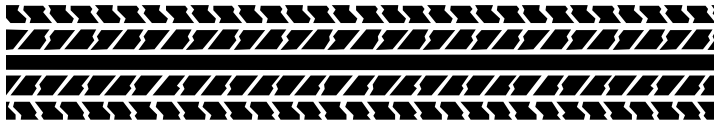
Volume 43

March 2002

Number 2

## Skid Marks

----by Bill Taylor



### Things That Make You Scratch Your Head and Go "Huh?"

We've previously taken proper note of the stretched Ford F150 limo and the Yugo with aero kit. Those were seen on the highways of the Twin Cities. Right here in Duluth you can see:

- A Ford Aspire with a "basket handle" wing. Good, I guess, for pulling it out of snow banks.
- A '70s vintage white Cadillac with a pair of Texas long horns attached to its forward flight deck, uh, hood, that is.
- A Ford Festiva completely carpeted in brown cut-pile carpet, with a sizable pair of cow horns attached to the hood.

These would be troubling enough when viewed separately. Imagine my surprise to see the Caddy and the carpeted Festiva parked next to each other, facing London Road, in the lot of the Pizza Hut around the corner from my humble home. Unfortunately, didn't have the camera charged up at the time. Thank God I wasn't walking home from The Reef at the time or I might have been tempted to take the pledge.

The owner of the Festiva lives around the corner and a half block down. It doesn't go away after two aspirin and a good night's sleep.

### Told You So!

Earlier, I wondered about compatibility of Duluth's proliferating "California Look" compact customs and our problematic winter streets. Not long ago I was stopped at the traffic light at 21<sup>st</sup> Avenue East and London Road. It was just before sunrise. A drastically slammed Honda Civic came down 21<sup>st</sup> at a rapid rate and left a really fine and truly impressive shower of sparks in the middle of the intersection, along with some small bits of its pricey-looking front air dam. Think the metal bits of the front suspension may also need some attention.

There is a local shop not far from here catering to this "Import Custom" craze which has more than a few slammed small cars requiring varying degrees of rhynoplasty in its parking lot. Guess money is no object. Wonder if there is still time to go back to school and learn the art of tattoo removal?

### Now I Remember Why We Do These Silly Things!

Fortune provided a sufficiency of workers for Jon Anderson's North Woods Drift rallye, so I was able to run it with Tobin Goetz, my son-in-law, co-driving. This was the first time I'd been able to run an event in quite a while. I was rusty and more than a little nervous about it.

Since I have proved repeatedly that my navigating skills are only slightly better than my knack for brain surgery, Tobin was delegated to right-seat duties. He has an intuitive ability and high comfort level with the numbers. After a couple of legs, we worked out how to communicate pretty well.

OK, we did get off course on the second leg as a result of our busily discussing two different instructions

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None this month.

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Tim Winker  
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

### **Address Correction Service Requested**

Postmaster, send address corrections to:

*The Checkpoint*  
423 S. 19<sup>th</sup> Ave. East  
Duluth, MN 55812

## Skid Marks

*(continued from Page 1)*

together. We managed to find a road that wasn't on Jon's inventory but should have been. It was approximately the width of a medium-sized car and had two well defined but not-recently-traveled tracks. Although we gave Jon high marks for including such a pathway, we soon realized our error but couldn't turn around for about a mile and a half.

The new Hakka Q's on the Fox had no trouble biting on the several inches of new snow on the track, even on the steep up grade that was the only way back out of the clearing where we were finally able to turn around. High marks for the new winter rubber. If I were still using my old, well-worn Hakka 10's, Tobin and I would still be there munching the last of the chip bag wrapper and composing a survival article for National Geographic.

Unfortunately, neither one of us had the presence of mind to grab a "bought time" slip and alibi our lost nine minutes. Maxed the leg, but had a hell of a good time laughing all the way out on the little road. Sometimes it's not the destination, just the way there that makes the trip worthwhile.

On another leg we discovered another minor truth of life. It is possible to stop and snatch a misdirected RX-7 out of the ditch and still score only single digits.

Unfortunately, we weren't able to be of any help with Steve Kemp's well-beached A-4. He finally pulled on through the ditch with no major body damage, but did finish 86-ing his already ailing clutch.

When all was said and done, all the points were added up and all the excuses and alibis made, Tobin and I managed to finish third over all and first in Class C. Even if we had bought time for our little "off-course" excursion, it wouldn't have changed the situation significantly. We would have just missed a little closer to the Carlborn juggernaut. Phyllis and Scott are just too doggone good! I'd really like to hate them, but they are way too nice, even if they do "cheat" by being way better at this rally thing than I am. It was great to give them a run.

Tobin and I fulfilled our first objective, which was to have fun, regardless. Close third over all is just a hell of a bonus. Thanks, TG!

*--nuff sed*



Caption Not Required (or wise.)  
It's not from around here

## All Is Not Well In F-1 Land

For several years, it has seemed that CART management's main amusement was to be found in repeatedly shooting itself in the foot during difficult economic times. By the same token, this editor has had the growing feeling that more than a sanctioning body, NASCAR has become a massive marketing Ponzi scheme that is rapidly approaching implosion.

However, it seemed that the Formula 1 empire was going on its merry way, staging some pretty good competition while making Bernie Ecclestone and Max Mosely two of the richest men around. At least they seemed to be suaver and less obvious about their manipulation and acquisitiveness in that almost unimaginable atmosphere generated by cubic bazillions in any currency you might name. Turns out that there may be some cracks in the foundation. The following article is reprinted without further comment. Thanks to Tim Winker for finding this piece.

## British Motorsports in a Spin? Is Silverstone's sorry state the first domino?

by TCC Team

Courtesy The Economist; first published  
January 19th 2002

Motor racing is one of the few successful bits of Britain's diminished car industry, which is why claims it is now under threat are getting attention

Britain is the center of the world's motor-racing industry. Along a strip of the country from

Northampton in the Midlands to Southampton on the south coast, there is a cluster of firms which includes seven of the world's 12 Formula One racing teams as well as companies making the bodies and engines for America's rival IndyCar series. The industry contributes a net \$3.86 billion a year to the economy, and employs some 25,000.

At the heart of this cluster lies the Silverstone Grand Prix racing circuit, which hosts the British Grand Prix, one of 17 held around the world each year. But Silverstone only narrowly escaped being dropped from this year's Grand Prix calendar, because its facilities are so poor compared with shiny new circuits in countries such as Malaysia. Some industry figures, such as Sir Jackie Stewart, president of the British Racing Drivers' Club (BRDC), which owns the track, say that the race is crucial to the industry, and that without a British Grand Prix, motor-racing companies would decamp to France or Germany. It's plausible. The industry moved from Italy after World War II, and could easily move away again.

#### Curious combination

Silverstone's Grand Prix attracts around 250,000 spectators. Getting to the race involves sitting patiently in traffic jams on the tiny roads that lead from the M1 or the M40 to the track. Two years ago, when the race was inexplicably moved to April from its normal July date, the lanes and car parks were a bog. Corporate hospitality guests were whisked by helicopter to the paddocks. The rest were left to paddle through the mud. A grandstand ticket for this summer's race will cost \$428.

Silverstone is thus a curious combination of the scruffy and the affluent. So are its finances. That is why the BRDC wants a government subsidy of about \$57 million towards the \$114 million said to be needed to bring it up to international standards, complete with a visitor center to attract tourists all the year round.

Why is a multi-billion-dollar international industry begging for taxpayers' money? Because of the odd finances of Formula One racing. The whole sport is run by one man, Bernie Ecclestone, with the assistance of his long-standing associate Max Mosley, who is chairman of the sport's governing body, the Fédération Internationale de L'Automobile (FIA). Silverstone has to pay companies, founded by

Mr. Ecclestone, fees of up to \$11.5 million to stage the race, and surrenders media rights to them. Revenues from trackside advertising and corporate hospitality go to mysterious Swiss companies whose ownership is unknown. So Grand Prix circuits such as Silverstone have little but the ticket sales revenue to invest in the track.

Subsidy city. This explains why few of the world's Grand Prix circuits do not receive government subsidy. The Sepang track in Malaysia, for instance, the most up-to-date in the world, was built with government assistance. The state of North Rhine-Westphalia paid for the development of the Nürburgring in Germany in the 1980s. The state of Victoria bankrolls the Australian Grand Prix in Melbourne.

Sir Jackie has dressed up his request for aid with a plan for a motorsports center of excellence, with exhibits and training facilities to encourage youngsters to develop engineering and motor-racing skills, involving a couple of local universities. Ministers are sympathetic. Richard Caborne, the sports minister, is trying to rope in other departments to squeeze some cash out of the Treasury.

But dissent within the industry weakens Sir Jackie's case. Mr. Ecclestone, though he is chipping in, along with a sports promotion company called Octagon, for the basic upgrade of the circuit, has come out against the request for government aid for the fancier scheme. It is not clear why. Conspiracy theorists mutter about an implausible plot to acquire Silverstone on the cheap. Perhaps Mr. Ecclestone's objection is based on a principled and passionate belief that British taxpayers should not subsidize private business.

Luckily for Sir Jackie, the government is already wedded to the need to protect jobs in the motor-racing business. That, politicians explained in 1997, was why Formula One got an exemption from an EU directive on tobacco advertising. The government hotly denied that this favor had anything to do with the \$1.5 million donation Mr. Ecclestone made to the Labour Party. Which makes it hard for it to ignore the pleas of the motor-racing industry now.

*(Rather makes the finagling over stadia for the Twins and the Vikings, as well as the business dealings between Carl Pohl and the Bud Selig seem orderly and logical, doesn't it? --ed.)*

## 2002 Lucas Flamethrower Rally

Results sorted by Class

### The Lucas Flamethrower Rally - February 23rd, 2002 Final Results

Car #	CI	Driver Co-Driver	Car	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8	Total	PI/ CI	PI/ OA
1	A	Dean Champeau Jim Jurgenson	72 Datsun 510	2	100	100	8	9	4	11	24	258	1	2
6	B	<b>Phyllis Carlborn Scott Carlborn</b>	<b>98 Jeep Gr Cher.</b>	<b>1</b>	<b>50</b>	<b>100</b>	<b>47</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>47</b>	<b>252</b>	<b>1</b>	<b>1</b>
3	B	John Adams Rolf Strand	91 Jeep Cherokee	2	0	2	100	100	100	100	100	504	2	5
2	B	Dave Sterling Stacy Sehr	86 Dodge Omni GLH	100	37	100	71	100	44	100	100	652	3	7
4	D	Jeff Joy Joe Conway	89 BMW 325i	70	67	100	29	100	30	4	61	461	1	3
11	D	Erick Murray Nicky Schmidt	94 Subaru Legacy	56	100	100	18	3	91	4	100	472	2	4
5	D	Bill Baker Julie Raymond	89 Honda Civic	100	75	100	9	69	4	100	100	557	3	6
7	D	Bob Anderson Brian Anderson	95 Geo Metro	100	100	61	100	100	4	98	100	663	4	8
8	D	Paul Peters Tom Fritz	92 Mitsu Eclipse	100	100	100	100	100	46	100	100	746	5	9
10	D	Erick Nelson Edie Treanor	02 Subaru WRX	70	100	100	84	98	100	100	100	752	6	10
9	D	Phil Britton Veronica Bailye	02 WRX Wagon	100	100	100	100	100	100	100	67	767	7	11

#### Thanks to the following volunteers:

**Checkpoint Crews** - Scott Benson, Sean Connolly, Sharon & Joe Lipinski, Franco Magozzi, & Dean Nelson.

**Lead Car & Registration:** Caroline Whaley, Caroline's friend Steve, & Ed Solstad.

**Signs & Clocks:** Dave Fuss.

**Layout:** Sean Connolly & Ed Solstad

**Sponsored by the Stella del Nord Chapter of the Alfa Romeo Owners Club**

**2001-2002 ASCC Winter Rallye Series Points Summary (Top 11 Places)** More complete standings can be found at the ASCC website [www.arrowheadsc.org](http://www.arrowheadsc.org). More complete standings will be printed next month.

1. Scott Carlborn	40	Mike McConnell	12	11. Randy Jokela	9
Phyllis Carlborn	40	Dexter Nelson	12	Jon Anderson	9
3. Rolf Strand	21	8. Tim Winker	11	Dean Champeau	9
4. Steve Kemp	16	9. Brian Naughton	10	Jim Jurgenson	9
5. Joe Lipinski	12	Diane Sargent	10		

## Northwoods Drift Winter Rallye

### Summary Results

Detailed results will be published in a following issue

<u>O/A</u>	<u>CI</u>	<u>Driver/ Co-Driver</u>	<u>Total P0ints</u>
1	1B	Phyllis Carlborn Scott Carlborn	44
2	2B	Steve Kemp Rolf Strand	90
3	1C	Bill Taylor Tobin Goetz	103
4	2C	Joe Lipinski Brian Naughton	250
5	1D	Mark Crawford Trevor Nolte	486

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## Land O'Lakes Region SCCA

### 2002 Event Schedule

<u>Date</u>	<u>Event/Location/Contact</u>
<u>April</u> 20	<b>Arkansaw Spring Club Rally (CR)</b> Arkansaw, WI Erik Nelson 651-260-9456
21	<b>Tax Brake RallyCross (RC)</b> Arkansaw, WI Mark Utecht 651-408-1203
26-28	<b>Driver's School (Race/Solo)</b> Black Hawk Farms, IL See LOL Website
26-28	<b>CenDiv Championship Regional (Race)</b>
<u>May</u> 04	<b>Rally Round The Kids (RR)</b> Raceway Park, Shakopee, MN Beryl Burton 651-529-6821

## Land O'Lakes Region SCCA

### 2002 Event Schedule (continued)

<u>Date</u>	<u>Event/Location/Contact</u>
<u>May</u> 04	<b>Wisconsin Glacier Trails (RR)</b> Richland Center, WI Mike Thompson 608-788-5018
11	<b>Headwaters Club Rally (CR)</b> Park Rapids, MN Karen Freund 612-926-1722
19	<b>Autocross (Solo II)</b> LaCrosse, WI
25-26	<b>CenDiv Championship (Road Race)</b> Double Regional Race Blackhawk Farms, IL
<u>June</u> 08	<b>Chippewa Trail (Rally)</b> Menominee, WI Dave Fuss 763-494-4925
09	<b>June Bug (Rally Cross)</b> Rochester, MN Greg & Richard Donovan
23	<b>Autocross (Solo II)</b> Eau Claire, WI See LOL Website
<u>July</u> 13	<b>Arkansaw Sunset (Club Rally)</b> Arkansaw, WI Eric Nelson 651-260-9456
14	<b>Dog Days of Summer</b> Arkansaw, WI Mark Utecht 651-408-1203

(continued on next page)

## Land O'Lakes Region SCCA

### 2002 Event Schedule (continued from previous page)

<u>Date</u>	<u>Event/Location/Contact</u>
<u>August</u>	
04	<b>!!!(Triple Caution) (Rally Cross)</b> Arkansaw, WI Norm Johnson 763-461-4943
04	<b>Autocross (Solo II)</b> Lacross, WI See LOL Schedule
16-18	<b>Ojibwe Forest Weekend</b> Bemidji, MN Beryl Burton 612-529-6821
16-17	<b>Ojibwe Forest Pro Rally</b> Bemidji, MN Beryl Burton 612-529-6821
16	<b>10,000 Lakes Club Rally</b> Bemidji, MN Beryl Burton 612-529-6821
17	<b>Paul Bunyan's Ride Club Rally</b> Bemidji, MN Beryl Burton 612-529-6821
30 - 09/01	<b>CenDiv Championship Dbl Regional (Road Race)</b> Blackhawk Farms, IL
<u>September</u>	
08	<b>Harvest Moon (Rally Cross)</b> TBA
14	<b>Yucatan Safari (Road Rally)</b> LaCrosse, WI John Emmons 608-852-4386
15	<b>Oktoberally (Road Rally)</b> LaCrosse, WI Mike Thompson 608-788-5018

22 **Autocross (Solo II)**  
LaCrosse, WI

### October

05 **Black Hills Gold Dust (Club Rally)**  
Lead, SD  
Beryl Burton  
612-529-6821

12 **Tulips & Other Fall Flowers (Road Rally)**  
Red Wing, MN  
Bruce Weinman  
612-529-6821

26 **Dirty Jack-O-Lantern**  
Arkansaw, WI  
Mark Utecht  
651-408-1203

LOL Hotline - 952-885-6888

LOL Website - [www.ssc-lol.org](http://www.ssc-lol.org)

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### SCCA Racing Schedule at the Colonel's Brainerd International Raceway

**---None---**

**LOL Events will be run at  
Blackhawk Farms, Illinois.**

Only Drag Race, Motorcycle and Karting events will be held at CBIR this season. The adventure continues.

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### This Space Available

*The Checkpoint **welcomes** (begs, actually) for your input. Eventmasters are **required** to submit accounts of their events to be credited with their organizing points. Everybody else is **invited** to submit their accounts of great motor-related daring do (even if the only motor was six blocks away on a dead lawnmower. That way you have less of the editor's drivel to tolerate.*

Thank you.

--end--