

Checkpoint

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- Nationals update

RE Port

Members, country men, fellow solo enthusiast lend me your ears and able bodies. Our first happened but with the weather as it was it did not get started or off the ground like we would have hoped. Luckily Sean Tate was able to steer the troops through the rain drops and we only got started a few minutes late. Thanks to those that helped clean up after the event we were out of the site right on time. Thanks to those members that also helped Sean with the SVSU GP. Next year we intend to do it again please give it thought to help out next year.

Next event is Ladies day on June 11th look for a better weather and a quicker set up as we try to use the event set up log to save time. Not to mention that Lorien and the Ladies run a tight ship on the tarmac.

Stacey Despelder CSP 37

Club News

Event Report

The season is now in full swing and there are a couple of events in the history books. Starting with the latest event many thanks to the members that took the time and stepped up to the plate to help with the SVSU Grand Prix. We will be putting certificates together that can be used at future SVR solo events except for the event in July at Oscoda. Just a few people that helped are Sean Tate, Jennifer Roach, James Redwine, Bob Olson, and Lisa Krueger.

The first solo event is also in the books. The day started out grey but at least dry. The rain came just in time for set up and lasted right up to the drivers meeting. The first heat started with no rain but conditions looked threatening. After 3 runs it was decided to do 5 runs as the course appeared to be drying. By the 5th runs the sun had come out and the course was dry.

This can't last for long said Dave Feighner, do we have to take a lunch break? That did not fly either so after a lunch break and a half the second heat started the sun was still shining but how long will it last? Well it lasted all the way until we got done eating. Rumor has it instead of a anti-rain dance, all of Dave Feighner's whining scared the rain away. Thanks to Sean and his cast of characters that helped set up, run and tear down the event. Next event is Ladies day at the Races June 11th at Barstow.

In the Marbles

May flowers are going to have to wait until June. Seems that no body told mother nature to stop raining in April. Did you know that when it rains for a month and then the sun comes out you can hear the grass grow. Leaves actually explode on the branches of trees. In a effort to keep up with the grass I had cut the grass a couple times in "damp" conditions. Who would have thought that that much grass would stick to the bottom of the mower deck. I thought with the power washer I could have that mower clean in 15 minutes. Mike Burgess rule number one, however long you think a project will take allow at least twice as long in addition to that time to get it done. Needless to say 45 minutes later I had a clean mower, to bad the same could not be said for me. Now that is done I think I will get out the trusty weed whip and take over some more untamed yard. Lorien will be so happy as I have already taken control of enough land in the back yard by the garage to park a couple parts cars, a Freightliner and multi-car hauler.....hum!!

Dave Feighner ESP 28

Checkpoint

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40 Years Ago**June, 1966**

Bob Lutz, NEM-SCCA Flag Marshall, thanked everyone at SVSCC for helping out at the Grayling races. Harold Nadler has just completed a brochure which he has titled "Operational Procedure". The duties and responsibilities of each "office of the club" were identified. The Junior Chamber of Commerce in conjunction with Draper Chevrolet, was getting ready for the annual soap Box Derby. SVSCC was the official timer. The Ghia Twins, George Austin & Bob DeShone have just purchased new VW Fastback's. Gerry Salget & Harold Nadler entered the The Great Petroleum National Rally. Ted Parkinson had many Morris Minor auto parts for sale.

30 Years Ago**June, 1976**

SVR was discussing what type of timing devices to procure and whether or not to organize a regional race. The Valley Rally Association expressed thanks to all contestants & workers for helping to put on the Wonder Muffler Northern Lights Pro Rallye on May 15-16. First Place went to John & Vicki Buffum in a Porsche; 2nd to Jim Walker & Joe LeBeau in a Volvo. Sandee Spears wrote the "Ten Commandments of a Novice Rally Worker". Walt Krafft offered is 1965 SAAB 96 Rally car for sale....driver tired! Jim Miller was the "big spender" at the recent White Elephant Sale, while Roger Suppes ate everything he bought while at the sale! Current club membership was at 47.

20 Years Ago**June, 1986**

SVR now had 75 members and was looking forward to an even 100. Jon Nykamp was looking for workers for SVR portion of the MACA-GT rally. Jim Harrison, R.E. couldn't wait 'till the Saginaw valley monsoons quit and the Solo II's would begin. The Ruetters, Nykamps & Boreens got together at Harrisons for the 1st Annual Homemade Cincinnati Skyline Chili Dinner! The Annual White Elephant Sale brought \$135.00 into the club treasury. This was the year that the BFG Team T/A program was established.

10 Years Ago**June, 1996**

Raleigh Boreen wrote the "Solo Report", and tried to eliminate the "confusion" about Solo II events from the Regional level to the National level. "In Left Field (or thereabouts)", Dave Feighner was trying to finish his garage project, as well as dealing with a stock car, a Street Prepared car & what Lorien was about to tell him! In "ARC Part Deux", Norm Dively, Asst.R.E., wrote about possibly running a rally in SVR.

Every year, SVSU hosts a two-day event for schools from around the world that have built Formula SAE cars. The schools that participated in this year's event were SVSU, University of Florida, Michigan Tech, Wisconsin, Akron, and University of Western Australia. Each team has one car, but three drivers. The first day, the teams do time trials to set them up for the second day, which is an Australian pursuit. The drivers are put into brackets according to their times from the day before, and they chase each other around the course until one driver is eliminated. The rules were whichever car was closest behind the other after twenty laps was the winner, or if a car got within ten seconds behind the other car before the twenty laps were up it won. A car was eliminated if it went off-course, or if it hit three cones during its run. For the final round, the brackets weren't single-elimination, they were best two out of three. The first cars to actually go twenty laps were Florida and SVSU, and it was very exciting for everyone to watch! They went twenty laps in the first race of their bracket, and then again in the second race of their bracket. Unfortunately, in the third race of that bracket SVSU's car broke-down, and since they were also in the final bracket of the final round, that made Florida the champions.

Everyone who participated got free SVSU Grand Prix T-shirts, and food fresh off the grill, courtesy of SVSU and Wisconsin. The SVR members who worked also got coupons for a free entry at an SVR event this summer, one coupon for each day worked. Sean Tate and Bob Olson worked both days, Les Francisco worked the first day, and Lisa Kruger and brand-new member Jennie Roach worked the second day. Hopefully next year we can get a lot more volunteers from our region. Everything went fairly smoothly this year, and most of the college kids were willing to help, but some of them didn't quite understand how to work an event, and since they pay us to put the event on for them, we should really do all we can ourselves. Our region earned over \$1,000 for this event, and all we had to do was provide our supplies and our time. We didn't have to spend any money on the event, and everyone who worked had a lot of fun! It was a beautiful day, perfect for being outside and watching some races. We also got to watch some footraces, because Wisconsin got a little bored after their car broke-down early on in the second day, and decided to provide some entertainment in between races.

We encourage everyone to come out for the SVSU Grand Prix next year, not just to work, but to have a good time!

Next Board Meeting**June 11th after the second Solo Event.****Second event is at Barstow Airport Midland, Michigan.****After clean up we will take over Bennigan's for food laughs, and a fact filled board meeting. Feel free to join us.**

Greetings fellow Soloists

It is getting closer to the 2006 Tire Rack SCCA Solo Nationals – which starting this year will be held at Heartland Park Topeka (HPT) race track. Because it is a new venue and because it is very different from past Solo Nationals sites, there seems to be much speculation and many wild claims flying around the internet and Solo events around the nation. I hope to address some of these speculations and claims in this letter.

I should probably also mention that Karen Babb and Kevin Youngers, arguably two of the nation's best Solo course designers, have been assigned as the Course Designers for the 2006 Solo Nationals. All of us arrived a day prior to the 2006 SCCA National Convention to visit the site for mapping and planning purposes.

The following is taken from some excellent correspondence recently received from Karen Babb, and I wholly agree with her observations and comments:

"I have never seen this good of a blacktop surface anywhere. Very close to flat, very smooth.

The HPT site is logistically completely different from Forbes, "New-Salina", or "Old-Salina" in that the courses will in essence be side-by-side with a "buffer zone" between them, making it somewhat conceptually akin to a typical Pro Solo layout, but rather larger.

Yes, the overall square footage available to each course is not what it was at Forbes, particularly in comparison to Forbes-North. However, it must be remembered that only a fraction of the Forbes area was actually usable. Typically layouts had to tiptoe among the land mines, trying to use the best (or least bad) of the available surface. Routes were constrained, as were in most cases widths and directions. The actual usable square footage was probably less than 25% of the total area at the North end. The need for overlap and separation had to be dealt with as the surface allowed.

At HPT there are no such issues. No grates, poles, peaks, valleys, holes, frost heaves, snakes, etc. So the course can be routed wherever it needs to as the desired elements and separation requirements dictate, not as the surface dictates. This offers considerable freedom in what elements can be used, how they can be connected, and how they can be oriented, even within the constraints of needing the Start and Finish on a particular end of the available area. This type of openness makes possible the use of a variety of space-saving methods that can if necessary compensate for a somewhat smaller overall area.

The route length on my 2003 South course was approximately 3650 feet; available route lengths in preliminary sketches on the left side of the HPT pad have yielded lengths of 3500-4000 feet. It's largely a matter of being able to make the best use of the available space. Many details (e.g. Grid locations and ingress/egress points) have yet to be finalized, but it looks pretty good at this point.

It should be remembered that a very big complaint year after year from members at the Town Meeting was about the deteriorating Forbes surface. The move to HPT was largely driven by this input. It seems counter-productive for members to assume the worst about getting something they asked for, even before they see the actual hands-on results of the change.

At this point I'd just ask that people stay tuned and have a little faith in the event Chairman, the course designers, the Nationals event officials team, and the National Staff to provide a Solo Nationals that won't beat their car to death, and will offer improvements they can all appreciate. Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me." – Karen Babb

I would like to add to her comments that holding the Solo Nationals at a purpose built race facility, instead of a location designed and meant for other uses, really makes a positive impression. Everything at the site is about racing and competition. This means that HPT has erected buildings designed solely to function for the needs of automotive competition. For example, the scales are permanently mounted and located inside tech/impound building – out of the weather. There are real toilets (flushies!), a paddock wide public address system, garages for rent, a registration building/parking lot that is on the way in. There is also a beautiful track that surrounds the paddock and Solo course area. Who knows – there may even be cars running the track while we are there! All of this adds greatly to the overall competitive feeling and gives credibility to what we do. It only seems fitting that the Solo Nationals be held in a purpose built race facility instead of a parking lot – a place where the Nation's best will compete for a chance to earn their 2006 Solo National Championships.

If I may steal a line from Karen's correspondence above, I think it is worth repeating:
"Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me"

See you at the 2006 Solo Nationals

Roger H. Johnson (Houston, TX)
Solo Nationals Event Chairperson

**It's coming...It can not be stopped...Many have tried...
They all failed...**

SVR Solo 2006 Chase for the Cup VII

Saginaw Valley Region Presents the Chase for the Cup VI sponsored by Showcase Mitsubishi and MyAutoEvents.com. Of course all the latest information can be found on MyAutoEvents.com. Please mark your calendars now and plan to join us on a piece of asphalt this summer.

April 23 Sunday Solo School [Done](#)

May 14 Sunday Barstow Airport Midland

June 11 Sunday Barstow Airport Midland (Ladies Day)

July 7-9 Fri - Sun CENDIV Event Oscoda MI

Aug 5 or 6 Sat or Sun TBA [Tentative](#)

Aug 26 Saturday Oscoda MI (Sunday event by Det. Region)

Sept 16 Saturday Barstow Airport Midland [Tentative](#)

Registration	9:00 - 10:00 am
Tech Inspection	9:30 - 10:15 am
Novice Walk	10:30 am
Drivers Meeting	11:00am
First car off	11:30am

Entry Fees

SCCA Members \$25.00 Non-SCCA \$35.00 Late Fee \$10.00

All events are open to the public. We run rain or shine. All cars and mini-trucks are eligible. Maximum 116" wheelbase. Drivers must have a Snell 95 or newer helmet (some loaners are available). A valid driver's license must be shown at registration.

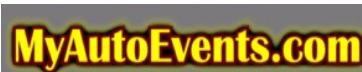
Pre-registration is available on MyAutoEvents.com (recommended)

Any questions, please contact the Solo Board:

Sean Tate	517-371-6946
Wesley Wright	248-219-1296
Doug Harvey	810-793-8173

SVR SCCA Solo #1 - Midland, MI - 05/14/06											
Class	Competitor	Vehicle	Run 1	Run 2	Run 3	Run 4	Run 5	Best	C Pos	C Pts	Index
BS	Tony Dewildt	95 BMW M3	DNF	50.087	49.154	48.327(1)	48.244	48.244	1T	100	39.656
BS	David Redwine	86 Porsche 911	DNF	53.91(4)	54.44(1)	50.553	50.716	50.553	2	95	41.554
DS	Jeff Lovell	VWR32	50.240	DNF	49.420	48.537	DNF	48.537	1T	100	38.732
DSL	Katherine Redwine	20 Dodge Srt4	57.826	56.548	56.525	53.525	53.113(1)	53.525	1T	100	42.713
ES	Norm Dively	92 Toyota MR2	51.277(1)	50.795(1)	50.502	49.809(1)	50.447	50.447	1T	100	40.660
ESL	Sandra Dively	92 Toyota MR2	54.811	52.129	52.038	50.251	50.538	50.251	1T	100	40.502
FS	David Siniff	Firebird	DNF	48.788	47.152	47.599	47.374	47.152	1T	100	37.957
FS	Michael Leffert	96 Chevrolet Camaro Z28	53.883	52.331	51.425	50.071	DNF	50.071	2T	94	40.307
FS	Michelle Siniff	Firebird	60.933(3)	57.743	55.766	54.134	52.187	52.187	3	90	42.010
FS	Melinda Leffert	96 Chevrolet Camaro Z28	62.043	58.833	55.637	53.992	54.070	53.992	4	87	43.463
GS	Dmitriy Martynov	00 Subaru 2.5rs	52.817	52.320	51.010	52.564(1)	52.662	51.010	1T	100	40.501
GS	Tom Hudak	02 Nissan Sentra V-Spec	52.693	DNF	53.593	51.640	DNF	51.640	2	99	41.002
GS	Kevin Dougherty	02 Dodge Neon	DNF	54.307	53.085	52.818	DNF	52.818	3	97	41.937
HS	Stephen Dormann	99 Nissan Sentra	55.353	DNF	53.699	52.999	53.710	52.999	1T	100	41.339
HS	Pete Szalay	95 Ford Escort	57.077(1)	56.628	DNF	57.769	55.421	55.421	2	96	43.228
HS	Miguel Castillo	00 Pontiac Sunfire	66.895	DNF	DNF	58.878	58.496(1)	58.878	3	90	45.924
ASP	Greg Dean	04 Corvette Coupe	DNF	48.632	48.499	49.171(3)	DNF	48.499	1T	100	41.321
CSP	Stacey Despelder	Honda Civic Yellow	46.730	46.644(1)	50.332(3)	46.503	45.977	45.977	1T	100	38.528
CSP	Sean Tate	87 Honda Civic	48.401	47.441	47.852(5)	47.659	48.036(4)	47.441	2	97	39.755
CSPL	Jennifer Roach	87 Honda Civic	69.949	59.992(1)	57.408	55.477(1)	54.267(2)	57.408	1T	100	48.107
DSP	Bejan Ijadi-Maghsoudi	02 Volkswagen GTI 1.8t	51.635(1)	49.262(1)	49.442	55.511(2)	47.753	47.753	1T	100	39.587
DSP	Craig Moulton	97 Sunfire	56.469	53.249	51.650	50.884	49.791	49.791	2	96	41.276
ESP	David Feighner	95 Ford Mustang	44.537	43.223	45.503(5)	DNF	42.371	42.371	1T	100	35.083
ESP	Lorien Feighner	95 Ford Mustang	46.640(1)	45.455	45.058	44.958	45.589	44.958	2	94	37.225
FSP	Mike Burgess	82 Vw Rabbit	45.803	44.110	DNF	43.838	43.775	43.775	1T	100	35.632
FSPL	Lisa Krueger		47.675(3)	45.845	DNF	45.538	45.592(3)	45.538	1T	100	37.067
CP	Steve Munsell	87 Ford Mustang	52.166(1)	51.794(1)	52.206	51.465	52.853(1)	51.465	1T	100	44.054
CP	Bob Olson	80 Ford Mustang	53.391	DNF	52.079	DNF	51.246(1)	52.079	2	99	44.579
STS	Douglas Harvey	98 Plymouth Neon ACR	50.858	50.332	49.885	49.080	47.859	47.859	1T	100	38.143
STS	Scott Heddle	03 Hyundai Elantra	DNF	56.274	51.363(1)	49.947	51.033(2)	49.947	2T	96	39.807
STS	James Redwine	98 Dodge Neon R/T	57.711(1)	53.257	59.909	52.246	51.535	51.535	3T	93	41.073
STS	Bryan Watkins	90 Honda Civic Sedan	56.895	DNF	DNF	53.838	52.513	52.513	4	91	41.852
STS	Chris Holm	93 Mazda Protege	54.846(3)	55.212	55.549	53.768	64.411	53.768	5	89	42.853
STS	Jordan Reed	01 VW Golf GTI	DNF	DNF	DNF	56.237	57.722	56.237	6	85	44.820
STS	John Waldman	95 Nissan 240sx	DNF	57.196(1)	59.161(1)	60.686(2)	58.841(1)	59.196	7	81	47.179
STX	Kamen Guentchev	02 Subaru Impreza WRX	50.179	49.641	DNF	DNF	50.419(2)	49.641	1T	100	39.911
STX	Keith Hartman	04 Subaru Impreza WRX	DNF	DNF	DNF	DNF	48.290(1)	50.290	2	99	40.433
STU	Jake Bondy	05 Subaru WRX STi	54.684	50.543	DNF	50.772	51.478	50.543	1T	100	41.445
SM	Ashley DuPree	03 Mitsubishi Evolution VIII	47.080(1)	DNF	47.460	DNF	46.444	46.444	1T	100	39.245
SM	Chris Jamula	89 Nissan 240sx	50.750	50.297	DNF	47.546	46.692	46.692	2T	99	39.454
SM	David Bruzewski	04 Mitsu Evo	51.817(2)	48.448(1)	47.549	47.178	46.745	46.745	3	99	39.499
SM	Terrance Daniels	95 Nissan 240sx	DNF	51.530	50.617	48.908	49.912	48.908	4	95	41.327
SM	Tyler Witt	03 Mitsubishi Evolution	56.281(5)	50.996(1)	DNF	53.827	DNF	52.996	5	88	44.781
SML	Abby DuPree	03 Mitsubishi Evolution VIII	49.082	49.031	58.620(2)	48.002	47.870	47.870	1T	100	40.450
F125	Larry MacLeod	98 Honda/Birel 125 Shifter	DNF	41.232	40.521	DNF	39.260(2)	40.521	1T	100	37.968
F125	Keith Roberts II	Tony Krt	DNF	44.971(1)	42.553	93.033	42.083	42.083	2	96	39.431
NOV	John Redwine	20 Dodge Neon ACR	56.664	DNF	52.690(1)	66.797(1)	55.804	43.642	1T	100	43.642

The SCCA Central Division Solo Championship Series Event #4 presented by:



Hosted by the Saginaw Valley Region of the SCCA

Just Show up and Drive...& Eat!!!

The Weekend of July 7, 8 and 9 2006 Wurtsmith Airport Oscoda, Michigan

Schedule of Events	
Fri. July 7	Solo Trials Limited Entry Registration & Tech 9am-10am Drivers meeting 10:30am First car 11am Call Marcus Merideth 734-722-5158 Or Dave Feighner 517-552-4991 Or check MyAutoEvents.com For Details and Restrictions
Sat. July 8	Test & Tune 8am-5pm Limited Entry 40 drivers \$20.00 separate entry required Registration & Tech 4pm-8pm Course walking 6pm-?? Welcome Party 5pm-7pm (Free Food)
Sun. July 9	Registration & Tech 6am-7am (continental breakfast) Course walking 6am-7:30am First Heat cars to grid 7:30 am Drivers meeting 7:45am First car off 8:30am Trophies after the last car

Registration Information	
Entry Fee	\$35.00
	\$45.00 Non-Member
Late Fee	\$10.00 post marked after 6/30/06
Make Checks payable to: SVR SCCA	
Send to:	Lorien Feighner
	3392 Mayberry Rd.
	Howell, MI 48843
	517 552-4994
	dlf28@sbcglobal.net
This is a pre-registration event only. Registration is also available on MyAutoEvents.com. Confirmations will be mailed for entries received by June 30th.	

Directions
 Take I-75 North to US-23. US-23 North to Oscoda. Turn Left at the Burger King. Take this road for approx. 1-2 miles. Turn left into the Oscoda Wurtsmith Airport Complex. Follow the cones the all the fun.

Hotel Information	
All Seasons Lakefront Cottage 989-739-8663	
Americinn Lodge 989-739-1986	Anchorage Cottages 989-739-7843
Aspen Motor Lodge 989-739-9152	Aurora Resort Motel 989-739-9801
AuSable River Resort 989-739-5246	Barefoot Beach Cottage 989-739-1818
Blue Horizon Court 989-739-8487	Captains Landing Resort 989-739-4482
Cedar Lane Resort 989-739-9988	Chippewa Landing Resort 989-739-7008
Coast Line Cottages 989-739-7458	Deerborn Cabin Resort 989-739-5412
El Cortez Beach Resort 989-739-7884	
Fishtales Family Cottages 989-739-7813	
Holiday Shores Resort 989-739-5751	Huron House B&B 989-739-9255
Lake Trail Resort 989-739-2096	Lakeland Resort 989-739-5875
Lakewood Shores Resort 989-739-2073	Lillars Resort 989-739-4039
Linger Longer Landing 989-739-7860	Manor House Inn 989-739-1977
Margies on the Lake 989-739-9600	
Marlenes Landing 989-739-0651	
Miami Beach Resort 989-739-8785	
NorEast Shore 989-739-7633	
New AuSable Beach Resort 989-739-9971	
Northern Traveler Motel 989-739-9261	
Rainbow Resort 989-739-5695	
Pink Shell Beach Resort 989-739-0739	Super 8 989-739-8822
Redwood Motor Lodge 989-739-2021	
Sand Lake Inn 989-739-3553	
Sandpiper Motel 989-739-2108	Surfside Motel 800-278-5060
Shenandoah on the Lake 989-739-3997	
Thomas Parkside Cottages 989-739-5607	
Van Ettan Lake Cottages 989-739-5465	
Wallace's Lakeside Cottages 989-739-5999	
White Sand Cottages 989-739-5786	
Old Orchard Campground 989-739-7814	
KOA Family Campground 989-739-5115	
On site camping is permitted.	

Event Chairs:	
Dave Feighner	Mike Burgess
3392 Mayberry Rd.	695 S. Homer
Howell , MI 48843	Midland MI, 48640
517-552-4991	989-832-3442
dlf28@sbcglobal.net	blackdogracing1@netzero.com

SAGINAW VALLEY REGION
SPORTS CAR CLUB OF AMERICA
EXECUTIVE BOARD MEETING MINUTES
April 15, 2006

TIME: 1:30 PM

PRESENT: Mike Burgess, Lisa Krueger, Dave Feighner, Lorien Feighner, Stacey Despelder, David Redwine and Katharine Redwine.

EXCUSED: Todd Robbins (other obligations) and James Dimmick (other obligations)

CALL TO ORDER: The meeting was called to order by Stacey Despelder at 1:30 PM. A motion was made by Dave Feighner seconded

by David Redwine to approve the minutes from the March meeting. Motion passed.

MEMBERSHIP

REPORT: 106 members plus dual members.

TREASURER'S REPORT: Club is in the black. Includes income from Rally Cross \$411.75 and Rally Cross expenses of \$157 (sanction

fees) and \$45 (portajohns).

EQUIPMENT REPORT: Van cleanup has been completed. Inventory completed.

Batteries for laptop and radios and Wireless Microphone have been purchased.

Need to purchase approximately 100 cones. Mike Burgess made a motion, seconded by David Redwine to purchase 100 cones spending up to \$6.50 per cone. Motion passed.

We may need to get external antenna for the wireless microphone. Determination will be made after first couple of events.

Need to get new CD player. Dave Feighner to look into. Mike Burgess made a motion, seconded by Lisa Krueger to purchase CD player for price up to \$45. Motion passed.

Dave Feighner made a motion, seconded by Mike Burgess to spend \$100 on registration and other miscellaneous supplies.

MERCHANDISE: After completion of inventory, we need to order Rulebooks, Waivers, Waiver Bracelets and Minor Waivers.

SOLO RPT: Solo School is scheduled for April 23rd at CMU lot 64.

Solo Schedule same as published in Checkpoint with exception of first event which is scheduled for May 14th.

Rally Cross event conducted. Course was small and rutted easily.

CENDIV Budget was proposed by Dave Feighner. Dave Feighner made a motion, seconded by Mike Burgess to approve the CENDIV Expense Budget of \$6000. Motion passed.

OLD

BUSINESS: No discussion.

NEW BUSINESS: Discussion regarding Board Meeting attendance. Per bylaws, any Board member that has 3 non-excused absences

is considered to have vacated their position on the Executive Board. It was determined that if the Board member contacts the RE prior to the meeting, advising that he/she will be unable to attend, the Board member is excused.

NEXT MTG: The next meeting is scheduled for Sunday, May 14th after the Solo event.

ADJOURNMENT: There was a motion by David Redwine, seconded by Mike Burgess, to adjourn the meeting at 2:20 PM.

Respectfully Submitted,
Lorien Feighner, Secretary

June 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
Solo Event Barstow Ladies Day 11	12	13	14	15	16	17
18	19	20	Inputs due for next checkpoint 21	22	23	24
DET Solo Spring Fling 25	26	27	28	29	30	

July 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	Solo Trials Oscoda 7	Test & Tune Oscoda 8
CENDIV Solo SVR Oscoda 9	10	11	12	13	14	CENDIV Solo DET Oscoda 15
CENDIV Solo DET Oscoda 16	17	18	19	20	21	22
DET Solo Firecracker 23	24	25	26	27	28	29
30	31					

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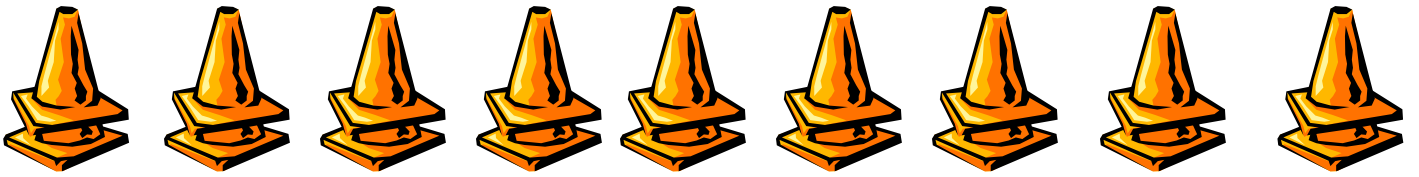
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Wake up and Drive