

# The Checkpoint

Inside this issue:

REport	Cover
Event Report	Cover
Solo Flyer	4
Times gone by	5
Calendar	12



Special points of interest:

- SCCA News
- Contacts
- Solo Schedule (updated)
- How to run a rally
- Event Results
- GASS Event
- Solo Trial

## RE-port

Summer seems to be on a fast track and before we know it, summer will be gone. If my plan works you will be reading this 8 to 10 days before the 40th Anniversary celebration. So that means if you have not registered for the event you need to stop reading and get on the horn and tell Tom you don't know what you were thinking but let him know you will be there. Tom has told me that there is a good crowd coming with some faces from far away and the past. For those that have been good and are registered there is an article in this checkpoint titled How to run a rally may be good reading for you first time Rallyists. Also if it is not your first rally it may be a good idea to read.

Next order of business. You will see our solo schedule has places to go with those dates. We need to get the attendance up bring a friend. Friends don't let friends miss out on a solo opportunity. Also you will notice that we now have a GASS event site. Sean and the team are going to try something different. Going to do a two day one day two day event. What? On Saturday we are going to do 3 runs in the morning. Then there will be a lunch break. Then do 3 runs in the afternoon going the other direction. Best AM run, best PM run and that will be the GASS event. Then on Sunday we hope a few people stick around and run the solo trial. If you missed the first one here is your chance to experience it. In case you are not familiar with the Solo Trial it is best described as a high speed solo event. Still have the same classes, need to have pants and long sleeve shirt. Speeds go up to about 85-90 mph. If it sounds like fun let me tell you it is fun. For the last one I got arm restraints and that allowed me to run with the windows down. If you want more information just give me a call

If you have never been to Oscoda for whatever reason you really need to check it out. Ask some people that have been up there and they will tell you that it is worth the weekend.

Besides where else can you be stuck in a storm one minute see a porta-potty do about 15 mph across the paddock and then have spectacular weather the next.

Dave Feighner  
RE2007

## Event Report

Since the last newsletter there has been no local events. There has been a National Tour in Milwaukee. The Tate group, Andy Lieber, Jarrod Hoops, Valerie Furrer, Larry Macleod, Feighner's made the trip through Chicago to take on the heat in Milwaukee. Sean Tate and Jennie Roach won there classes. Sean would like to be known as Two Tires please. Andy Lieber, Valerie Furrer and Dave Feighner all got 2nd place in there classes.

Next was a trip to Oscoda for the Detroit GASS event known as the Concrete Rodeo. Talk about some seat time, 6 runs on Saturday and 4 runs on Sunday. And if that was not enough there was a 32 car challenge after the runs on Saturday. Mike Burgess was the number 1 qualifier but unfortunately was taken out in the first round. Larry "I can't catch a break" Macleod also was taken out in the first round. He broke out by .6 seconds, however Scotty Overly broke out by .7 seconds. I was able to hang around long enough to get to third place. Steve Mieritz from Fort Wayne was the winner of the challenge. They also had food, BBQ Pork and Bratwurst. I had to eat both.

Next checkpoint will have articles from Ladies day at the races, and the Anniversary weekend of events. Also look for Index Standings in the quest for the Cup.

Don't wait to read about them be there and be the one that is written about in the articles.  
DF

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**HOW TO RUN A RALLY**  
by Tom Hudak

A logical question. A logical answer would be "follow the directions"! This year, the SVR club rally will be October 25th and will be a straight forward, easy to follow and score event. Like last year, no one should get lost and everyone should have a good time.

**Preparation:**

Please come prepared with the following: pens/pencils, pad of paper (preferably on a clip board), an easy to read watch or clock, pocket calculator is optional, your car in good driveable condition including operating lights, turn signals, horn, wipers, brakes, seat belts, driver & navigator with a good frame of mind, common sense & good sense of humor (only two (2) people per car), license, insurance certificate and registration. Yes, the car should have a full tank of gas and air in the tires.

After everyone has checked in, been through the tech. inspection, received their car #, and signed the waiver, a "driver's meeting" will be held to answer any questions & give a brief description of the event. Both driver and navigator should read & understand the "General Instructions." This will give you the basics of the event.

**Getting Started:**

When you receive your "route" instructions, the first ten (10) miles or so will be the odometer check. That is an exercise where you compare your odometer to that of the rallymaster, so that you may calculate the correct time for each section of the rally. At the end of the odometer check, you will have a few minutes to make your calculations & determine a "correction factor." Let's say you are car #5. Your "out time" from the beginning of the rally is 2:05. Your first instruction reads:

1. 0:00 Turn right out of parking lot, take 30 minutes to complete instruction 1 through 10. (From this you now know, that by 2:35 you should be ready to begin performance of instruction #11).
2. 1:05 Baker Rd. Mark your mileage and continue on.
3. 5:05 Turn right onto Portsmouth Rd., (Mark your mileage & turn right...etc.)
4. 10:00 Turn left at King Rd., end odometer check, compute correction factor, begin Inst. #11 at proper time. Mark your mileage. Meanwhile, since there will be no "Checkpoints" during the odometer check, you can arrive early at instruction #10, pull out of the way of other traffic, including rally cars, because they too will be doing the same as you. If your odometer reads exactly the same as the Official mileage...10.00, then you have no correction factor. Divide the Official mileage by your mileage to get the "Correction Factor".

Official	Yours	Corr. Factor
10.00	10.00	none
10.00	11.00	.909
10.00	9.00	1.11

To calculate how long it should take you to go a certain distance, take your ending mileage and subtract it from your beginning mileage. Use this incremental mileage & multiply by your correction factor to get the actual mileage. Finally multiply the actual mileage by the time factor (minutes per mile). Your answer is the time it should have taken you to have driven the incremental mileage.

$$(\text{end mileage} - \text{start mileage}) \times \text{correction factor} \times \text{time factor} = \text{time}$$

Record your mileage at speed change points for your start & end mileage's, and use the time factor from the chart or tables.

Remember too, that driver & navigator have to work together. Navigator gives driver instructions. Driver executes instructions, and repeats instruction, calls out mileage's or completion of instructions.

After the odometer check, you will also be given a "CAST". This is the abbreviation of "Change Average Speed To" ...35 MPH, or 42 MPH, etc. Any speed given, will be at or less than the posted speed limit.

**Along the Rally Route:**

You will see a bright orange sign with the symbol "✓" ....Check Point. Drive just past the Check Point, stop, the driver or the navigator should go back to the Check Point and the control worker will give you a two (2) part checkpoint slip indicating that you just came to Check Point #1, at 3:01.35 PM, your "time out" is 3:04:00. Your next instruction is #25. And possibly other information. Take the CP slip & return to your car to begin the next section of the route, leaving at the proper time. When you arrive at the next check point, separate the previous slip & give one copy to the control worker.

If you have time, with the information on the CP slip, you can score yourself & determine whether you were early or late at the control. The object of this event is to stay on course and to stay on time, receiving no penalty points. Penalty points are given for early or late arrival. Penalty points cannot be erased by arriving early or late at the next control. So, if on the CP slip, it said that the total time to this point was 60.50 (60 minutes and 50 hundredths), add this to your original out time of 2:05. You should have arrived at 3:05.50.

Original Out Time	2:05
Leg Time	<u>0:60.50</u>
Perfect Arrive Time	3:05.50
Time into Checkpoint	<u>3:01.35</u>
Penalty Points	415

In this case, you arrived early. Remember when your navigator said, "Slow down, you are driving too fast" !

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# Showcase Mitsubishi Bay City



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## SVR Solo 2007 Chase for the Cup VIII

Saginaw Valley Region Presents the Chase for the Cup VIII 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.

May 20<sup>th</sup> Sunday Delphi Plant 7 Saginaw [Done](#)

June 3<sup>rd</sup> [Event Canceled](#)

June 16<sup>th</sup> Saturday Wurtsmith Airbase Oscoda\* [Done](#)

July 21<sup>st</sup> Ladies Day Barstow Airport Midland [Done](#)

Aug 5<sup>th</sup> 40<sup>th</sup> Anniversary Solo Event Barstow Airport Midland

September 8 GASS event September 9 Solo Trial Wurtsmith Airbase Oscoda

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

### Entry Fees

SCCA Members \$30.00 Non-SCCA \$45.00 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 (highly recommended)**

Any questions, please contact the Solo Board:

Sean Tate	517-719-8158
Doug Harvey	810-793-8173
Michelle Siniff	989 686-7629

SVR and SCCA Merchandise.

There are 40th Anniversary Stickers Available at the events. They look just like what is on the cover of the Checkpoint. They will be available at the registration table of the events during the morning. There will also be some other goodies available so if you are looking for a SCCA wheel sticker or maybe a SCCA pin check out the big brown box at registration we may have it available.



## Times Gone By

by Tom Hudak

(Just found an unmarked 3 ring binder with Checkpoints of 1967!)

### 40 Years Ago

June, 1967

This issue of the Check Point had a schedule of many activities planned by SVR. NEM & SVR were co-sponsoring their first H-Sports Racing and Formula V race at Waterford Hills on July 8 & 9. Ken Morris would be the Pit Steward; Herb Bidwell, Paddock Marshal; Doug Eads, Grid Steward; Dave Thayer, Flag Marshal; Martin Tanner, Chief Observer; Fay Meerzo, Asst. Race Chairman; and Harold Nadler, Registrar. The Ralligators of Detroit were recruiting workers for the June 10<sup>th</sup> Moonlight Monte Rally. It would be 400 miles over a 12 hr. period, starting from Schneider's Mobil Station at I-75 & Saginaw Rd., Bay City. G.Austin & H.Nadler attended a Ralligator meeting in Detroit and saw film clips of the Shell 4000 & the Canadian Winter Rallies. Former SVR member Bill Main, now of Dayton, Ohio, drove the Canadian Winter Rally, but was forced out by car trouble. Jim Hamlin was the new Bay City Area representative. Jim & wife Jan drove a Ford Cortina, after having a series of Mini's. SVR was looking for new ideas for a club logo. Ideas were to be collected by Ken Himmelein who would then forward them to the SVR Board. In Pit Stop Prattle, Jarve Wickes wrote that SVR now had 11 licensed competition drivers. And a new 2 mile "superspeedway semi tri-oval" track with a 3.5 mile road course was planned in the Irish Hills of Michigan. Opening was scheduled for the 1968 racing season. Dave Birdsall & Bob Lutz planned the 9<sup>th</sup> Annual Overnighter Rally for September 23-24 at the Fonro Lodge, Comins, MI.

July, 1967

Carolyn Meerzo wrote about driving around their yard in the riding lawn mower, to the site of several pit stop signals by fellow race drivers, gymkhana drivers and Moonlite Monte Rally enthusiasts! Plans were being made by George Austin and his crew to man the next Soap Box Derby. George was gathering workers to do timing, scoring, flagging and take pictures of the entrants as they crossed the finish line. SVR members had done for many years. Saginaw Valley Region was represented at the Detroit Regional Races at Waterford Hills with participation by Joan Fahlgren, Tom Groening, Doug Eads and Ken Morris. A Tenth Anniversary Rally and Party were being planned by Frank Camaratta & Tom Wiltse. The rally would start at the Kroger parking lot at State & Warwick, and finish at the Parrish Road Park in Bay City. The NEM Region July monthly meeting was to be held at the Carling Brewery in Frankenmuth on July 13<sup>th</sup>. The \$2.00 tour price included buffet dinner & free beer samples. Through the efforts of Pam Cherry, the Freeland HS parking lot was the site of the July 2<sup>nd</sup> gymkhana. There were 25 entrants.

August, 1967

Fay Meerzo, the first SVR Regional Executive, reminisced about the first half of the year in office. The Tenth Anniversary Rally was successful with 31 entrants. Charles Raley & Dave Kirby in a Volvo finished 1<sup>st</sup>; Dave Bocker & Don Jekel in a Ford Falcon, 2<sup>nd</sup>; and Wm. Roberts & Renate Eichendorf in a Spitfire 3<sup>rd</sup>. The Awful August Rally was planned for Aug. 20, from Midland to Rodeitcher's Hotel in Freeland.

### 30 Years Ago

August, 1977

(This issue is "thermofax" copy, not to legible.)

Brian Rebney was the rallymaster for the Metric Lunacy Rally, won by Tom & Judy Bell in a VW Rabbit. Bill Huller & York were 2<sup>nd</sup> overall in a Subaru. Andy Tessler wrote there were still three competition drivers in SVR, all in Formula Vs: Bill Schmidt, Don Christiansen and Wayne Grubaugh.

### 20 Years Ago

August, 1987

The SVR/Intestate Battery Solo II was held on July 26<sup>th</sup> at Delta College, with 39 competitors. The largest class, CS, was won by Jeff Managhan in an RX7, by .046 over Raleigh Boreen. D/ST was won by Brian Rebney in his Datsun 510 over Nick Scott & Tom Hudak. The next event would be at Barstow Airport. The Maca GT, a charity rally, was held on July 17, 18, 19. SVR was instrumental in planning part of the route from Grayling to the Alma - St. Louis area. Tom & Judy Hudak with Jon & Sue Nykamp planned the section, then had help running checkpoints from Judy Bell, Gary Kuerbitz, Janet Little, Pete Schilling and Bruce & Renee' Fisher. On July 25<sup>th</sup>, Raleigh Boreen & Tom Hudak planned a go-kart run & pizza party, which turned out to be great fun...and a warm up for the Solo II the next day at Barstow Airport. The next weekend, Tom & Judy along with exchange student Daniel Boll went to the WMR Airport Solo II. Raleigh Boreen finished 2<sup>nd</sup> in class with Denny Grenesko & Velma Boreen close behind. Brian Rebney's Datsun 510 failed with a broken clutch, but he still managed to finish 1<sup>st</sup> in a borrowed MGB, 2<sup>nd</sup> went to the owner, Tom Hudak. The Dire Straits Pro Rally was scheduled for September 12-13 in the eastern U.P.

August, 1997

"In Left Field" by Dave Feighner talked about a hot Saturday night in the Twilight Zone. Actually, it was a 100 degree day on the asphalt in another town, and the Solo II group was looking for a restaurant without a waiting line and some good food. Sorry to say, they found the local Shoney's, but did not find the good food. Matter of fact, it was just plain hard to find the food! RE Norm Dively wrote about summer being almost over for the Solo II season and the cancellation of the 30<sup>th</sup> Anniversary Picnic & Rally, due to a lack of interest! Doug Leithauser wrote about getting lost in Bay City on the way to the Powertrain Solo II site and about attending the Historic Races at Waterford Raceway, in conjunction with the Meadowbrook Concours d' Elegance.

SVR SCCA Solo #2 ~ Oscoda, MI ~ 06/16/07								
Class	Driver	Car Model	R1 AM/PM	R2 AM/PM	R3 AM/PM	Total	Position	Index
SS	Sean Tate	01 Chevrolet Corvette	58.088+2	56.598	57.151	114.636	1T	97.211
			DNF	58.038	DNS			
SS	Chuck Tate	01 Chevrolet Corvette	57.185+2	61.986+2	55.968+2	117.914	2	99.991
			57.946	62.962	DNS			
SSL	Jennie Roach	01 Chevrolet Corvette	65.575	63.679	DNS	124.476	1T	105.555
			62.043	67.958	60.797			
FS	David Siniff	90 Pontiac Trans Am	DNF	56.096	55.277	112.285	1T	90.838
			58.032+1	57.008	DNS			
FS	Michael Leffert	96 Chevrolet Camaro	57.631	57.302	55.312	112.741	2	91.207
			57.429	57.966	DNS			
GS	Richard Worden	06 Mini Cooper S	54.971	54.635	54.546+1	110.072	1T	88.387
			55.437	55.619	DNS			
HS	Patrick Barber	70 Triumph Spitfire	65.816	68.148+1	63.598	127.245	1T	100.396
			64.972	63.647	DNS			
HS	Tamara Barber	1970 Triumph Spitfire	90.382	80.485	78.452	167.128	2	131.864
			88.676	DNS	DNS			
ASP	Elizabeth Antos	04 Chevy Corvette Z06	54.186+2	52.751	52.450	106.175	1T	91.098
			55.191	53.725	DNS			
ASP	Darren Erspamer	04 Chevy Corvette Z06	55.531	54.578	54.318	108.318	2	92.936
			54.000	DNS	DNS			
BSP	Scott Harvey	06 Nissan 350z	DNF	56.711+2	55.041	112.831	1T	96.244
			62.592	64.460	57.790			
BSP	Thomas Ryan	72 Cheverolet Corvette	55.790	57.264	55.672	113.137	2	96.505
			57.465	65.460	59.469			
CSP	Jeff Kroeger	99 Mazda Miata	55.304	54.843	54.542	112.466	1T	95.033
			55.924+1	61.598+1	DNS			
CSP	Mark Wiser	85 Mazda RX7	65.978+1	60.708	60.184	123.110	2	104.028
			63.790	67.899	DNS			
CSP	James Vick	1985 Mazda RX-7	65.903	64.499	63.171	126.097	3	106.552
			67.096	68.101	62.926			
DSP	Kevin Lewis	01 BMW 330ci	52.301	52.359	52.415	104.085	1T	87.015
			51.784	57.391	53.836			
DSP	Douglas Harvey	98 Plymouth Neon AC	55.021	54.021	54.217	108.365	2T	90.593
			54.344	59.747	DNS			
DSP	Rob Heiser	96 Saturn SL2	56.202	54.767	54.739	110.629	3	92.485
			55.890	57.329	55.455+3			
DSP	James Fox	02 Chevrolet Cavilier	55.414	55.538	55.813	110.966	4	92.767
			55.552	64.386	56.795			
DSPL	Carrie Bennett	02 Ford Focus	66.588	64.598	DNF	128.133	1T	107.119
			69.749	63.535	DNS			
DSPL	Carrie Heiser	96 Saturn SL2	65.684	62.389+1	64.027	DNF	2	-
			DNF	DNS	DNS			
ESP	Dave Feighner	95 Ford Mustang	51.643	51.740	51.015	101.703	1T	84.820
			50.688	54.094	52.156			
ESP	Lorien Feighner	95 Ford Mustang	51.619	51.662	51.562	103.048	2T	85.942
			51.486	60.216	54.007			

SVR SCCA Solo #2 ~ Oscoda, MI ~ 06/16/07								
Class	Driver	Car Model	R1 AM/PM	R2 AM/PM	R3 AM/PM	Total	Position	Index
ESP	Lorae Myers	07 Ford Mustang	55.044	54.109	53.834	109.685	3	91.477
			54.540+1	60.800	55.851			
ESP	Shawn Alexander	2007 Ford Mustang	DNF	DNF	62.339	126.820	4	105.767
			64.481	DNS	DNS			
FSP	Michael Burgess	82 Volkswagen Rabbi	53.092	52.298	51.963	105.084	1T	86.484
			53.121	DNS	DNS			
FSPL	Lisa Krueger	82 Volkswagen Rabbi	52.706	51.512	51.242	103.393	1T	85.092
			52.151	60.375	55.684			
CP	Bob Olson	80 Ford Mustang	56.490	55.521	53.717	111.479	1T	96.317
			57.762	DNF	DNS			
CP	Steven Munsell	87 Ford Mustang	56.448	54.893	54.826	112.266	2	96.997
			57.440	58.031	DNS			
GP	Steve Alger	64 Triumph Spitfire	DNF	70.396	DNF	DNS	1T	DNS
			DNS	DNS	DNS			
FM	Tom Buckman	86 Red Devil F440	52.710	50.633	54.801	103.475	1T	92.092
			52.842	DNS	DNS			
FM	Les Francisco	88 Red Devil F 440	55.868	51.391	53.712	104.750	2	93.227
			53.359	DNS	DNS			
STS	Jeff Mabrey	90 Honda Civic Si	55.490+1	55.272	54.307	109.095	1T	87.821
			54.788	57.220	DNF			
STS	Stefanie Mabrey	90 Honda Civic Si	57.308+2	56.741	55.907	112.352	2T	90.443
			56.445	59.400	57.017			
STS	Jessica Krausch	97 Dodge Neon ACR	59.017	58.118	57.754	116.382	3	93.687
			58.628	62.497	DNF			
STS	Ken Courtland	83 VW Rabbit GTI	58.158	57.408	57.675+1	116.560	4	93.830
			59.152	60.583	DNF			
STS	Jim Kidd	97 Dodge Neon ACR	73.648	DNF	59.292	118.389	5	95.303
			59.097	65.606	61.037			
STS	Matt Roeder	99 Volkswagon Jetta	69.262	66.156+1	DNF	135.937	6	109.429
			DNF	DNF	67.781			
STX	Tim Moyer	05 Subaru WRX	56.809+1	54.965	55.575+1	109.811	1T	88.727
			54.590+1	54.846	DNS			
STX	Brad Withorn	05 Subaru Impreza W	55.931	55.295	55.120	112.115	2T	90.588
			54.995+1	DNS	DNS			
STX	Brian Blugerman	02 Subaru Impreza W	59.812	58.880	58.309	116.645	3	94.249
			58.935	58.336	DNS			
STX	Todd Hipsky	95 Subaru SVX	61.625	59.604	58.872	119.160	4	96.281
			60.288	61.596	DNS			
STX	Greg McCance	02 Subaru Wrx	54.822	55.438	54.367	DNS	5	DNS
			DNS	DNS	DNS			
STU	Vlad Grodzinskiy	07 Mazdaspeed 3	58.812+1	58.883	58.730	120.327	1T	98.788
			61.198+1	61.597	DNS			
SM2	Chris Scafero	69 Chevrolet Corvette	52.085+1	51.294	64.435	105.950	1T	91.328
			54.656	57.873	DNS			
SM2	Les Schober	91 Chevrolet Corvette	54.260	52.576	54.347	106.027	2	91.395
			DNF	53.451	DNS			

SVR SCCA Solo #2 ~ Oscoda, MI ~ 06/16/07								
Class	Driver	Car Model	R1 AM/PM	R2 AM/PM	R3 AM/PM	Total	Position	Index
SM2	Denise Schober	91 Chevy Corvette	57.002+1	55.275	55.367	111.722	3	96.304
			56.447	67.692	DNS			
F125	Larry MacLeod	98 Honda/Birel 125 S	45.384	45.227	45.114	90.739	1T	85.839
			45.625	DNS	DNS			
F125	Mike McClintock	98 Tony Kart Fast	46.665	46.462	45.813	91.513	2T	86.571
			45.700	49.411	48.609			
F125	Alan Sheidler	96 Renspeed/Honda S	46.638	45.832	45.839	91.959	3	86.993
			53.098	54.696	46.127			
F125	JT McClintock	98 Reenspeed Fast	46.278+1	46.139	46.268	93.065	4	88.039
			46.926	DNF	DNF			
F125	Keith Roberts II	01 Tony Kart	47.716+1	47.409	46.023	93.262	5	88.225
			47.239	48.789	DNS			
F125	Rick Myers	07 Ford Mustang	51.916	DNF	50.708	102.273	6	96.750
			51.565	DNS	DNS			
F125L	Jackie McClintock	98 Tony Kart Fast	DNF	52.860	51.180	104.548	1T	98.902
			53.368	146.239	85.748			
FJA	Colin Sheidler	03 Gold/Briggs Junior	54.767	51.855	52.331	112.565	1T	95.792
			60.710	61.586	DNS			
FJA	Jacob Myers	00 Mike Wilson MW5	58.372	56.149	57.172	118.865	2	101.154
			62.892	62.716	DNS			
PROFS	Marcus Merideth	07 Ford Mustang	52.880	51.972	52.086	84.009	1T	84.009
			51.872	60.396	DNS			
PROFS	Jennifer Merideth	07 Ford Mustang	53.047+1	52.925	52.204	85.156	2T	85.156
			53.057	58.872	DNS			
PROAS	John Tak	03 Mazdaspeed Prote	51.804	51.289	50.831	85.341	3T	85.341
			51.008	53.948	52.260			
PROCM	Gary Godula	88 Reynard 88F	46.560	46.514	46.581	85.511	4T	85.511
			47.558	56.385	49.105			
PROSS	Albert Chan	03 Chevrolet Corvette	51.217	51.016	50.853	86.316	5T	86.316
			50.935	52.202	DNS			
PRODS	Steve Baumbach	05 Dodge Srt4 Acr	54.444+1	54.457	53.573	86.733	6	86.733
			54.314+1	56.468	54.305			
PROSTX	Jason Wong	03 Subaru WRX	54.627	54.075	58.913	86.829	7	86.829
			53.387	DNF	54.354			
PROSS	Mike Losert	02 Chevrolet Corvette	50.658	50.265	49.827	86.877	8	86.877
			50.998+1	53.423	52.623			
PROSM	Jarrod Hoops	06 Mitsubishi Evo IX F	51.873	51.745	51.040	87.081	9	87.081
			51.167	52.629	50.691			
PROAS	Alex Jones	07 Pontiac Solstice C	52.143+1	52.320	52.236	87.156	10	87.156
			51.769	58.581	53.948+1			
PROSTX	Brian McNamara	03 Mazdaspeed Prote	55.021+4	54.456+1	53.956	87.336	11	87.336
			54.134	56.383+1	54.536			
PRODS	Mike Mitchell	04 BMW 330ci	55.099	54.301	54.437	87.583	12	87.583
			55.953	56.550	54.634			
PROSTU	Jason Kolk	03 Mitsubishi Evolutio	53.535	53.202	53.042+2	87.771	13	87.771
			53.706	56.973	54.686			
PROSTU	Dave Heinrich	03 Mitsubishi Evolutio	53.584	53.367+1	53.679+1	88.819	14	88.819
			54.174+1	DNF	54.601			
PROTDS	Brandon Hagaman	03 Mazda Speed Prof	57.431	56.994	56.699	89.349	15	89.349
			58.148	57.497	56.689			
PROESP	Jim Crider	99 Ford Mustang Cob	55.527+1	54.526	54.445	90.789	16	90.789
			54.415	DNS	DNS			



SVR SCCA Solo #2 ~ Oscoda, MI ~ 06/16/07								
Class	Driver	Car Model	R1 AM/PM	R2 AM/PM	R3 AM/PM	Total	Position	Index
PROCM	Angie Dallas	88 Reynard White	54.346+2	51.981	51.289	97.965	17	97.965
			54.484+1	DNS	DNS			
TSM	Alan Kraska	04 Saturn Ion Redline	59.552	58.039	58.089	118.263	1T	99.222
			DNF	60.224	DNS			
TSM	Bejan Ijadi-Maghso	02 VW GTI	58.118+1	69.253	58.157+1	119.867	2T	100.568
			57.749+1	DNS	DNS			
TSM	Scott Barnes	95 Eagle Talon	61.920	62.858	62.478	124.946	3	104.829
			63.026	DNS	DNS			
TSM	Andy Sosnowski	01 Pontiac Grand Prix	74.671+1	70.758+1	67.194	DNS	4	DNS
			DNS	DNS	DNS			
TAS	Jeff LaVoy	88 Chevrolet Corvette	57.288	DNF	58.015	116.418	1T	95.579
			59.130	DNS	DNS			
TAS	Uwe Reher	03 Honda S2000	DNF	59.535	60.046	119.810	2	98.364
			60.275	DNS	DNS			
TDS	Gary Barber	07 Subaru Impreza W	65.154	63.059	62.404	123.961	1T	97.681
			62.493	64.731	61.557			
TDS	Terri Barber	07 Subaru Impreza W	69.698	64.775+2	67.718+1	134.219	2	105.764
			66.493	70.835	65.444			
TFS	Nick Rigney	2004 CTS-V	62.315	60.633+2	61.102	125.490	1T	99.513
			64.388	DNS	DNS			
TFS	Tyler Witt	06 Pontiac GTO	DNF	64.838	61.833	DNF	2	-
			DNF	DNS	DNS			
TGS	Dmitriy Martynov	00 Subaru Impreza 2.	59.617	58.842	58.374	117.083	1T	92.144
			58.709	DNS	DNS			
TGS	Jason Stepke	05 Chevrolet Cobalt	60.044	57.954+1	58.173	118.613	2T	93.348
			60.440	DNS	DNS			
TGS	Michael Neumeyer	00 Audi A4 Avant Qu	60.684	59.760	59.856	119.914	3	94.372
			60.154	DNS	DNS			
TGS	Nick Sullivan	87 Chrysler Conquest	61.098	59.940	60.048+1	120.491	4	94.826
			60.551	DNS	DNS			
THS	Matthew Huizing	95 Saturn SC2	60.467	59.615	59.450	120.428	1T	93.090
			60.978	DNS	DNS			
THS	Stephen Dormann	99 Nissan Sentra	61.855	60.922	60.801	123.327	2T	95.331
			62.526	DNS	DNS			
THS	Brandon Boyd	05 Mazda 3	64.017	64.922	63.914	128.765	3	99.535
			64.851	DNS	DNS			
THS	Oleg Martynov	01 Nissan Sentra	67.262	67.543+1	65.352+1	133.686	4	103.339
			66.424	DNS	DNS			

SVR SCCA Solo Trials ~ Oscoda, MI ~ 06/17/07										
Class	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	Index
GS	Richard Worden	06 Mini Cooper S	51.718	51.669	50.699	50.853	50.354	49.787	49.787	39.979
ASP	Darren Erspamer	04 Chevy Corvette Z0	50.585	49.290	47.297	DNF	45.594	44.503	44.503	38.183
ASP	Elizabeth Antos	04 Chevy Corvette Z0	46.066	45.941	48.556	DNF	45.859	44.972	44.972	38.586
BSP	Scott Harvey	06 Nissan 350z	47.665	47.455	46.896	48.558	46.483	46.735	46.483	39.650
CSP	Mark Wiser	85 Mazda RX7	58.970	56.711	55.825	57.662	55.623	55.082	55.082	46.544
CSP	James Vick	1985 Mazda RX-7	63.897	60.105	DNF	61.482	61.148	59.996	59.996	50.696
DSP	Kevin Lewis	01 BMW 330ci	48.477	46.396	46.253	46.237	45.669	45.304	45.304	37.874
DSP	Douglas Harvey	98 Plymouth Neon A	56.436+2	50.811	49.833	49.486	48.758	49.140	48.758	40.761

SVR SCCA Solo Trials ~ Oscoda, MI ~ 06/17/07										
Class	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	Index
DSP	Rob Heiser	96 Saturn SL2	51.529	50.411	50.326	50.773	49.553	49.366	49.366	41.270
DSP	James Fox	02 Chevrolet Cavalier	50.957	50.749	73.276	50.624	50.096	50.527	50.096	41.880
DSPL	Carrie Heiser	96 Saturn SL2	DNF	62.992	DNF				62.992	52.661
ESP	Dave Feighner	95 Ford Mustang	44.925	43.917	43.567	44.212	43.709	43.984	43.567	36.334
ESP	Rick Myers	07 Ford Mustang	DNF	46.605	46.244	57.197	46.103	45.825	45.825	38.218
ESP	Lorae Myers	07 Ford Mustang	53.297	49.980	49.411	49.166	48.694	48.335	48.335	40.311
FSP	Michael Burgess	82 Volkswagen Rabb	49.146	47.830	46.893	47.130	46.789	46.448	46.448	38.226
CP	Bob Olson	80 Ford Mustang	53.877+1	52.155	49.238	48.664	48.110	47.067	47.067	40.665
CP	Steven Munsell	87 Ford Mustang	DNF	48.812	48.735	48.319	51.576	48.263	48.263	41.699
CP	Jason Kolk	1965 Ford Mustang C	52.154	50.239	49.844	49.908	48.726	48.592	48.592	41.983
FM	Brian McNamara	03 Mazdaspeed Prote	47.283	DNF	57.635+2	53.710	46.606	45.337	45.337	40.349
FM	Les Francisco	88 Red Devil F 440	49.913	DNF	47.996	47.534	46.072	45.782	45.782	40.746
FM	Tom Buckman	86 Red Devil F440	DNF	48.771	47.119	48.503	47.090	46.712	46.712	41.573
STS	Jeff Mabrey	90 Honda Civic Si	53.081+1	50.511	49.714	49.713	49.436	48.925	48.925	39.384
STS	Stefanie Mabrey	90 Honda Civic Si	55.859	53.197	51.683	DNF	54.555	51.114	51.114	41.146
STX	Brad Withorn	05 Subaru Impreza W	49.099	47.438	55.368+3	48.327	48.815	48.217	47.438	38.329
STX	Tim Moyer	05 Subaru WRX	51.536	48.775	49.600	49.191	49.820	48.297	48.297	39.024
STX	Todd Hipsky	95 Subaru SVX	56.954	53.928	53.119	53.487	51.817	52.023	51.817	41.868
STU	Dave Heinrich	03 Mitsubishi Evolutic	46.373	46.338	45.818	45.217	44.791	DNF	44.791	36.773
SM2	Les Schober	91 Chevrolet Corvette	49.133	48.138	46.685	46.161	45.085	44.253	44.253	38.146
SM2	Chris Scafero	69 Chevrolet Corvette	48.308	47.096	46.412	45.975	45.279	45.274	45.274	39.026
F125	JT McClintock	98 Reenspeed Fast	46.469	42.258	42.566	45.512	41.275	41.108	41.108	38.888
F125	Larry MacLeod	98 Honda/Birel 125 S	44.889+1	42.845	43.013	42.040	41.444	41.446	41.444	39.206
F125	Alan Sheidler	96 Renspeed/Honda	43.539	42.764	42.611	43.998+1	41.778	DNF	41.778	39.522
F125	Mike McClintock	98 Tony Kart Fast	44.378	DNF	42.234	43.051	42.905	42.575	42.234	39.953
F125	Keith Roberts II	01 Tony Kart	44.016	43.314	DNF	43.882	43.611	42.573	42.573	40.274
PROSS	Mike Losert	02 Chevrolet Corvette	44.568	43.633	43.343	43.268	42.817	DNF	36.308	36.308
PROESP	Jennifer Merideth	07 Ford Mustang	DNF	46.238	46.610	45.370	44.499	44.137	36.810	36.810
PROESP	Marcus Merideth	07 Ford Mustang	46.622	45.063	46.281+1	44.509	45.330	44.261	36.913	36.913
PROXSP	Jarrood Hoops	06 Mitsubishi Evo IX F	44.962	DNF	44.887	45.263	43.633	43.343	37.101	37.101
PRODS	Steve Baumbach	05 Dodge Srt4 Acr	DNF	47.409	47.493	47.025	48.108+1	46.622	37.484	37.484
PROESP	Jim Crider	99 Ford Mustang Cob	47.653	47.762	47.884	48.834+1	46.637	45.972	38.340	38.340
PRODS	Mike Mitchell	04 BMW 330ci	50.099	49.481	49.287	50.219	49.476	49.843	39.626	39.626
TDS	Gary Barber	07 Subaru Impreza W	DNF	52.308	52.330	58.134+3	DNF	51.949	51.949	40.935
TFS	Nick Rigney	2004 CTS-V	54.903	51.801	50.278	50.744	50.684	50.451	50.278	39.870
TGS	Jason Stepke	05 Chevrolet Cobalt	53.955	51.425	57.721+2	51.940	52.836+1	50.784	50.784	39.967
TGS	Nick Sullivan	87 Chrysler Conquest	78.767+3	53.301	52.558	52.454	52.821	51.539	51.539	40.561
TGS	Dmitriy Martynov	00 Subaru Impreza 2.	54.051	53.556	52.914	52.121	54.126+1	51.693	51.693	40.682
TGS	Michael Neumeyer	00 Audi A4 Avant Qua	55.901	53.499	53.335	53.048	51.749	51.989	51.749	40.726
THS	Stephen Dormann	99 Nissan Sentra	58.907	58.320	56.255	55.893	55.877	55.920	55.877	43.192
THS	Brandon Boyd	05 Mazda 3	60.388	58.437	DNF	57.374	56.994	56.044	56.044	43.322
XSP	Bejan Ijadi-Maghsoc	02 VW GTI	52.583	50.485	DNF	49.191	58.193	49.235	49.191	42.107
XSP	Alan Kraska	04 Saturn Ion Redline	51.903	51.608	50.638	51.028	51.073	50.355	50.355	43.103

# Great American Solo Series (GASS) event # 8

Hosted by



Presented by

Showcase Mitsubishi  
Bay City Michigan



Lee's Automotive

Feighner Baskets



Presented by



The Weekend of September 7, 8 and 9 2007 Wurtsmith Airport Oscoda, Michigan

## Schedule of Events

**Fri. Sept 7** Test & Tune set up 8am  
Run Cars 10am-4pm  
Limited Entry 40 drivers \$10.00  
separate entry required  
Registration & Tech 4pm-8pm  
Course walking 6pm-??

**Sat. Sept 8** Registration & Tech 6am-7am  
(Jetta breakfast Lee's Automotive)  
Course walking 6am-7:30am  
First Heat cars to grid 7:30 am  
Drivers meeting 8:00am  
First car off 8:30am  
Event format is 3 runs in the AM  
Lunch by Showcase Mitsubishi &  
Feighner Baskets  
Change course 3 runs in the PM  
Trophies after the last car

**Sun. Sept 9** Solo Trials \$30.00  
Limited Entry  
Registration & Tech 7am-8am  
Drivers meeting 8:00am  
First car 9am  
Call Marcus Merideth 734-722-5158  
Or Dave Feighner 517-552-4991  
Or check MyAutoEvents.com For De-  
tails and Restrictions

## Registration Information

Entry Fee \$40.00 Saturday GASS event includes Lunch  
\$20.00 Formula Jr.  
\$55.00 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 August 30th.**

## 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.

## Directions

Take I-75 North to US-23. US-23 North to Oscoda.  
Turn Left at the Burger King. Take this road for  
approx. 2.5 miles. Turn left into the Oscoda Wurtsmith  
Airport Complex. Follow the cones the all the fun.

## Event Chairs:

Sean Tate Dave Feighner  
517-719-8158 517-552-4991  
racerseant@aol.com dlf28@sbcglobal.net

# August 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 40th Anniversary Celebration Picnic and Rally
40th Anniversary Solo #4 Barstow 5	6	7	8	Board Meeting Mt Pleasant 7pm 9	10	Milwaukee GASS 11
Milwaukee GASS 12	13	14	15	16	17	Divisional GASS Peru 18
Divisional GASS Peru 19	20	Inputs due for next checkpoint 21	22	23	24	25
Dog Day Solo Det 26	27	28	29	30	31	

# September 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	SVR GASS 8
SVR Solo Trial 9	10	11	12	13	14	15
16	17	18	19	Inputs due for next checkpoint 20	21	22
23	Solo Nationals 24	Solo Nationals 25	Solo Nationals 26	Solo Nationals 27	28	29
30						

SAGINAW VALLEY REGION  
SPORTS CAR CLUB OF AMERICA  
EXECUTIVE BOARD MEETING MINUTES  
June 12, 2007

TIME: 7:15 PM

PRESENT: Chris Pruett, Stacey Despelder, Mike Burgess, Lisa Krueger, Dave Feighner and Lorien Feighner.

EXCUSED: Dave Siniff

ABSENT: Jarrod Hoops

CALL TO ORDER: The meeting was called to order by Dave Feighner at 7:15 PM. A motion was made by Chris Pruett seconded by Mike Burgess to approve the minutes from the May meeting. Motion passed.

MEMBERSHIP REPORT: 95 members plus dual members.

TREASURER'S REPORT: Club is in the black. Includes payment for dumpster for June SVR/DET Oscoda event.

EQUIPMENT REPORT: No report.

MERCHANDISE: Sold a few items at first solo event.

SOLO RPT: Michele continues to work with Barstow regarding site usage. The Tech Center told us that SVR will not be able to use the site for the GASS event in September. Board needs to decide if the club wants to host the GASS event at another location. If the Club is not able to obtain appropriate site, the event will have to be cancelled. Drop dead date is July 11<sup>th</sup>. Dave Feighner will send email to Solo Board and Executive Board regarding need to obtain site for GASS event and remainder of Regional events.

OLD BUSINESS: Chris Holm will continue to act as webmaster, including when site is revamped. Will pursue updating of website at later date.

Chris Pruett put together information on Operating Budget. Need to gather more historical data for 2005 & 2006 in order to complete the past data and develop plan. Chris will contact Steve Munsell to start gathering information.

NEW BUSINESS: No new business.

NEXT MTG: The next meeting is scheduled for 6:30 PM on Wednesday July 11th at the Pruett home in Midland.

ADJOURNMENT: There was a motion by Chris Pruett, seconded by Stacey Despelder, to adjourn the meeting at 8:21 PM.

Respectfully Submitted,  
Lorien Feighner, Secretary

**Next Board Meeting  
Thursday August 9th, 2007 at 7:00pm  
Lone Star, Mt Pleasant, Michigan  
Come one come all.**

**MyAutoEvents.com**

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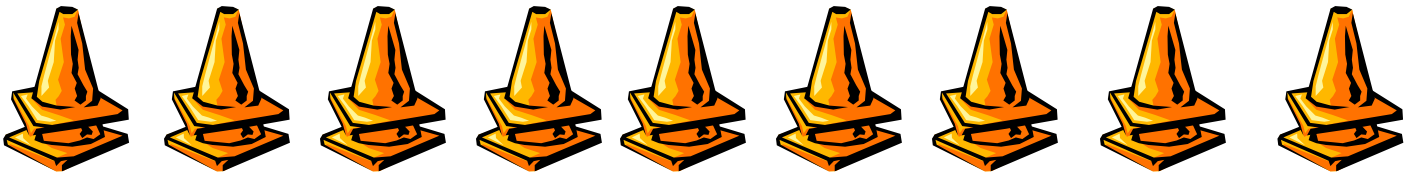
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# ***Driven to Thrill***