



The

Checkpoint

Official Publication of the Arrowhead Sports Car Club

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Volume 43

October 2002

Number 8

Skid Marks

----by Bill Taylor



Crass Commercialism, Volume Next.

Read an interview with Roger Penske the other day and became severely disappointed with "The Captain." You know, "The Captain," the guy who epitomized the "unfair advantage." The guy who helped lead the coup that created CART when champ car owners and drivers became fed up with USAC's safety problems and bureaucracy. The same guy who, in the glory days of Trans-Am racing produced the acid0-dipped Camaros whose fenders were so thin you couldn't lean on them. The same guy who found the loop-hole in CART's engine regs that allowed him to produce the Mercedes "stock block" engines that ran away from the rest of the pack for a couple of seasons. Yeah, that guy.

In the interview, he was asked about his decision to bolt from CART to IRL. His answers added up to the fact that he liked the marketing opportunities in IRL better than those in CART. He favorably compared IRL's "spec racer regulations" to those of NASCAR in that it produced large packs of race cars and better opportunities for the *sponsor's logo* to be seen.

Oh, Captain, my captain, where have you gone?

Winter Rallye Series Schedule.

The chill is in the air, the chili is in the pot and it is that time again. Elsewhere in this issue you will find a listing of the 2002-2003 ASCC Winter Rallye Series dates. Feel free to reproduce this page and distribute it to anyone who might be interested. Nothing

personal guys, but we need to get some younger blood involved in running these events. With luck they will get interested enough to stay with it and maybe become the core for the next generation. We know that there is a lot of interest among younger folk in the U.P. Now we have to build it around here. Look at the current crop of rally organizers -- their favorite cocktail could easily be Jack Daniels and Geritol!

Annual LSPR (Yes, Its Still POR) Trek

The annual trip the U.P. for the annual SCCA Pro-Rally finale has come and gone. It was neither knee deep in snow nor t-shirt weather--cool, crisp and fun.

Unfortunately, some aspects of this event have been too successful. The Brockway Mountain stage was closed to general spectators. Delaware Mine was overrun and some others were populated by teens and Techies who had either iron-clad death wishes or severe delusions of immortality. This kind of "success" brings severe crowd-control problems. This problem could endanger the event.




Winter Rallye Series Schedule

Dec 14, 2002 - **Sno*Fall**
Randy Jokela 218-879-6221

Jan 11, 2003 - **MN Winter Rallye**
Tim Winker 218-729-0821

Feb 8, 2003 - **North Woods Drift**
Jon Anderson 218-729-9390

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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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The Checkpoint
423 S. 19th Ave. East
Duluth, MN 55812

Matters of Record

Minutes of Meetings



Thursday, 10-10-02

The Local

4767 W. Arrowhead Road
Hermantown, MN 55811

Board Meeting omitted

General Membership Meeting

Called to order at 8:32 PM

Roll Call: omitted

Members Present: Jon Anderson, Tim Winker, Bill Taylor, Al Taylor, Paul Rosholt

Reports

Vice Pres.:

Events

- LSPR begins October 20.
- Sno*Drift Pro-Rally scheduled for first weekend of January 2003.
- Club Rally scheduled for Thanksgiving weekend at Camp Maxey, Paris, Texas.

Competition: No Report

Treasurer: Balance \$591.65

Publicity: No Report

Checkpoint: October issue delayed.

Old Business:

.Highway cleanup. Discussion deferred to November.

New Business:

Off Highway Vehicle park in Gilbert is now open.

Discussion of possible visit to determine its suitability for rally-cross events was tabled for further discussion at the November meeting.

Winter Rallye Series schedule meeting will be held Tuesday, 10-14-02 at the Buena Vista, 7:00 P.M.

Meeting adjourned at 8:51 PM.

This Space Available

As ever, space is ready and waiting for your input to this publication. Save both you and me the embarrassment of more rambling digressions on the relative merits of rallying, baseball and fishing. Otherwise, you deserve what you get. Check out the fine print on the masthead for information on how to contribute.

PLEASE!!!

--Ed.

Skid Marks

(Continued from Page 1)

The geometric increase in the number of spectators at LSPR is phenomenal. Where ever we went to catch a glimpse there were wall-to-wall (tree-to-tree?) people.

Most of them seemed to be either high school students or Michigan Tech students. Want to feel like a real senile citizen? Go stand in the middle of one of these crowds.

Unfortunately, all too many of the new spectators have no understanding of basic physics and the concepts of kinetic energy and inertia. They seem to gravitate toward run-off areas and the outside of turns for gawking. Stage 2, Menge Creek, was canceled because of spectators ignoring the marshals and wandering back and forth across the road. Stage 4, Far Point, was nearly canceled for the same reason.



Jim Lien & Randy Jokela at LSPR 2002

The spectacular Brockway Mountain was closed to everyone but credentialed photographers because of the huge, barely controlled crowd from last year. One car getting a bit out of control could injure or kill a phenomenal number of people. The last thing the sport needs is a Monza style accident.

The real kicker was watching a half-dozen teens wandering down the Delaware stage road nearly oblivious to the speed of the rally cars. Worse, they were blatantly ignoring the stage marshals. Only the threat by a marshal to have them arrested seemed to get their attention. Delaware was a designated spectator stage. As such, it had more than the usual number of marshals, communications and other control officials. Even "Bull Ann" with her "Beryl Horn." It was nearly not enough. Success might be threatening a great event.

Some Thoughts

Its appropriate to make some suggestions for possible fixes to the situation. LSPR organizers are working on ideas for getting a handle on the situation. They (and certainly fans) are particularly interested in being able to keep Brockway Mountain as a spectator stage. There are some things that might be done there and at other stages...

Charge Admission. Brockway draws a huge crowd. Add a few more marshals and communications. Put up bleachers and a couple of port-a-potties at the jump. Set a limit to the number of spectators allowed into the area--the number that will fit on the bleachers. Allow people in until 15 minutes before Car 0 runs the stage. Keep them there until after the last sweep

vehicle has passed through. Have a civic club sell hot dogs and cokes at the viewing area. Provide an announcer and small PA system to provide "play by play." Control access by using a 15-pax van to take folks in from a parking area. Charge a fee -- \$5.00 or \$10.00--to separate the gawkers from the fans. The fee could help defray some of the additional expense.

Hire Off-Duty Police/Sheriff's Deputies. In some areas, stupid spectators ignored marshals, endangering themselves and others. Having a "flying squad" of peace officers available, would prevent problems from getting out of hand. Marshals need to be able to get help more readily.

Special Training for Marshals. Crowd control is a tricky problem. Marshals need some training in how to deal with large numbers of people. A few were clearly frustrated at the lack of response from some of the spectators. Most were able to deal with it effectively; but some were clearly out of their element. A stage road is not the place for negotiation and cajoling. An hour or so of refresher training before they are posted would probably help marshals feel more comfortable and deal with people more effectively.

More Communications and Marshal Workers.

This is something that we as fans can do to help. We can marshal and help with communications. A couple more of us can get "ham" licenses and 2-meter radios. We have experience and know what most of the hazards are. It might cut in to some of the fun of spectating; but, we can make a positive contribution to the sport. Perhaps we could contribute a couple of "packaged" teams. Work one day and spectate the other.

These are just a few ideas conjured up after the weekend. There are undoubtedly more that can be done.

Other LSPR Observations

Enough of the serious stuff. Gotta tell you that I have never seen so many Subarus in one place in my life. Its obvious that the WRX is the competitors' ride du jour. It also seems to be the single most popular ride of the spectating crowd. Probably every WRX and 2.5RS between Ohio and Montana migrated to Houghton for the weekend.



Subarus of Mark Lovell/Steve Turvey and Jamie Thomas/Dave Weiman at LSPR 2002



LSPR Podium 2002 -- Higgins, Lagemann & Choinere

Even MAAT has a WRX. It's a great little machine. Rode up and back in it. Al even let me drive it for a

short time (I think he got tired of my whining, groveling and sniffing.) It felt like it was fixed to the road with velcro and pop rivets. Also a very comfortable ride. Gotta love 'em.

Lake Superior Pro-Rally -- Selected Results

Finish Position	Car #	Class	Driver/Co-Driver	Vehicle
1	5	Open	Mark Higgins/Bryan Thomas	03 Hyundai Tiburon
2	2	Open	Ramana Lagemann/Mike Kidd	02 Subaru Imp WRX
3	6	Open	Paul Choinere/John Bennie	03 Hyundai Tiburon
4	16	Open	David Higgins/Daniel Barritt	02 Subaru Imp WRX
5	1	Open	Mark Lovell/Steve Turvey	02 Subaru Imp WRX
6	4	Open	Lauchlin O'Sullivan/Matt Chester	03 Mitsubishi Lancer Evo VII
7	29	GN	Tim O'Neil/Martin Headlane	02 Subaru Imp WRX
8	22	GN	Ralph Kosmides/Jimmy Brandt	99 Subaru Imp WRX-Sti
9	83	GN	Mark Utecht/Jeff Secor	02 Subaru Imp WRX
10	811	G2	Matt Johnson/Carl Fisher	88 VW Golf GTI
11	88	Open	Doug Havir/Scott Puttnam	99 Subaru Imp WRX-Sti
12	53	G5	Don Jankowski/Ken Novak	03 Dodge Neon SRT-4
13	94	GN	Craig Peeper/Ian Bevan	02 Subaru Imp WRX
14	44	GN	Henry Krolikowski/Cindy Krolikowski	00 Subaru Imp WRX-Sti
15	78	Open	Paul Dunn/Ray Summers	97 Mitsubishi Lancer Evo IV

