

Saginaw Valley Region Sports Car Club of America

The CheckPoint

October/November 2017

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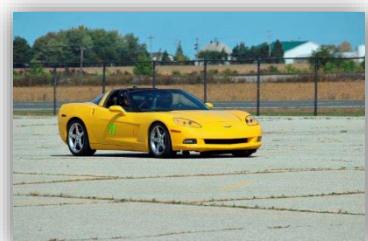
Thanks for the great season.

Look for all the pictures from the Anniversary Event on our [FACEBOOK](#) page (Saginaw Valley – SCCA on Facebook)

Nexteer Ride N Drive

About 20 Nexteer engineers participated in this year's Ride N Drive. They get instruction and coaching from our expert driver and our drivers get to drive some cool new cars. Many thanks to Dave & Lorien Feighner, Troy & Sheri Wolford, John Redwine, Tom Hudak and Chad Brower for making the event possible.

All of these cars are "test mules" for various Nexteer parts.



SOLO Happenings

Jay Payne

Event 9, Final Event

The last event of 2017 is done and over and now it is time to tabulate the points. Who are the big winners this year? Just a reminder of a few rules for the SVR Championship Trophies. You must be an SVR member and you must have competed in at least 5 events. The trophies for the champions and the individual event winners will be given out at our annual awards banquet, which will be held January 13, 5pm at Kathleens at Apple Mountain. (details in Dec/Jan issue)

The top PAX spot at the final event was taken in his typical fast fashion by our very own **Larry (Lefty) MacLeod** in his kart. He blistered his way to the top spot with a PAX time of 34.092. The new fast guy in the yellow Camaro, **Sam Eddy**, was back again this weekend taking the second spot in PAX with 34.601, Just a half second off **Larry's**. **Larry** and **Sam** were followed up by another shifty kart driver, **Jackson MacLeod**, taking third on PAX with 34.737. The entire top five was covered by less than a second. **Dave Feighner** was fourth and rounding out the top five was **Sean Tate**.

As is usually the case when the karts join us, they hold sway over the fast time of day spots. This last event was no different with **Larry MacLeod** taking the top spot on the RAW list with a blistering 36.307. **Jackson MacLeod** followed his dad up with a 36.994, sixth tenths slower than **Larry**. **Sean Tate** bested our only other open wheel driver **Tom Buckman** in his FMod by just over a tenth of a second to snag the third fastest RAW time away with a 40.840 in his CP car.

Our lone JR kart belonged to **Emma MacLeod**. She turned in a 40.236 on the PAX list and a RAW time of 46.570.

Well done everybody!!

A round of thanks to everybody that came out and helped set up, then hung around for the tear down this year. Without you folks these events would be impossible to organize. Just arriving a half hour earlier would let you help make things get setup faster and hanging around a half hour longer would get everybody home sooner.

Thanks to the Jack Barstow Airport for letting us play on their runway for the day and the year.

I hope you had fun this year and we'll see you again next year, hopefully in April.

When the dates for next year are decided, remember to check for registration opening on upcoming events at MYAUTOEVENTS.COM.

Look for results and standings at <http://www.svr-scca.com/vb/content.php>.

I'm ready to see what everybody brings to play next year. See you at the Banquet in January

2017 SOLO Nationals Wrap Up

By Jay Payne

As we get late into September those of us who went to the SOLO Nationals are getting our bearings back and looking at finishing our local events. Following everybody on Facebook, it looked like a mass exodus from Lincoln back to their home areas. I know I was glad to get in late Saturday and get the car put away on Sunday. It was both a relief and letdown that it was all over for another year.

This was my second year at Nationals and it was a bigger blast than last year. I think it helped that it was my second time and I had a better idea of what it was like to be there on the concrete beach. I stayed the whole week for the **CAM Invitational** over the weekend before and **SOLO Nationals** all the next week. I paddocked with the CAM Nation Family while out there.

My time on the concrete this year was a bit sweeter than last. I had a car that was much more stable to drive and this gave me much better finishes at both the **Invitational** and **Nationals**. I'm nowhere near the pointy end of the stick yet, but for probably having the most unpowered car in my class I held my own.

I finished 39th out of 44 on Saturday at the CAM Invitational and 38th out of 43 on Sunday in qualifying rounds for the challenge. These finishes may not seem to be that great, but considering I was dead last on my first outing, this was a huge improvement for me.

My Nationals finish likewise was not spectacular on paper, but to me it was a huge leap forward from last year where I was next to last. I finished 47th out of 54 cars that took time.

Will I go back next year? HELL YES! I'll go back every year I can. If you have never gone to the SOLO Nationals you are depriving yourself of one of a kind experience whether you are a serious competitor or just in for the fun.

We had a few of our local members make the trek to Lincoln this year. Here is a quick run-down of their finishes.

David Feighner:

Dave attended both the CAM Invitational and the SOLO Nationals competing in the ROSCO Racing Mystic Missile. At the invitational, he finished 15th on Saturday with a very cranky car. On Sunday, he was the fastest CAM C car in the field to qualify in the number one spot in the challenge rounds. He was eventually taken out in the final round to finish 2nd in the challenge. (Read 'In the Marbles' for the whole story on the return of the Mystic Missile, p.4)

He also ran the Mystic Missile for the SOLO Nationals finishing in the trophies at 4th place in a very competitive CAM C class.

Lorien Feighner:

While Dave was off wrestling with a cranky Missile, Lorien was taking their 2015 Mustang (Big Girl or BG) in hand to race this week.

She finished 24th in Saturday's Invitational and then matched it again with a 24th place finish in the CAM challenge qualifying runs.

She took BG to a 28th place finish for the SOLO Nationals.

Kyle Chipps:

Kyle also made the trip to attend both the CAM Invitational and the SOLO Nationals. He runs in the CAM S class.

Kyle had a great day on Saturday, but at the same time maybe just a bit disappointing. He finished 7th, just one spot out of the trophies for CAM S. On Sunday, he qualified 9th for the

challenge and made it through to the second round before being taken out.

In SOLO Nationals competition, Kyle again finished 7th overall, two spots out of the trophies.

Chris Pruett:

Chris competed in CMod class at Nationals and finished 14th overall.

Sean and Chuck Tate:

They teamed up to run their CP Mustang at Nationals. Sean finished 19th and Chuck finished 41st. I know the results may not seem that great, but they were excited to get all 12 runs in on the car this year.

Matt Tuhro:

Matt ran in the EPrepared class at Nationals and finished 9th overall.

Tom Buckman:

Tom ran in the FMod class at Nationals and finished 12th overall.

Greg Anthony:

Greg ran in the FStreet Prepared class and finished 5th in class, just one spot out of the trophies.

Larry MacLeod:

Larry was another person that ran the weekend before the Nationals. He ran in the ProSolo Finale event that weekend winning the Kart Modified class.

Larry also ran in the KM class for Nationals finishing in the trophies in 4th spot.

Congratulations to everybody that attended the SOLO Nationals this year. Whether you walked away with a trophy or finished last in class, it is an experience I know none of us will forget and probably can't wait to get here again next year to go after that trophy.

In the Marbles - Return of the Missile

Dave Feighner

On 8-11-2017 in Peru Indiana, the **Mystic Missile** re-appears on the solo scene. Go back to September 2016 Tony "Rosco" Rietdorf was so fired up at his first Solo Nationals that before even getting started with the runs he was making plans for the next season. The car didn't need more power but he was convinced it needed more tire in the front. 315's just were not going to cut it anymore; instead it needed to be 335's front and rear. He had talked to Brian at Auto Body Specialist and a small plan had been discussed. After the memorial event at Peru in October the car went to Columbus for a little cosmetic surgery. Now back to the present: Brian returns the car to Michelle at Peru just in time for the 2017 CAM Challenge.

The car sat next to Brian's trailer with the paint showing multiple colors due to the light bouncing of the many angles of the all-steel flared fenders that completely concealed the giant tires mounted on 18x12 wheels. The car looked fabulous. Michelle had a plan and it started at the 2017 Peru CAM Challenge and would end at the 2017 Solo Nationals. I was just the lucky guy that got the call asking if I would help get the car ready for battle to see Rosco's vision come full circle. Of course I would help, tell me where to be and when.



The Missile bathing in the sun waiting to do battle.

The first order of business that Friday in Peru was to pull maintenance and do some shake down runs. We changed the oil, changed the plugs, changed coil packs, and looked over the nuts and bolts underneath the car. We added some fuel and headed for the practice course. Michelle took the first two runs and improved from the first run to the second run. I rode shotgun to listen for noises. No noises – good. We swapped seats, and about half-way through the course' the car stopped running. While

coasting off the course I figured out that we had lost all electrical power. Turns out the battery shifted and grounded out. Good news – I had a battery in the trailer and with a little work we had it in the car tight, and headed back over to try and get a couple of runs in. Bad news was they closed the test and tune so no more runs.

Saturday, the car ran well and we thought we had cured the hot condition stumble. While we didn't place as high as we would have liked, the car made a good showing despite using up the back tires in the morning. The next morning it was much cooler and we took our runs. On the last run the hot condition stumble made a return and we broke the belt. I was able to get coverage for my work assignment and we changed the belt and made some shims that brought the pulleys into better alignment. Made the call for the runoff but sadly went out after the first round.

The following week was spent emailing the tuner and asking if there was something we were missing on the set up that was causing the misfire/hesitation. By the middle of the week, we had a dyno appointment for the following Tuesday. We got the car to the dyno and on the very first pull Lido shut the car down at about 5000 rpm. He got out of the car and asked "what did you do to this car?" We told them what we had done the weekend before. He said that was not it something else had changed. The problem was the car was running way too rich. We mentioned that the supercharger had been replaced and he went to work leaning the tune out. A couple hours later we had a tune that had the car responding much better than what we started with.

The following Sunday, it was off to Peru for testing. As it turned out both the Missile and Big Girl needed some testing. After a day of running and purposely doing back to back runs, that Missile never had a hiccup. Next stop – Lincoln.

Michelle got to Lincoln on Friday afternoon and took 10 runs on the practice course to help heat cycle and break in the fresh tires. We got all checked in, and got ready for Saturday. Saturday started off well. Michelle took Run one and kept the car going the right direction. My first run was dirty but it was an easy cone to

miss, no worries – we will be fine on run 2. Coming to the finish in Run 2, the tube from the supercharger to the intercooler popped off. It made such a noise that I backed off and coasted through the lights with a time good for 2nd place. We put the tube back on and sent Michelle out for Run 3 and she had no issues. I was getting ready for the 3rd run thinking if I can power through the finish that should put the Missile on the top. I found out that I hit a different cone on my 2nd run, but no one could tell me which cone. I hit just a cone in corner 4. Unfortunately, the tube popped again on run 3, this time in the middle of the course instead of the end. I stayed in it not lifting in the slalom to not lose any momentum. Turns out, I ran out of talent and tagged a cone and finished the morning runs in a disappointing 20th position. The girls were kicking my butt. Rosco would not approve of this. However, he might have given me a pass since I didn't give up trying to do it without missile assist on the last run.

We made some substantial adjustments during the lunch break to hopefully cure the tube pop off issue. All was going well through the first runs and I finally had a clean run. Then the second run decided to kick us right where it counts. Michelle was having a great run and just as she went through the lights, I heard that sound that the tube makes when it decides to check out. But this time it was followed by a belt slithering its way out of the bottom of the engine bay to the ground. Michelle came in from that run and said the power steering is gone. I told her more than that was gone as a corner worker brought back the remains of the belt and clamp. I said that we don't have time to fix this and I found a replacement Mustang for Michelle to drive on her last run and I took my last two runs in Big Girl. BG can slow down better than the Missile but it just does not have the same go.

After all the runs, we went back to the trailer and proceeded to change the belt and reattach the tube and found what appeared to be a better clamp this time. To be safe, we drove around after dinner to see if we could find some boot material so that we could make a longer boot to help lock in the tube if it exited stage left again on us. Thank you O'Reilly's on Cornhusker for helping us out just before closing time.

Sunday started out well as everything held together on Michelle's first run. My first run was not so good, as the tube popped off in the middle of the slalom. The run was clean but we still had the tube issue to deal with. I got back to the grid spot, got the car in the air and we started changing the boot. Because of the extra length, it took more time to wrestle the new boot into place. Unfortunately it took longer than 10 minutes to get the boot in place, and Michelle had to give up her second run. Shortly after the allotted time, the car was back on the ground and ready to go. The second run was clean and quick enough to be solidly in the challenge. Michelle turned in her quickest run on her last run and the tube was still firmly attached. However, she said the steering was making strange noises. In my last run, I confirmed that my previous run was clean. I said to Michelle and Lorien, this is going to be spectacular or a train wreck. If there was a run that would have gotten Rosco to say "that was bad ass", that run was it. After crossing the line I was the only C car to break into the 36's and secured the number 1 seed for the runoff. But, there is always a "but". The strange noise Michelle heard was the power steering taking its last breath. We tried a flush of the power steering system before the runoff but the "do not resuscitate" order had already been issued.

With a bit of luck I made it to the final paring only to come up approximately .015 short of making it to the top runoff for the big Speedway Motors Trophy. I certainly made it further than I should have but the lack of power assist became more evident as the rounds went on. Care to take a guess what we went looking for after the run off was finished?

We have now made it to Labor Day Monday. Did I mention it was a perfect day to change a power steering pump? After a very leisurely install, we checked all the connections and topped off the fluid. Next, we started the car and no leaks, no squeals, no growls; quick test drive confirmed successful transplant.



Big Girl and the Missile in Grid Thursday before runs start.

The next mission would start Thursday during the 3rd heat on the west course. The Missile would take its first runs at the Solo Nationals and the final steps fulfilling a wish, and providing closure. Michelle's first run was drama free as she made it around the course without any episodes of being backwards. My first run on the other hand found me looking the wrong direction in the showcase turn of the west course. Not sure if it was the quicker power steering that got the car upset or just the dingbat behind the wheel. Run number 2 found Michelle getting a little deep in the straight that takes you into the sweeper that leads to the finish and she too found the spin cycle. My second run was clean on no spin and got me all the way to 3rd place. Time for 3rd runs and the car has not demanded any maintenance between runs. Michelle's 3rd run was her quickest run and she ended the day on a good note. My third run I was tentative through showcase and then got a little behind for that section afterwards. To top it off, I didn't get into the finish straight as good as the other and the shift to 3rd for the lights did not help, so there was no improvement in time but I was still in 3rd.

Friday's course was supposed to be the more open course that would allow the cars to be tossed around a bit more. As it turns out, there was a tricky showcase turn that falls off downhill and off camber that could upset the cars. The first time through, I had a big slide but kept it going the right direction. With the high track temperatures and no clouds, sliding the car was only going to get tires hot and greasy. After the first run, I was still in 3rd but it was to close and I was going to need more time if I wanted to stay there. Cones on the other 3 players were the

only reason I was still there. On Run 2 Michelle cleaned up the DNF and was able to get a time in the books. My second run, found me struggling again with the showcase turn and I had another long slow slide. I managed to find time on the run but now have fallen to 4th. Michelle posted her best time on her 3rd run and ended her nationals on a high note. I talked to Scott, who had run earlier, and he said that I needed to move over to the right a few feet to help settle the car down and get through that turn without losing time. I came into showcase, got a little lock up on the front tire, but I had moved over enough that the car slid very little. I was able to line up the next section and hammer the gas. My final and quickest run was 3rd fastest of the class but I still missed getting 3rd place by .187 and 2nd by .192. Not all that bad for the oldest car in the class. I really would have liked to have kept the car on the podium but I think Rosco will still approve and give a fist bump.

Michelle, Tyler, Mike, Les, Scott, Troy, John, Jay thanks for the wild ride and helping under the hood when the Missile wanted more attention than being wiped down with a diaper and quick detailer.



Michelle and Dave at the banquet Friday.

members were somehow allocated to the Susquehanna Region! No amount of email or conversation resolved the issue, as the trophy was awarded to the Salina Region. After turning the burner down, Dave then offered the Checkpoint editor position to anyone who was interested. SVR did bring a lot of hardware home from the Solo II Nationals.

Norm Dively wondered what happened to summer! It was about time for the October Vino Rally & Wine Tasting in Frankenmuth. And Chuck Shapiro gave us the Directors Report III on SCCA national activities.

Also in this issue, Dave had pictures of 5 new babies born to SVR members. By now they are all ten years old & can't wait to get started racing: Alicia Michele Weber, May 22nd, to Lynn & Patty Weber; Chantel Allison McGill, June 3rd to Lisa & Curt McGill; Lauren Eileen Barnes, July 3rd to Linda & Brian Barnes; Michael David Siniff, August 7th to Michelle & Dave Siniff; and Neil Michael Horning, August 31st to Mike & Barb Horning. Happy Birthday to all of you!

[Note: At this point, I do believe that Dave Feighner is the longest serving Checkpoint Editor that this region has ever had. I realize that Lorien has helped a lot in putting this publication together, as did Judy when I was editor. It is a task that has become easier during recent years because of advances in technology. But still it takes time and effort to put it all together, among all of the other activities that we are consumed with. Thank You Dave & Lorien for all of your time & effort put into the Checkpoint and into SVR activities. Tom Hudak]

10 Years Ago

October, 2007

Dave Feighner wrote about the weather at the SVR GASS event, Oscoda, MI. If you were not there, you missed a lot of solo runs and a lot of good, free food! The Friday Test 'n Tune was good. Around 4 PM when the course was shut down for a reset for Saturday runs, the wind came. Cones were shuffled and port-o-jons were blown over. Fortunately...Wilson & Sons were nearby & reset them. The next morning, Lee's Automotive provided a "Jetta breakfast"! After the morning runs, Showcase Mitsubishi and Feighner Baskets, with the help of The Tate

Crew furnished lunch. On Sunday, two groups of 5 runs each ran and were done by noon! And a good time was had by all!

Velma Boreen gave a rundown of the winners in some classes...too many to mention here.

The SCCA National Convention would be in San Antonio, TX this year.

SVR had 95 members.

Obituary: Former NEM member Bernice Madison, 80, wife of Bob Madison of Bellaire, MI passed away on August 30, 2017. Bernice & Bob were very active in NEM while they lived and worked in the Flint area. Upon retirement, they moved to Bellaire and began operating a small motel. Although the motel had been closed for several years, it was always a gathering place for car club members throughout the years.

Next issue is December/January. Please have information and articles to me by November 27 – giving you a break because of Thanksgiving. Let me know if you are delayed – I can adjust. Thanks, Katherine

Results: Saginaw Valley Region - #9 - SVR Fun Run 9-17-2017 - Sun 09-17-2017 Total Registered: 19, with Times: 19

Top time of day: Raw time: 32.722 bsp 33 Larry Diemer PAX: 26.831 pbs 19 Troy Wolford

Pos.	Class	#	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	ss	111	Brian Lee	05 Lotus Elise	41.227+dnf	36.889	35.677	37.497+1	35.140+1	> 34.012	34.012	-
1T	bs	16	kyle Roberts	2005 BMW 4	39.322	37.623	> 37.088	37.258+1	38.180+2	37.285	37.088	-
1T	bsl	19	Sheri Wolford	16 Ford Focus	41.429	38.813	37.829	37.162	36.308	> 36.076	36.076	-
1T	cs	20	Josh Garcia	17 Mada Miata	38.761	38.524	37.129	37.33	37.087	>36.831	36.831	[-]1.645
2	cs	88	Timothy Wong	06 Mazda Mx-5	41.681	45.465	38.886	> 38.476	38.95	38.551	38.476	1.645
1T	fs	88	Robert Diemer	16 Chevy Camaro	36.972+1	35.885+1	35.757+1	> 35.724	35.901+2	35.733	35.724	[-]2.481
2T	fs	11	Harrison Ford	01 Ford Mustang	38.577+dnf	38.93	> 38.205	38.458+1	38.935+2	39.048	38.205	2.481
3	fs	57	Robert Jamison	07 BMW M5	43.233+dnf	41.865+1	41.999	40.682	40.641	> 39.740	39.74	1.535
4	fs	13	Richard Mangus	10 Ford Crown Victoria	44.338	44.898+2	> 42.799	42.806	43.311	43.923	42.799	3.059
1T	gs	1	Ethan Gallagher	08 VW GTI	43.607	41.219	40.142	39.942	> 39.526	39.683	39.526	-
1T	ssr	31	Jacob Mindykowski	2003 Corvette Z06	34.247+2	34.219+2	33.940+1	33.329+3	> 33.721	33.130+1	33.721	-
1T	asp	8	John Gallagher	94 Mazda Rx-7	39.983	37.156	> 36.146	37.315	37.018	37.543	36.146	-
1T	bsp	33	Larry Diemer	84 Chevy Corvette	35.565	33.072	33.377	> 32.722	33.554	33.261	32.722	[-]4.575
2	bsp	133	Eric Diemer	84 Chevy Corvette	53.259	42.56	39.744	38.278	> 37.297	53.972+1	37.297	4.575
1T	camt	23	DeWayne Logan	93 Ford Mustang	35.746+dnf	35.811+dnf	36.403	35.27	34.860+2	> 34.558	34.558	-
1T	cams	37	Aaron Oberle	66 Corvette	37.292	34.423	34.433+1	33.483+1	> 32.960	33.650+1	32.96	-
1T	pbs	19	Troy Wolford	16 Ford Focus	49.199	33.025	44.624+1	43.244+1	> 33.003	40.491+dnf	26.831	[-]0.202
2	pbs	28	David Freighner	2016 Ford FOCUS RS	> 33.251	32.866+1	32.604+1	33.322	33.795+2	33.171+1	27.033	0.202
3	pstf	23	Chad Brower	05 Ford Focus	34.58	34.123	> 33.964	33.900+2	34.03	36.473+2	27.171	0.138

PAX: Saginaw Valley Region - #9 - SVR Fun Run 9-17-2017 - Sun 09-17-2017

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	pbs	19	Troy Wolford	16 Ford Focus	33.003	*0.813	26.831	0	0
2	2	pbs	28	David Freighner	2016 Ford FOCUS RS	33.251	*0.813	27.033	0.202	0.202
3	3	pstf	23	Chad Brower	05 Ford Focus	33.964	*0.800	27.171	0.138	0.34
4	1	cams	37	Aaron Oberle	66 Corvette	32.96	*0.838	27.62	0.449	0.789
5	1	bsp	33	Larry Diemer	84 Chevy Corvette	32.722	*0.853	27.911	0.291	1.08
6	1	ss	111	Brian Lee	05 Lotus Elise	34.012	*0.826	28.093	0.182	1.262
7	1	camt	23	DeWayne Logan	93 Ford Mustang	34.558	*0.817	28.233	0.14	1.402
8	1	ssr	31	Jacob Mindykowski	2003 Corvette Z06	33.721	*0.847	28.561	0.328	1.73
9	1	fs	88	Robert Diemer	16 Chevy Camaro	35.724	*0.804	28.722	0.161	1.891
10	1	bsl	19	Sheri Wolford	16 Ford Focus	36.076	*0.813	29.329	0.607	2.498
11	1	cs	20	Josh Garcia	17 Mada Miata	36.831	*0.810	29.833	0.504	3.002
12	1	bs	16	kyle Roberts	2005 BMW 4	37.088	*0.813	30.152	0.319	3.321
13	2	fs	11	Harrison Ford	01 Ford Mustang	38.205	*0.804	30.716	0.564	3.885
14	1	asp	8	John Gallagher	94 Mazda Rx-7	36.146	*0.856	30.941	0.225	4.11
15	2	cs	88	Timothy Wong	06 Mazda Mx-5	38.476	*0.810	31.165	0.224	4.334
16	1	gs	1	Ethan Gallagher	08 VW GTI	39.526	*0.793	31.344	0.179	4.513
17	2	bsp	133	Eric Diemer	84 Chevy Corvette	37.297	*0.853	31.814	0.47	4.983
18	3	fs	57	Robert Jamison	07 BMW M5	39.74	*0.804	31.951	0.137	5.12
19	4	fs	13	Richard Mangus	10 Ford Crown Victoria	42.799	*0.804	34.41	2.459	7.579

Saginaw Valley Region - #9 - SVR Event #9 Season Ender - Sun 09-24-2017 Total Registered: 41, with Times: 41

Top Time of Day: Raw time: 36.307 pkm 133 Larry MacLeod PAX: 34.092 pkm 133 Larry MacLeod

Pos.	Class	#	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total	Diff.
1T	as	73	Rowan Woodruff	98 Porsche Boxster	59.621	99.249+1	56.85	56.517	71.507+dnf	> 54.415	54.415	-
1T	bs	16	Kyle Roberts	05 BMW Z4	49.918	49.618	49.749	49.962	> 49.126	49.781	49.126	-

1T	bsl	19	Sheri Wolford	16 Ford Focus	48.166+1	48.529	48.035	48.411+dnf	47.828+1	> 47.440	47.44	-
1T	ds	81	Shawn Kelly	17 Ford Mustang E-boost	47.633	46.528	47.987	46.914	46.448	> 46.154	46.154	[-]1.346
2T	ds	33	Steve Alger	05 Mini Cooper S	> 47.500	47.319+1	51.100+2	47.528	46.695+1	48.029+dnf	47.5	1.346
3T	ds	7	Thomas Hudak	05 Mini Cooper	55.997+dnf	51.529+dnf	49.718	51.181	> 48.582	49.973	48.582	1.082
1T	fs	57	Robert Jamison	07 BMW M5	56.196	52.227	52.284	50.583	50.586	> 49.929	49.929	[-]4.673
2	fs	71	Joseph Maes	15 Chevy Camaro SS 1LE	70.837+dnf	63.385+dnf	64.518+dnf	57.308	55.829	> 54.602	54.602	4.673
1	gs	12	Doug Harvey	04 Dodge Neon	46.722	> 45.563	46.145+1	46.078	44.943+1	46.244	45.563	-
1	hs	150	Ben Symons	15 Fiat 500	54.398	53.146+1	51.97	51.31	50.937+2	> 50.841	50.841	[-]1.497
2	hs	50	Edward Symons	15 Fiat Abarth	51.144+dnf	52.703+1	58.348+dnf	53.549	52.073+1	> 52.338	52.338	1.497
1	dsp	93	Juwan Jamison	03 Saab 9-3	54.282	51.629	50.784	50.553	53.033	> 50.118	50.118	-
1T	fspl	80	Lisa Krueger-Burgess	80 Volkswagen Rabbit	46.523+1	45.5	45.250+1	44.604	> 43.885		43.885	-
1T	stf	81	Christopher Mulders	02 Pontiac Sunfire	57.142+dnf	53.159	52.37	52.144	> 51.299	51.429+1	51.299	[-]4.171
2	stf	64	David Mulders	89 Chevy Cavalier	59.877	58.56	56.855	56.628	56.186	> 55.470	55.47	4.171
1T	stx	86	Rodrigo Blake	13 Subaru BRZ	51.231	50.789	50.193	> 48.282	48.897+2	48.617	48.282	[-]1.411
2	stx	22	Ryan Thompson	06 Mini Cooper S	63.337+dnf	52.354+1	50.599	50.969	> 49.693	48.933+2	49.693	1.411
1T	fp	19	Caius Boboescu	93 BMW 325i	43.265+dnf	42.025	42.231	43.401+1	> 41.871	42.2	41.871	-

1T	fpl	19	Jackie Boboescu	93 BMW 325i	53.412	48.506	49.165+dnf	49.76	47.103	> 46.222	46.222	-
1T	smf	56	Eddy Borchert	91 Lotus Elan	50.415	49.390+1	57.472	> 49.481	49.077+1	49.894	49.481	-
1T	camc	11	Roger Klemkosky	12 Ford Mustang	49.132+dnf	51.998+dnf	50.227	48.487	48.814	> 47.835	47.835	-
1T	fm	74	Tom Buckman	04 Invader F500	42.037	42.994	41.566	41.939	41.336	> 40.945	40.945	-
1T	ja	17	Emma Macleod	00 Yamaha TopKart	54.146+2	47.222	46.647	46.616	> 46.570	46.674	46.57	-
1T	ncs	20	Joshua Garcia	17 Mazda Miata	52.47	50.317	50.074	49.735	> 48.515	48.747	39.297	[-]2.379
2T	nfs	8	Jeremy Loeffler	14 Dodge Challenger	58.249	53.847	53.572	52.151	> 51.836	52.343	41.676	2.379
3	ncamc	81	Shawn Hensley Karthik	01 Chevrolet Camaro SS	56.134+dnf	53.686	54.854+dnf	52.313	51.604	> 51.164	42.108	0.432
4	nhs	10	Padmanabhan	13 Subaru Impreza	69.202	63.224	58.398	58.719	72	> 58.003	45.59	3.482
5	ncamc	777	Alan Kaczynski	96 Ford Mustang	66.467	61.413	60.082	59.011	57.768	> 57.492	47.315	1.725
1T	pkm	133	Larry MacLeod	14 Honda Tonykart	37.461	37.146	36.799	36.643	36.776+1	> 36.307	34.092	[-]0.509
2T	pfs	24	Sam Eddy	16 Chevrolet Camaro SS	46.604+dnf	43.832	43.289+	> 43.037	42.998+1	43.400+1	34.601	0.509
3T	pkm	33	Jackson Macleod	14 Honda Tonykart	38.214+1	37.149	38.086	37.481	> 36.994	73.673	34.737	0.136
4T	pcamc	128	David Feighner	15 Ford Mustang	44.056	42.924	43.267	> 42.357	42.819+2	42.314+1	34.859	0.122
5	pcp	118	Sean Tate	07 Ford Mustang	42.280+dnf	42.430+2	42.414	41.228+3	40.791+1	> 40.840	34.877	0.018
6	pcams	18	Kyle Chipps	08 Chevrolet Corvette	52.566+1	43.275	42.672	42.633	> 42.215	42.589	35.376	0.499
7	pbs	19	Troy Wolford	16 Ford Focus	44.383	46.307+dnf	44.456	43.515+1	43.538	> 43.528	35.388	0.012
8	phcr	99	John Redwine	86 Porsche 911	45.673+dnf	43.827+1	43.948+1	> 43.503	43.317+1	47.306+dnf	35.89	0.502
9	pstf	23	Chad Brower	05 Ford Focus	47.328+1	46.521+2	45.923	52.476+1	45.358	> 44.915	35.932	0.042
10	pcamc	28	Lorien Feighner	15 Ford Mustang	46.97	44.985	44.350+1	44.82	> 44.580	45.450+2	36.689	0.757

11	pfsp	80	Michael Burgess	80 Volkswagen Rabbit	50.208+dnf	47.936	46.174	46.189	> 45.053	61.188+dnf	37.348	0.659
12	pas	29	Terrance Daniels	17 BMW M3	> 46.174	57.737+dnf					37.816	0.468
13	pcp	18	Chuck Tate	07 Ford Mustang	48.222	46.359+1	46.363+1	45.314+1	> 45.076		38.494	0.678

PAX: Saginaw Valley Region - #9 - SVR Event #9 Season Ender - Sun 09-24-2017 Timed Entries: 41

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
	1	pkm	133	Larry MacLeod	14 Honda Tonykart	36.307	*0.939	34.092	0	0
	2	pfs	24	Sam Eddy	16 Chevrolet Camaro SS	43.037	*0.804	34.601	0.509	0.509
	3	pkm	33	Jackson Macleod	14 Honda Tonykart	36.994	*0.939	34.737	0.136	0.645
	4	pcamc	128	David Feighner	15 Ford Mustang	42.357	*0.823	34.859	0.122	0.767
	5	pcp	118	Sean Tate	07 Ford Mustang	40.84	*0.854	34.877	0.018	0.785
	6	pcams	18	Kyle Chipps	08 Chevrolet Corvette	42.215	*0.838	35.376	0.499	1.284
	7	pbs	19	Troy Wolford	16 Ford Focus	43.528	*0.813	35.388	0.012	1.296
	8	phcr	99	John Redwine	86 Porsche 911	43.503	*0.825	35.89	0.502	1.798
	9	pstf	23	Chad Brower	05 Ford Focus	44.915	*0.800	35.932	0.042	1.84
	10	gs	12	Doug Harvey	04 Dodge Neon	45.563	*0.793	36.131	0.199	2.039
	11	fspl	80	Lisa Krueger-Burgess	80 Volkswagen Rabbit	43.885	*0.829	36.38	0.249	2.288
	12	fp	19	Caius Boboescu	93 BMW 325i	41.871	*0.873	36.553	0.173	2.461
	13	pcamc	28	Lorien Feighner	15 Ford Mustang	44.58	*0.823	36.689	0.136	2.597
	14	ds	81	Shawn Kelly	17 Ford Mustang E-boost	46.154	*0.801	36.969	0.28	2.877
	15	pfsp	80	Michael Burgess	80 Volkswagen Rabbit	45.053	*0.829	37.348	0.379	3.256
	16	fm	74	Tom Buckman	04 Invader F500	40.945	*0.916	37.505	0.157	3.413
	17	pas	29	Terrance Daniels	17 BMW M3	46.174	*0.819	37.816	0.311	3.724
	18	ds	33	Steve Alger	05 Mini Cooper S	47.5	*0.801	38.047	0.231	3.955
	19	pcp	18	Chuck Tate	07 Ford Mustang	45.076	*0.854	38.494	0.447	4.402
	20	bsl	19	Sheri Wolford	16 Ford Focus	47.44	*0.813	38.568	0.074	4.476
	21	ds	7	Thomas Hudak	05 Mini Cooper	48.582	*0.801	38.914	0.346	4.822
	22	ncs	20	Joshua Garcia	17 Mazda Miata	48.515	*0.810	39.297	0.383	5.205

23	1	camc	11	Roger Klemkosky	12 Ford Mustang	47.835	*0.823	39.368	0.071	5.276
24	1	stx	86	Rodrigo Blake	13 Subaru BRZ	48.282	*0.822	39.687	0.319	5.595
25	1	bs	16	Kyle Roberts	05 BMW Z4	49.126	*0.813	39.939	0.252	5.847
26	1	hs	150	Ben Symons	15 Fiat 500	50.841	*0.786	39.961	0.022	5.869
27	1	fs	57	Robert Jamison	07 BMW M5	49.929	*0.804	40.142	0.181	6.05
28	1	ja	17	Emma Macleod	00 Yamaha TopKart	46.57	*0.864	40.236	0.094	6.144
29	1	fpl	19	Jackie Boboescu	93 BMW 325i	46.222	*0.873	40.351	0.115	6.259
30	2	stx	22	Ryan Thompson	06 Mini Cooper S	49.693	*0.822	40.847	0.496	6.755
31	1	stf	81	Christopher Mulders	02 Pontiac Sunfire	51.299	*0.800	41.039	0.192	6.947
32	2	hs	50	Edward Symons	15 Fiat Abarth	52.338	*0.786	41.137	0.098	7.045
33	2	nfs	8	Jeremy Loeffler	14 Dodge Challenger	51.836	*0.804	41.676	0.539	7.584
34	1	smf	56	Eddy Borchert	91 Lotus Elan	49.481	*0.848	41.959	0.283	7.867
35	3	ncamc	81	Shawn Hensley	01 Chevrolet Camaro SS	51.164	*0.823	42.108	0.149	8.016
36	1	dsp	93	Juwan Jamison	03 Saab 9-3	50.118	*0.842	42.199	0.091	8.107
37	2	fs	71	Joseph Maes	15 Chevy Camaro SS 1LE	54.602	*0.804	43.9	1.701	9.808
38	2	stf	64	David Mulders	89 Chevy Cavalier	55.47	*0.800	44.376	0.476	10.284
39	1	as	73	Rowan Woodruff	98 Porsche Boxster	54.415	*0.819	44.565	0.189	10.473
40	4	nhs	10	Karthik Padmanabhan	13 Subaru Impreza	58.003	*0.786	45.59	1.025	11.498
41	5	ncamc	777	Alan Kaczynski	96 Ford Mustang	57.492	*0.823	47.315	1.725	13.223



The event will be run in compliance with the SCCA Tour Rally rules. The rally will cover approximately 220 miles in Clare, Osceola, Lake, and Mecosta counties. The route is approximately 65% gravel/dirt roads and 35% paved roads. There will be two rest stops during the event. Speeds will be moderate.

Clare Color Tour 2017
 Saturday October 7, 2017
 A DAYLIGHT/EVENING ROAD RALLY

THIS EVENT WILL COUNT TOWARD THE 2016 DETROIT REGION AND SCCA GREAT LAKES DIVISION RALLY CHAMPIONSHIPS

The event will be run in compliance with the SCCA Tour Rally rules. The rally will cover approximately 220 miles in Clare, Osceola, Lake, and Mecosta counties. The route is approximately 65% gravel/dirt roads and 35% paved roads. There will be two rest stops during the event. Speeds will be moderate.

START/FINISH
 Ruckle's Pier
 403 N McEwen
 Clare, MI 48617
 (parking in Municipal Lot behind building)

Registrar:
 Mary Shiloff
 7307 Dyke Rd.
 Algonac, MI 48001
 mshiloff@comcast.net
 810.278.1708

Chairman:
 David Stone
 dstone@mmaline.com
 231.645.0875

SCHEDULE

MONDAY, October 2, 2017:	Early Entry Deadline
WEDNESDAY, October 4, 2017:	Draw for Car Numbers
SATURDAY, October 7, 2017: 10:30-11:30	Registration
12:01	Car # 1 Start
20:30	Car # 1 Finish (approximately)
21:30	Awards presented

Registration Ends October 2.
[Online Registration](http://Motorsport.reg) (Motorsport.reg)

Minutes – August Minutes not yet approved.

Executive Board	Officers and Representatives	
<u>Regional Executive</u> Terrance Daniels 4202 Greenbrook Lane Flint, MI 48507-2226 Email: terrance92@yahoo.com	<u>CheckPoint Editor</u> Katherine Redwine 3755 Shaffer Road Coleman, MI 48618 (989)465-1530 Email: d_redwine@charter.net	<u>Membership</u> Sheri Wolford 2520 E. Wheeler Street Midland, MI 48642 (989)832-3711 Email: sheriwolford@aol.com
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Kyle Chipps 827 Sparrow Avenue Lansing, MI 48910 (517)410-4111 Email: chippsk@gmail.com	<u>Ice Runs</u> Ashley DuPreé, Chairman 32711 Balmoral Knls Farmington Hills, MI 48334 Email: Brian_dupree@hotmail.com	<u>Web Site Administrator</u> Chad Brower Email: webmaster@svr-scca.com chadwicksracing@gmail.com
Chad Brower	<u>Points Keeper</u> Jay Payne	<u>Historian/Archives</u> Tom Hudak
Larry Macleod 1835 Briar Ypsilanti, MI 48197 Serca96@yahoo.com (734) 483-5751	<u>RallyCross – Help!</u>	<u>GL Div. Solo Safety Steward</u> Mark Sommer 6631 South Avenue Holland, OH 43528 Email: hosracing@yahoo.com
Jackson Macleod Same address Jkarter15@gmail.com (734) 718-6605	<u>TSD Rally – Help!</u>	<u>Area 4 Director</u> Marcus Merideth 33707 Glen St. Westland, MI 48186 734-776-7799 marcus.merideth@gmail.com
Chad Brower 2004 Rapanos Dr Midland, MI 48642 Chadwicksracing@gmail.com (989)750-4300		
David Redwine 3755 W. Shaffer Rd Coleman, MI (989) 465-1530 d_redwine@charter.net		
<u>Solo Board</u> Sean Tate, Chairman (517)719-8158 Email: seant1079@gmail.com Jay Payne Email: mustangracer2015@yahoo.com Doug Harvey Email: dtkharvey@netscape.com John Redwine Email: jred42@gmail.com Dave Feighner Email: dlf28@sbcglobal.net	<u>Area Representatives</u> Bay City, Andy Leiber (989)684-0500 Lansing, Sean Tate (517)719-8158 Midland, Mike Burgess (989)832-3442 Saginaw, Tom Hudak (989)695-6141	<u>Area 4 Executive Steward</u> Dan Hodge 311 Lazelle Place Lane Lewis Center, OH 43035 (614)985-6116 Email: dantarihodge@msn.com
	<u>GL Solo Development Coordinator</u> Raymond K. Jason 22406 Avalon Street Saint Clair Shores, MI 48080 (586)779-8672 Email: rkJ42@yahoo.com	

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