

Saginaw Valley Region Sports Car Club of America

The CheckPoint

March 2018

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Great news everyone! We have a tentative schedule for the 2018 autocross season.

Event #1 - 04/29/2018 – TBD

Event #2 - 05/20/2018 - TBD

Event #3 - 06/03/2018 - Jack Barstow Airport (Midland, MI)

Event #4 - 06/23-06/24 - Yooper Cup (Kinross, MI)

Event #5 - 07/14/2018 - Wurtsmith AFB (Oscoda, MI)

Event #6 - 07/15/2018 - Wurtsmith AFB (Oscoda, MI)

Event #7 - 08/18/2018 - Wurtsmith AFB (Oscoda, MI)

Event #8 - 08/19/2018 - Wurtsmith AFB (Oscoda, MI)

Event #9 - TBD

Event #10 - 09/16/2018 – TBD

Event #11 - 10/07/2018 - Jack Barstow Airport (Midland, MI)

To qualify for the SVR class championship, you must be a member, and race in 6 out of 11 events.

Check the [website](http://www.svr-scca.com) for updates. (www.svr-scca.com)

Looking forward to a great season and can't wait to see you there!



SOLO Schedule

RE Corner

Larry MacLeod,
2018 SVR Region Executive

I'm writing this from my couch on a lazy winter Sunday afternoon watching some college hoops (Go Blue!). Although my karts and engines are still tucked cozy in their winter beds, we can still talk about #funwithcars.

Let's start with the past. Ashley Dupree and Tom Hudak (and a little help from mother nature) put on a few awesome ice runs out on Ross Lake in Beaverton. Both events sold out all 50 entries in less than 15 minutes. The first event was a bitter cold afternoon with ice so



smooth you would have thought a

Zamboni was grooming it. Two weeks later we were back at Ross Lake for the day/night double-header, it was warmer and there was a thick layer of snow on top, helping the winter tires find grip. The second event was so much fun, when the sun went down for the night runs the homes along the lake lit the bonfires and grabbed some chairs to watch our cars sliding by.

But winter has to end at some point, right? I guess we better start making some solo plans. We kicked off the summer planning on Saturday



February 24th at TEAMTECH in Saginaw. Curt Tucker was nice enough to open the doors and give us a tour of his shop. We all learned a lot about racing safety equipment from this great local business. We also managed to talk a little about our 2018 Solo season including classes

(Pro and Ladies could see some changes) and even drafted a tentative event schedule.

Another way we can tell winter is almost over is the start of National Solo Events. Already in March there is a Pro Solo and Match Tour happening down in sunny Ft. Myers, FL, and the Dixie Champ Tour down in Georgia. By the end of the month there will be a Match Tour at Charlotte, NC where at least two SVR members



should be shaking cobwebs. Hopefully I'll be able to tell all you about it in the April issue of Checkpoint.

Eventually that warm sunshine will make it up to Michigan, and when it does SVR will be ready. The solo schedule is currently tentative, just pending the confirmation with a few site owners. Once we have those we'll be able to publish it. We will also have a van-cleanout day sometime before the first event. Keep an eye on the website for details.

One event already on the calendar is the 2018 Yooper Cup, June 22, 23 & 24 at Kinross in the Upper Peninsula. Similar to the last few years, LSR SCCA and Matt Tuhro (dual member) will



host the battle between the Yoopers and Trolls at one of the best sites in the country, Kinross Airport. We (the Trolls) have won the battle each of the last 5 years, but we need to continue our streak. Hotels are filling up fast, so reserve one now!

It's time to lift the cover, charge the battery and get the helmet out of the closet. The 2018 Solo season is almost here.

Feature – Ice Racing by Sean O'Shea

"So, ice racing you say? Like a lake? Like, someone lets me drive my car on the ice?" That's how a conversation started when I moved to Michigan in 2012, and since then I have had this unnatural obsession with trying to get one of my cars out onto a frozen lake.

Why did it take so long? Well, despite mine & my bank account's better judgment, my life has pretty much always revolved around racing: national level karts, Lemons, SCCA, etc. Over the past few years I've also been involved in professional racing, and I even had the opportunity to be the lead engineer on a car at last year's Indy 500. Unfortunately for ice racing, testing takes place in the winter... So my registration history with SV SCCA has gone about like this:

- Register for event A
- Event A canceled
- Register for event B
- Event B canceled
- Travel for work during event C
- Event C goes off without hitch

This year started out just like every other – Cold temperatures until just before the event; I register; and then warm temps cause the event to be canceled. I thought this year was going to be just about the same as every other. That is, until last weekend.

Thursday registration, I can't miss this. I set every alarm I could find.

My Wife: "What can you possibly be doing?"

Me: "Registering for the Ice racing event this weekend."

Her: "Well, that's what you think."

For some reason, out of all the assorted types of racing I've done, ice racing is the only kind that makes my wife nervous. I held my breath and

sent out the meeting request. (Yes, we schedule meetings via Outlook, I'm an engineer.)

Subject: "Ice Racing"

Location: "A Lake"

Her Response several hours later:
"Tentative"

I'll take that as a yes.

The alarms, (and meeting request), worked - I'm in! The 8th person signed up. At the end of the registration there are three people signed up in my GTO, and two more friends signed up in a Mustang who always enjoy a little friendly competition. Prepared Rear Wheel will be a good class. I check the registration, crap... an E36 and a Miata! Well, this is going to be hard, at least we can battle for third for bragging rights. Nothing better and more stressful than trying to beat your friends and neighbors in a race. Challenge accepted.

Saturday can't come fast enough. Alarm... Snooze... Alarm... Spring out of bed and put on typical race wear. Three layers, thick socks, my finest toque. Yeah, the mark of a professional racer. Ok, now where is everyone?! 7:00am, tap tap tap... 7:10, c'mon c'mon c'mon... 7:15, finally! Let's go!

Get to the lake in record time, while obeying all local and federal laws of course. Quickly go through registration, tech the car, and it's time. I look out on the ice and see a burly, bearded man unloading a civic with studs while another is doing sick skids out on the ice with a Suburban. This type of car culture is the exact reason I moved to Michigan. I'm ready.

Ring Ring Ring

It's the wife. I'm already wearing my helmet so I let it go to voicemail.

"Hey, it's me. I'm just calling to tell you not to die. I wanted to tell you that we love you very much, and before you go out on that precarious **sheet** of frozen water which is so thin that this entire event has been canceled multiple times, think about all the ways you can escape if/when said ice cracks and you plummet into the icy depths. You know, consider what buttons to

proper stunt driver. Impressing the crowd no doubt. I hear cheers coming from the woods.

- Turn 4 – Two spins?! What was that about the no hooning clause mentioned in the driver meeting? 4:30, Collin proclaims, “I’m so bad at this!” (Sad face emoji here) He’s not. This seems hard.

I crawl under the car to see if I can knock the snow off the tone rings. Wait, what?! Is that the... yup, the center harmonic balancer bolt is laying on the frame. Not good. I need to have words with my mechanic. (Me.) So, what now? I’m two hours from home, I have 3 drivers left who are hoping to get in a total of 13 runs, and I’m finally out on this pristine ice that I’ve waited years to race on. Hmm, what to do?

Slam the hood. Yeah. Let’s roll the dice.

“Okay,” I say. “Let me see if I can do a little better. Oh, and the center harmonic balancer bolt fell out.” Now at this point I am a little worried. If Collin had issues making a lap, driving on ice has to be hard.

“Put this bolt in the glove box, let’s go.”

His look was priceless.

Okay, my turn again. Here goes nothing.

My First Run:

- Same mental checklist as my practice run – I swear I’ll check the power steering fluid next time.
- Turns 1, 2, 3, 4, & 5 – barely made it. 3:37. Feels slow. Crap. Wonder where the Mustang is. They looked quick. How about that E36 and Miata? That Miata has got to be fast, and the E36 is carrying a ton of speed through the finish. Wonder where I’m losing time.

My Second Run:

- Okay, turn in earlier, get closer to the apex cones, look ahead.
- 3:34. Nice. Tidied it up a bit. I probe the Mustang a bit, ask if they were timing themselves. They said no. They are lying, I saw a phone in Brandon’s hand. Why are they sandbagging me? Did we bet on this? Okay, concentrate. What can I do better?

My Third Run:

- 3:37 + 1 (Crap.) Thought this one was faster.

My Fourth Run:

- 3:41 – Yeah, it’s the conditions... not me. Right. Conditions.

Collin’s turn.

Collin’s Third Run:

- I try and help: “Turn in earlier and use more throttle to get a bit more slip angle. Try and cross the glare ice areas while going straight.” “Okay”, he said. “Makes sense. I’ve got this.” One spin – 4:15. We are getting better.

Collin’s Fourth Run:

- Four spins?! I see signs of a beaten and broken man.

Collin’s Fifth Run:

- Turn 1 – Made it.
- Turn 2 – Turn in early, slide slide slide slide... made it.
- Turn 3 – I call out: “Easy, easy, walk it through, easy... Made it!”
- Turn 4 – I can see him getting nervous. Easy turn in, slide slide, squeeze power out, made it. Okay, only a few cones remain, Left/right/left/right... and done! 3:56! High fives and cheering all around.

I went and checked the times on the sheet to see where the GTO ended up compared to everyone... wait, what?! My time was the fast time of the first two heats? Wait... did I beat the Mustang?! How about my codrivers? This can’t be true, was there a misprint?

I’ve never gone ice skating in a car before, and I can’t wait to do it again. It was a day full of loud & powerful V8 engines that would have made George Washington proud to be an American – Only we took those machines and put them out onto a frozen lake where they most certainly did not belong, and then giggled nonstop while we slid them around all day long.

There were so many highlights that I want to include, but I’ve managed to narrow it down to a few:

- My co-driver spinning 4 times in a row, while screaming things that would make Gordon Ramsay blush

- Watching a girl in a 4wd Audi attempt to get through the finish facing forward without an orange frozen cone in tow
- An epic Jeep on studs that looked like an RC car all grown up
- An Audi R8 which did surprisingly well and sounded better
- An EVO on studs that launched like a rocket
- An mk1.5 MR2 on studs beating the studded tire EVO for FTD (take that!)
- All of the smiles and joy on everyone's face at the starting line, waiting for the opportunity to challenge the limits of their skill

Oh, and most of all, beating my neighbors in an unfair fight.

If I had to sum up the day in the single word, it would be: Epic.

-Sean

Solo Happenings Jay Payne

Well folks, it's finally out! The Solo Board released a tentative schedule for the 2018 season. There are still a few dates and locations to be locked down. Sean and the board are working with our partners to ensure the sites are secured. On that note, remember always to do your part. Watch your speed when not on course, no rowdiness on neighboring roads and be respectful of our neighbors at the sites. A little common sense goes a long way towards maintaining SVR's friendship with our neighbors.

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- Event #9 - TBD

- Event #10 - 09/16/2018 - TBD
- Event #11 - 10/07/2018 - Jack Barstow Airport (Midland, MI)

In order to be eligible for the end of the year championships, you will need to attend 6 of 11 events, be an SVR member and be fast in your class.

Just a note here: To help those folks that have to travel further or have limitations on how many events that they get to, the Oscoda events have been split into two events each weekend. So, basically it means Saturday is one event and Sunday will count as another. So, if you can't stay the whole weekend don't fret, you can still get credit for one event towards your 6 by showing up either day to race.

Just a reminder to book your rooms early for the Yooper Cup and cancel if you find you can't make it. This goes for you camper/camping folks too. Sites get to be in short supply just as rooms do. For motels, you have Sault Sainte Marie, the casino Bay Mills in Brimley or if you don't mind just a bit longer drive, motels in St Ignace. Haven't heard if there will be any arrangements for special rates anywhere.

Keep an eye on the website and FB pages for updates. Facebook page <https://www.facebook.com/Saginaw-Valley-Region-SCCA-235043466575982/> and the SVR website <http://www.svr-scca.com/vb/content.php?2-solo> .

Other SVR Solo news. The board voted to create a Ladies Index class to support the SCCA intuitive to attract more women to competition. This class will be run on an index like the Pro class created last year. No matter the class of car you compete in, your final results is based on an index to make the competition fair and even for everyone.

Some other National Solo news this year. SCCA has created a new class called, Solo Spec Coupe (SSC). SVR will be offering this class as well for our members. The SSC class is based on the 2013 to 2016 Subaru BRZ and Scion FR-S cars or more commonly called around events the twins. As it suggests, the modifications are limited to a very tight rule set.

Here is a little information and links to help you with any questions about the SSC class. SCCA partnered with Tire Rack to create and offer a bolt on parts that can be purchased to bring any car to the SSC Specs. Just go to TireRack.com and input what year and model you have and there is a drop-down choice that will take you to the parts that have been approved for the SSC class. This way you aren't wondering if they are legal or not.

Here is a link to the SCCA page for the SSC class and a link to Tire Rack.

<https://www.scca.com/pages/solo-spec-class>

https://www.tirerack.com/content/tirerack/desktop/en/events_sponsorships/SCCASSC.html

Remember volunteers are necessary to run the events and the club. If you can show up early to help or hang around longer to help pack up it's always appreciated by everybody. We are always looking for help with things that are done outside of the events, like writing articles for Checkpoint, van clean up, or many other tasks that keep the club running year around. If you are interested in helping please contact me or the RE Larry Macleod at serca96@yahoo.com.

Here some of the national dates that might be of interest to everybody.

ProSolo dates in the area,

June 01 to 03 at the Toledo Express Airport, Swanton, OH

August 03 to 05 at the Oscoda-Wurtsmith Airport, Oscoda, MI

Champ Tour dates in the area,

July 27 to 29 at the Toledo Express Airport, Swanton, OH

Match Tour,

The closest Match Tour event tour our region is in Bristol, TN.

July 04 to 06 at Bristol Motor Speedway, Bristol, TN

CAM Challenge info for the CAM guys.

Peru CAM Challenge, August 10 to 12 at the Grissom Aeroplex, Bunker Hill, IN

Tire Rack SOLO Nationals,

September 03 to 07 at the Lincoln Airpark, Lincoln, NE

Keep in your thoughts while planning these national events sell out quickly, so watch for registration to open and hit it early.

Hope to see everybody soon at the first event this year. If you have anything you'd like to share, please feel free to drop me a line at Mustangracer2015@yahoo.com

Be Safe, Have Fun and be prepared to be fast this year.

Times Gone By

Tom Hudak

Information from old CheckPoints courtesy of George Austin. Information from old NEM Fifth Wheel publications courtesy of Bob & Bernie Madison and Joe Beaune.

50 Years Ago

April, 1968

A. Bert Miller of Midland was the R.E. SVR was planning to have the Annual White Elephant Sale at the April Monthly Meeting. Don Jekel scheduled the April Fool's Rally for the 7th. The speaker for the May meeting would be Scott Harvey, Pro Rallyist, Detroit SCCA member & Chrysler Engineer. Joan Fahlgren sent out a questionnaire about club events & members. And Bill Schmitt made a plea for workers for the NEM/SVR National race at Grattan International Raceway. The last few Ice Runs were well attended... 40 to 50 cars at each event. At the Feb. 25th Ice Run, SAABs had a class of their own. But FTD went to the Mini of Chuck & Joan Fahlgren.

SVR was invited to join the Greater Saginaw Safety Council, Traffic Division. Les Burnett would be our representative. SCCA National membership was at 15,135. Today, membership is over 50,000. The NEM/SVR National Race contract was finally signed to hold the event at Grattan on June 1-2. Bill Schmitt

stated that he would need 200 – 250 volunteers to work. Some of the results for the Joan Fahlgren questionnaire were printed. Many answers pertained to rallies, gymkhanas & more social events. The April Fools Rally by Don Jekel had 26 entrants... the exact number of instructions Don had printed! Trophies were passed out for the first 5 cars. The event was won by Bennett/Gillard.

Dick Seelye attended his first Driving School session at Waterford Hills in his Lotus 20. Ed Hart attended in his Formula Bee and Fay Meerzo was accepted into the Stewards in Training. Sam Buggia was a new member & the proud owner of a new red Lotus Europa.

40 Years Ago

April, 1978

Checkpoint Editor was Marianne Sherven. This issue had 20 pages of information. Gary Hays made the suggestion that SVR build their own snow blower to be used for ice runs. The Board was considering renting pylons at the rate of \$25.00 per hundred for an event to be put on by Northwood University (then Northwood Institute...Ed.) Terry Rueter was in charge of returning the Bay Valley Corvette Club trailer & radios.

Several Proposals & Rules Changes were suggested and made regarding Rally Driver/Navigator point standings & protest committees. The Board also voted to not sponsor a Pro Rally this year.

Wayne Grubaugh & Tim Williams, Cochairmen of the Ice Runs, thanked everyone for their help & participation during this season. There were 141 entries, lots of ice and more snow than the club has ever had.

Jim Callon was selling a 1970 Austin Mini 1000 for \$300.00 and a 1971 Datsun 510 for \$500.00. Tom Bell, Rallymaster, was ready to start the April Fools Rally on 4/9 from the Owosso HS Lot, and finish at the Woodcoup Lounge in Frankenmuth.

30 Years Ago

April-May, 1988

SVR was considering having another Pro Rally. The Club typewriter was For Sale. The Board was trying to decide whether to continue having Board Meetings at Das Michigan Haus or at the home of a Board Member. Tom Hudak & Daniel Boll picked up file cabinets full of SVSCC/SVR memorabilia from George Austin. Karen Light-Probst died on Feb. 21, 1988.

Draper Toyota, Westbay Honda, Tuff Muffler, Light Performance Works and House of Imports were current advertisers in the Checkpoint.

The Ice Run season came to a close on Feb. 28 with few entries. However, Dave Trumble of the Saginaw News came with Jim Warren. And Rose Stoike wrote an article for the Beaverton Community News. Rev'n Evan Beach thanked all of the participants & workers for helping out at the ice runs.

Times Gone By was started in this issue with all of the information and old Checkpoints received from George Austin.

20 Years Ago

April, 1998

R.E. Chris Pruett discussed Dave Feighner's proposal to have an SVR website. And Chris was about to set some goals regarding Operating Income for SVR. New Checkpoint Editor Dennis Mashue made note of the 10 Year Anniversary of Times Gone By. And SVR & SCCA would be starting a new Solo II Class for Street Touring cars. In Left Field, Dave & Lorien Feighner talked about their recent trip to Daytona, Florida, a trip to Disneyland and a few Nascar races. Apparently, Lorien really whipped Dave in one of the Nascar race games. And after having a long conversation with Robert Yates, Dave was ready to move south & work for him! The social event for Spring was a trip to the Rick Ford Car Collection in Hemlock.

Obituary: Edgar Hart, Midland, MI. age 73, passed away suddenly on Feb. 9, 2008. Ed was born in the Kalamazoo area, was employed by The Dow Chemical Co. until his retirement in 1993. Ed had belonged to SVSCC / SVR in the late '60's & '70's. He and Harold Nadler participated mostly in rallies on the Regional, Divisional and National levels. A very colorful

person, he rallied a Plymouth Valiant and raced a Bugeye Sprite and a Formula car while belonging to SVR.

10 Years Ago

April, 2008

Stacey Despelder, R.E. for this year, wrote about winter finally coming to an end, SVR participating in the St. Patrick's Day Parade in Bay City (via Gary & Teri Barber), Larry Dent retiring from his GLD Director job and Marcus Merideth running for this spot, the oncoming GASS event and the new SVR web site.

Terri Barber wrote about the March 8th Ice Run at the Saginaw Bay. Forty-three cars showed up to run the 1.5 mile, counter clockwise course on a cold, windy day. So windy the port o jon skated across the ice! This event at the Bay was run with only 5 classes: 4WD > 2.5L, FWD > 2.5 L, 4WD < 2.5 L, FWD < 2.5 L and Studded. The fastest non-studded car was John Yanca in 4WD> 2.5L driving a Subaru Sti with 171.094. Slowest car, same class had a 295.588. Then came along Dave Feighner in his famous VW Rabbit with a best time of 84.14!

Stacey also wrote about his trip; "How not to travel 3/3 – 3/8/08". A friend moved to Florida and asked Stacey if he would drive his '93 4 Runner down there. It started out as a single guy's trip. It ended with 3 more passengers...the daughter, the cousin and the boyfriend! The 4 Runner had 236K on it, it a huge pot hole the size of Vermont near South Bend, IN, broke the exhaust manifold and one of the front shocks! Then the rains came and never quit until just before the destination. There is certainly more to the story ...plus the return trip via airlines with delays & unexpected cancellations! Ask Stacey. It is a trip he will never forget

Saginaw Valley Region SCCA
Executive Board Meeting Minutes
February 21, 2017 (Teleconference)

Call to order

Meeting called to order at 7:04pm by Larry MacLeod

Present

Jackson MacLeod, Steve Alger, Sean Kelley, Kyle Chipps, Mike Burgess, Lisa Kruger-Burgess, Larry MacLeod, Sean Tate, Caius Boboescu.

Membership report

101 Members

Treasurer's report

Awards are paid for; old receipts are covered. Ashley is covering ice runs financials on his own currently, will contact him to ensure sanctioning and insurance was covered. Will probably square up after the last ice run event.

Equipment report

Ashley still has timing equipment for ice runs. Determine any expected equipment expenses at solo planning meeting (2/24)

Solo report

Looking for new faces to join solo board, chair events, and other region management positions. Yooper cup will likely be managed by Lake Superior region. Steve will contact Matt Tuhro. More topics and event dates to be discussed at solo planning meeting.

Old business

Larry will send bill to Steve for convention expenses.

New business

Spring training March 10th in Findley, great lakes division, Region will cover expenses for entry fee and possibly hotel. Motion by Steve for up to \$150/Person up to 5 people. Approved.

National office has money to do whatever they choose, if anyone is willing to make a pitch for funding. Region needs to improve on marketing, reference Ashley's work on ice runs. Possibly appoint a communications director, Caius will continue to operate website and get on the region's Facebook.

MyAutoEvents currently automatically send weekend memberships to national office regardless of whether they attended. Discussion on registration, more to happen at planning meeting. Recommendations from convention to have multiple people check statements. Discussion about: Multiple signatures required for expenditures above \$1,000, 3rd party accountant (expensive). Judy Hudak is currently auditing Steve's treasurer's reports. Steve Alger will talk with Judy Hudak about modifying bank statements to be sent to Judy (to be audited) and the current acting treasurer (this topic to be revisited at next meeting).

Junior Karts: Larry is qualified for approving courses, tech, and rules presentation. Ray Jason is an approved trainer, will need to get additional persons approved. Spring training March 10th New logistics and safety regulations for events, such as markers

Larry will become a trainer, will increase likelihood of current members becoming certified.

Street survival school, potential for companies to become involved/sponsor. Suggestion by Larry to send someone to convention every year. Reflect on who we are as a region, how can we grow, different events to put on.

Suggestion by Tom Hudak, develop a SVR operations manual, a set of guidelines on the specific jobs and functions which get done, such as key points including, sanctioning, website, and taxes. Pay attention to the image of who is doing what at events, be more welcoming, maybe open a line of communication or have a specific person in charge of finding the new people and saying hello. Region apparel, easily noticed by new members to indicate who is knowledgeable.

Larry will contact national office about adding an option to choose which region prospective members can be added to.

Next meeting

21 March 2018; Face to face, Fuddruckers 7:00-7:30pm start. Email the membership

Adjournment

Motion to adjourn by Mike Burgess, at 9:25, seconded by Caius Boboescu

Photos by Tom Hudak, February 13, 2018



Saginaw Valley Region SCCA
SVR Ice Run #3 (2018) - DAY
Ross Lake -- Beaverton, Michigan
February 17, 2018

Class	Car #	Last Name	First Name	Car Year	Car Make	Car Model	1st Run	2nd Run	3rd Run	4th Run	5th Run	Best Run	Position
SF	23	Vajdak	Jimmy	08	Honda	Civic Si	171.066	173.012	170.093	179.739	DNF	170.093	1T
SF	104	Paris	Brittany	06	Ford	Focus ST	171.262	175.364	173.971	178.192	DNF	171.262	2T
SF	123	Heinzen	Christopher	08	Honder	Civy si	177.632	DNF	179.937	181.146	187.761	177.632	3
SF	133	MacLeod	Jackson	95	Toyota	Celica	178.416	181.531	187.810	182.133	186.221	178.416	4
SF	33	MacLeod	Larry	95	Toyota	Celica	178.675	179.809	184.611	183.120	*180.257	178.675	5
SF	93	Binder	Charles	06	Saab	9-3	223.209	219.303	213.528	217.497	216.713	213.528	6
SR	65	Grogan	Sean	92	Toyota	Mr2	179.704	174.048	183.127	174.167	175.133	174.048	1T
SR	14	Gibes	Joseph	17	Toyota	86	183.687	202.573	187.481	183.680	181.860	181.860	2T
SR	111	Loughlin	Kevin	17	Toyota	86	197.862	187.264	DNF	182.637	188.937	182.637	3T
SR	165	Lager	Adam	92	Toyota	MR2	197.946	186.466	192.633	183.078	202.713	183.078	4
SR	127	Sulimirski	Nicholas	10	BMW	335i	200.753	188.496	189.777	184.527	184.548	184.527	5
SR	26	Whitney	Jordan	10	BMW	335i	218.477	196.630	209.822	198.016	193.151	193.151	6
SR	2	Yanca	Emily	07	Mazda	Mx-5	206.269	196.091	237.573	225.792	219.387	196.091	7
SR	935	Rosio	Jake	04	Infiniti	G35 Coupe	204.078	200.515	214.070	198.128	196.140	196.140	8
SR	77	Coulter	Chris	03	Ford	Ranger 2WD	208.285	205.835	202.573	203.042	200.823	200.823	9
SR	15	Lutes	Keaton	91	GMC	S15 Jimmy	237.132	224.714	228.683	268.009	220.486	220.486	10
SA	28	Feighner	David	17	Ford	Focus	152.404	159.215	152.579	165.277	157.062	152.404	1T
SA	11	Fisher	Bruce	98	Jeep	Cherokee	163.268	163.821	161.518	164.209	*161.987	161.518	2T
SA	60	Fisher	Matt	17	Subaru	WRX	168.308	162.246	167.475	163.919	168.465	162.246	3T
SA	162	Steinkamp	Kyle	09	Audi	S8	169.358	182.798	169.477	171.255	169.863	169.358	4T
SA	10	Dupree	Ashley	14	Audi	S4	208.334	220.395	185.367	180.593	177.072	177.072	5
SA	27	Billow	Brennan	17	Subaru	WRX	183.211	189.752	187.873	180.509	178.696	178.696	6
SA	24	Swaneger	Casey	15	Doge	Charger	209.713	184.814	180.754	182.455	183.533	180.754	7
SA	427	Billow	Steve	17	Subaru	WRX	187.110	183.043	186.851	185.094	185.864	183.043	8
SA	9	Nizza	Jordan	03	Dodge	Ram	196.742	210.609	212.800	195.041	198.086	195.041	9
SA	857	Ravenscroft	Nicole	91	Nissan	Pulsar GTiR	223.328	195.449	217.609	204.862	197.694	195.449	10
SA	12	Huuda	Abdul	02	Audi	A4	DNF	212.800	199.892	202.405	200.704	199.892	11
SA	1337	Mickle	Brandon		Volkswagen	CC	*232.582	220.395	211.008	206.143	207.116	206.143	12

SA	762	Clayton	Eric	91	Nissan	Pulsar GTiR	226.233	212.884	208.103	247.646	213.213	208.103	13
PF	82	Lockwood	Alan	04	Chevrolet	Cavalier	200.522	190.918	204.211	194.936	201.803	190.918	1T
PF	62	Schembri	Andrew	03	Chevrolet	Cavalier	222.328	198.849	206.668	204.645	208.243	198.849	2
PR	49	Cain	Ian	93	BMW	325is	186.942	178.143	178.808	187.033	181.622	178.143	1T
STUD	72	Davis	Burke	08	Mitsubishi	Evo	121.037	120.134	119.880	118.202	117.299	117.299	1T
STUD	286	Murphy	Sean	87	Toyota	MR2	122.682	120.750	119.952	118.644	120.281	118.644	2T
STUD	86	Legris	Brad				138.586	122.864	DNF	118.846	118.790	118.790	3T
STUD	71	Wolfe	Matt	93	Fazda	Proscort	133.175	142.625	126.875	125.095	DNS	125.095	4T
STUD	3	Fratianne	Gary	94	Mazda	Miata	133.042	130.886	125.889	125.797	125.810	125.797	5
STUD	89	Potts	Irv	89	Jeep	Comanche	133.595	128.583	126.231	127.218	125.986	125.986	6
STUD	2	Westfall	Scott	02	Subaru	WRX	134.806	128.373	128.660	131.180	133.936	128.373	7
STUD	17	Albin	Andrea	93	Fazda	Proscort	129.381	DNS	DNS	DNS	DNS	129.381	8
STUD	20	Yanca	Jon	6	Subaru	Outback	136.734	133.980	131.775	131.082	129.675	129.675	9
STUD	171	Siefert	Andrew	95	BMW	325i	160.720	146.867	158.373	141.547	145.873	141.547	10
STUD	906	Hutchison	Daniel	96	Honda	Civic	DNF	160.437	157.066	150.431	154.322	150.431	11
STUD	217	Asher	Dallas	03	Kia	Rio	181.902	175.476	166.012	163.058	161.420	161.420	12
STUD	11	Cossa	Adrien	03	Kia	Rio	167.531	166.208	164.969	165.263	169.792	164.969	13
M4	48	Price	Matt	97	Toyota	Rav4	DNF	155.209	151.606	147.959	142.653	142.653	1T
M4	16	Ravenscroft	Colin		Nissan	Pulsar	165.732	160.300	157.388	150.080	DNF	150.080	2
M2	12	Harvey	Douglas	99	Dodge	Neon	158.620	153.692	150.430	149.247	145.635	145.635	1T
M2	200	McCracken	Albert	86	Toyota	MR2	174.959	191.618	172.746	170.163	DNS	170.163	2
M2	21	Johnson	Collin	86	Toyota	mr2	189.112	190.638	183.582	170.555	178.885	170.555	3
PA	69	Stone	David D.	11	Subaru	WRX	158.130	155.120	154.805	155.208	156.563	154.805	1T

*Includes Penalty Points

**Saginaw Valley Region SCCA
SVR Ice Run #3 (2018) - NIGHT
Ross Lake -- Beaverton, MI
2/17/18**

Class	No	Last Name	First Name	Car Year	Car Make	Car Model	1st Run	2nd Run	3rd Run	Best Run	Position
STUD	72	Davis	Burke	08	Mitsubishi	Evo	124.654	*118.125	120.475	118.125	1T
STUD	86	Legris	Brad	16	Scion	FRS	120.568	*119.861	120.281	119.861	2T
STUD	207	Westfall	Scott	02	Subaru	WRX	134.519	131.586	*129.976	129.976	3T
STUD	3	Fratianne	Gary	94	Mazda	Miata	133.203	*130.893	131.033	130.893	4
STUD	89	Potts	Irv	89	Jeep	Comanche	131.292	*131.187	132.846	131.187	5
STUD	20	Yanca	Jon	07	Mazda	Mx-5	136.556	*132.055	132.069	132.055	6
STUD	171	Seifert	Andrew	95	BMW	325i	143.549			143.549	7
STUD	96	Line	Brian	96	Jeep	Cherokee	171.724	*164.584	164.927	164.584	8
STUD	217	Asher	Dallas	03	Kia	Rio	169.736	*166.187	167.405	166.187	9
STUD	11	Cossa	Adrien	03	Kia	Rio	191.674	171.024	*169.281	169.281	10
M4	48	Price	Matt	97	Toyota	Rav4	159.341	152.558	*150.682	150.682	1T
SF	704	Hutchinson	Daniel	96	Honda	Civic	171.486	175.882	172.977	171.486	1T
SF	104	Paris	Brittany	06	Ford	Focus ST	189.511	176.533	177.814	176.533	2T
SF	33	MacLeod	Larry	95	Toyota	Celica	*188.830	179.165	180.481	179.165	3
SF	133	MacLeod	Jackson	95	Toyota	Celica	184.884	181.139	185.528	181.139	4
SF	14	Bishop	Ryan	08	Pontiac	G6	196.168	193.564	199.059	193.564	5
SF	123	Payne	Arthur	08	Pontiac	G6	209.524	206.829	200.949	200.949	6
SF	93	Binder	Charles	06	Saab	9-3	216.146	230.377	225.505	216.146	7
SR	65	Grogan	Sean	92	Toyota	Mr2	194.698	195.657	183.379	183.379	1T
SR	165	Lager	Adam	92	Toyota	MR2	210.070	201.621	194.915	194.915	2T
SR	236	Hay	Taylor	10	Ford	Crown Victoria	218.792	198.114	219.681	198.114	3
SR	2	Yanca	Emily	07	Mazda	Mx-5	230.307	208.768	205.730	205.730	4
SR	239	Hay	Tanner	10	Ford	Crown Victoria	221.431	237.034	231.609	221.431	5
PF	82	Lockwood	Alan	04	Chevrolet	Cavalier	198.240	202.251	193.414	193.414	1T
PR	49	Cain	Ian	93	BMW	325is	171.645	182.714	174.055	171.645	1T

M2	12	Harvey	Douglas	99	Dodge	Neon	158.620	159.131	160.153	158.620	1T
M2	71	Wolfe	Matt	93	Ford	Escot	170.226	160.724	164.696	160.724	2T
M2	17	Albin	Andrea	93	Fazda	Proscort	169.813	169.253	170.016	169.253	3
M2	200	McCracken	Albert	86	Toyota	MR2	185.479	206.283	192.150	185.479	4
M2	21	Johnson	Collin	86	Toyota	mr2	187.492	186.081	190.239	186.081	5
PA	69	Stone	David D.	11	Subaru	WRX	164.290	155.547	*150.724	150.724	1T
PA	0	Radek	Justin	12	Subaru	Impreza WRX	*172.529	170.646	200.501	170.646	2
PA	97	Line	Kevin	02	Ford	F150	188.321	185.094	*180.341	180.341	3
SA	28	Feighner	David	17	Ford	Focus	157.864	154.533	157.101	154.533	1T
SA	110	Fisher	Bruce	98	Jeep	Cherokee	167.643	166.398	162.043	162.043	2T
SA	60	Fisher	Matt	17	Subaru	WRX	164.766	162.253	166.628	162.253	3T
SA	162	Steinkamp	Kyle	09	Audi	S8	173.138	166.999	163.611	163.611	4
SA	24	Swaneger	Casey	15	Doge	Charger	185.262	177.359	171.843	171.843	5
SA	10	Dupree	Ashley	14	Audi	S4	190.267	176.155	198.947	176.155	6
SA	1	Dubbs	Nicholas	8	Audi	R8	198.793	181.748	203.485	181.748	7
SA	44	Ng	Samson	13	Ford	Explorer	207.718	198.660	190.337	190.337	8
SA	191	Boboescu	Caius	06	Nissan	Frontier	203.042	202.475	200.270	200.270	9
SA	15	Binder	Kate	16	Subaru	Impreza	213.889	206.557	205.562	205.562	10
SA	115	Martini	Kevin		Subaru	Impreza	220.521	222.698	213.248	213.248	11

***Includes Penalty Points**

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