

The CheckPoint

August 2019

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Results	6	Weekend check In and walkup registration from 5:00-8:00 pm Friday
Solo Happenings	2	Saturday Course Setup 4:00PM-6:00PM on Friday, July 7.
Times Gone By	4	Course walking 6:00PM until 9:00PM on Friday, July 7



Saturday- Full Day Solo (Aug 17)

Registration and Tech: 7:30AM -9:00AM
Novice Walk and run format explanation: 8:30AM
Drivers Meeting: 9:00AM
First Car Off: 9:30AM
Sunday course set up after runs (~7:00 pm)

Dinner and Social Event Following Saturday Competition

Sunday – Morning Solo (Aug 18)

Registration and Tech: 8:00AM - 8:15AM
Course open for walking until 8:15AM
Drivers meeting: 8:15AM
Cars to grid: 8:20AM
First car off 8:30AM
At Least Four runs scheduled

Solo Happenings

Ladies Day Lorien Feighner

This year's running of the Ladies Day event was scheduled for July 7th. At first, I was a little concerned that we might have a lower turnout with this date being the Sunday of a holiday week and the potential for competitors to take a week off for vacation at the lake. But we had a great turnout with 59 people in attendance. And the weather cooperated nicely. It was a beautiful day!

A little bit of history on Ladies Day. The inaugural event was held in 1995. It was the idea of a close friend and former SVR member, Velma Boreen and I. We wanted to host an event with women in charge. We designed the course and came up with an idea to make the event even more special. We would run a challenge at the end of the day to determine an overall winner. And so it began. After the second year, I drew up a map so that we could make the course as much the same as possible.

There was one year the event was not held (2010), so this year marked the 24th running of the Ladies Day event. A wide variety of people have won the overall challenge. For those of you that have been around awhile, you might recognize some of the names: Dennis Mashue, Wayne Snyder, John Fessler, Alan Scheidler, Buddie Jasman, Dan Faust, Scott Nardin, Andy Lieber, Jarrod Hoops and Dave Feighner. For those of you that are newer to the sport, you probably know that the event has been dominated most recently by Larry MacLeod. This year was no different with Larry topping the PAX results in the competition runs.

This year, all of the class winners and several of the fastest non-class winners were selected to run in the 24 car challenge. As we have done in years past, the top eight qualifiers were granted a bye run in the first round. We have seen many times that a lower place qualifier is able to pull off some great runs and move up through the challenge. This year however, only Rodrigo Blake (STX) was able to beat the higher qualifier. The trend continued in the second round with all of the top 8 drivers moving on to the next round, six of which came from the Pro Class. This made for some interesting match-ups.

Troy Wolford kept finding more time throughout the challenge runs and was able to move past Caius Boboescu. There was a heads-up match-up with two FS cars facing each other. Patrick Burke was able to beat Keith Roberts by just over 4 tenths of a second. Kyle Chipps hit at least one cone which allowed Dave Feighner to move on. And Larry MacLeod was running consistently and beat the BS class winner Robert Peters.

The final four was made up of Troy Wolford against Patrick Burke and Larry MacLeod against Dave Feighner. These pairings brought close match ups. Troy beat Patrick with an indexed time of 35.162 compared to a 35.786. The battle of the heavyweights (both Dave and Larry are multi-time winners and/or runners-up) put Larry on top besting Dave by a mere .275 seconds. In the consolation round, Dave Feighner beat Patrick Burke to take third. Larry ran a consistent time of 37.221. Troy needed a 43.269. He ran his best time of the day, a 43.411, losing to Larry by a margin of .113. This may have been one of the closest final rounds in quite a while. Great job everyone.

Thanks to all of the competitors who attended this year's event and helped make the day run smoothly. A special shout out to my heroes for the event - Ralph Prewett and Jerimy Loeffler. Ralph and Jerimy ran the challenge grid. This is one of the hardest jobs of the entire challenge and they did a superb job. They consistently had cars coming up to the line, making the challenge run as smoothly as possible. In all of my years running the challenge portion of the event, this was by far the best run grid, EVER! Hats off to both of you!

If you missed this years event, make sure that you add the event to your calendar in 2020.

Lorien Feighner

Events 11 & 12

September 15 - Barstow

October 6 – Barstow

Register on MAE

Odds 'n Ends

by Tom Hudak

Kudos to Keith Roberts and Tammy Breece for helping out Kyle Roberts at the Ladies Day at the Races Solo, Barstow Airport, Midland. Kyle invited me to drive his BMW Z4 when my Mini Cooper developed an A-F hose leak. So Kyle drove around the course with me as passenger. On the 180 at the north end of the runway, the right front end began to plow as it felt like a flat tire dragging on the pavement. That would have been easy...instead, part of the suspension broke. Keith volunteered his truck and trailer to remove the car from the course and eventually drop the car at Kyle's home in Bay City. Keith also helped Phil Yuzon by trailering his car to Lansing with a similar situation at another event. Thank You Keith & Tammy!

And my thanks to Dave Feighner, Mike Burgess & Mikes uncle for helping me out by replacing an A-F hose clamp...in a hard to get location! I do appreciate it.

In the Marbles

Dave Feighner

But maybe this should be called according to Sheri Wolford it's a small world. After a less than triumphant return to competition for Princess on day one of the July Oscoda adventure day two found me behind the wheel of something completely different. Lefty's shifter kart.

How can something so small be such a huge hand full and busy too. I looked as if I should have known what I was doing as I fit into Jacksons suit. Maneuvering from paddock to the start line was even not a case of drama. However it should be noted that holes and rocks in grid look really big, more on that later. But once I reached the start line apparently all bets were off. The first run started off with a lame start that didn't have the engine cleaned out. Going down the first slalom the cones became a blur and they look sort of like orange trees. Next on the agenda is be in too tall a gear and frantically try and get 2 or 3 gears to get the rpms back up. Hey look showcase I think I got this one, wrong pushed just a bit got on the gas too quick and too hard and too quick of hands produce a big slide of the rear tires. Okay need to stay tidy and try and miss the ramp at the final far end turn. Nope screwed that pooch too, thought I was coming out of the kart but my fat butt didn't make it all the way out of the seat. Why does it look like there are two courses now? The final slalom and final turn to the finish. Think I am getting the hang of this. Clean up at the finish and start please. Greg's comment "I like your commitment" The results a slide of Mustang proportions into the two finish cones. That sounded like trees when I hit them. Then somehow I got a couple more pylons perfectly stuck under the front tires and became skies. The steering wheel didn't do much, the brakes didn't do much, finally as I passed the corner station and looked at Troy at the start line, I said stay put Troy, stalled the kart. The corner workers cleaned out all the cones and it was like a freaking circus as they kept making cones appear. Maybe they each brought one with them to cheer me up. Caroline gave me a pump start and I made the slow drive of shame back to the grid. Greg was nice enough to inform me that I hit a cone on that run. My reply was just one, right?

The next run went a little better with a better launch less blurred vision, and no cones. The time was 2 seconds faster than the first run before hell broke loose. The second run there was a small improvement, but the change overs were so fast that it was difficult to digest everything Larry was coaching on, due to the speed of the change overs. I think with a couple more runs and a couple extra breaths between runs I could have found some more time and maybe get into the 44's Larry and Alex still would be kicking my butt. But I am pretty sure they have less weight than me...yeah that's it the cart was out of balance with the fatty in it.

I think it best I stick to Mustangs. But if I get the chance I might try it again. Everyone needs a good laugh now and then. In the next chapter I will write about the adventures of Time Trails at Gingerman.

Until then stay tidy and try and avoid the marbles.
David Feighner 28 CAMC

Member Happenings

Jay Payne



Most of you have probably heard of the SCCA Time Trials program that started last year. Well, it was expanded this year to eight tour events and plus the SCCA Time Trial Nationals being held at the National

Corvette Museum Motorsports Park in Bowling Green, KY on Sep 26th through the 29th.

The final tour date was close to our region at the Gingerman Raceway in South Haven, MI the last weekend in July. There were a few of us that attended the event as competitors and a couple members that attended as volunteers. Marcus Merideth, Dave Feighner and I (Jay Payne) attended as competitors while Ray Jason and his son Chris Jason attended as volunteers.

The event took place both on Saturday and Sunday. Saturday was comprised of two 20-minute practice sessions in the morning and two 20-minute timed sessions in the afternoon. Then Sunday was comprised of a three-run track sprint, think of it as an autocross on part of the race track with no cones. Then two 20-minute timed sessions in the afternoon. The class winners were determined by taking the fastest times from Saturday, the track sprint Sunday morning and the fastest time from the sessions Sunday afternoon. Everybody was broken into run groups based on experience and not class. Marcus ran in advance; Dave ran in intermediate and I ran in novice.

Marcus ran in Sport 2 in Voodoo, his 2016 Shelby GT350. He was quick all weekend and had a blast I would say from his comments.

Marcus Meridith, 2nd place



He was fast enough to finish second in his class for the event. He was just over a half second out of first and over 33 seconds ahead of third.



Dave Feighner, first place

Dave ran in Max 2 in Big Girl, his 2015 Mustang GT. He had a personal battle within his run group with a Corvette. They stayed neck and neck all weekend with Dave final nipping him overall. This was just personal satisfaction for

Dave at this point because they were not in the same class, just the same run group. In class, Max 2, Dave took first place by nearly 10 seconds over the second-place driver.

I also ran in Max 2 in Red, my 2003 Mustang GT. Being my first real track competition I didn't fare nearly as well as Dave and Marcus. The truth is I finished dead last in class almost 43 seconds behind Dave. Although it wasn't a great showing, the car performed absolutely wonderfully all weekend. I think I was the only one of us with an off-track moment the whole weekend. I put Red in the grass on my third track sprint run pushing the envelope for time and lost out because I just plainly pushed Red to his limits.

Ray and Chris worked the grid all weekend with another volunteer. It was great seeing them out there.



It was an awesome time to be had even when not on track. Friday and Saturday nights had free food and drinks (beer of all kinds, soft drinks) provided by the event sponsors. It was nice to hang out with your fellow

racers, volunteers and event staff and just shot the breeze to unwind. I think we all had a great time that weekend and couldn't have asked for better weather. I hope we all can go back next year and maybe drag a few more of our fellow SVR members along for an even better time.

Times Gone By 50 Years Ago

by Tom Hudak
August, 1969

Plans for the Overnighter Rally were being made. Entry fees were to be in the \$25 - \$30 range for the rally, Saturday night banquet, Sunday breakfast and overnight stay at the Lost Pines Lodge. The Bluewater Regional II was one of the wildest events that SVR/NEM had sponsored. A record 202 cars had registered, but only 189 participated; there were five rollovers and seven red flag incidents. "Charlie Chicken" and "Beddy Beer" were so popular, they promised to come back next year. The July 4th speed event was held at the Hemlock Go Cart Track... in the rain. Sam Buggia was selling a Lotus Europa for \$3200.00; Dennis Westendorf was willing to swap

a 1960 XK150 for a motorcycle and Tom Groening had a 1967 Lotus Elan for sale for \$3200.00.

40 Years Ago

August, 1979

Tom Smith was Rallymaster for the "Laissez-Faire to Midland" Rally, which was won by Miller/Miller in unequipped with 490 pts.; Doidge/Doidge were first in equipped with 88 pts. Gymkhana pictures were of Charlie Safley in a 510; Sue Sanderson, Toyota; Dick Lieber in a three wheeled Austin Cooper S; Tom Smith in Herbietta, the rally Datsun and Jim Doidge in a B210. Jon Nykamp won D Stock in Sue Smith's RX7!

30 Years Ago

July / August, 1989

In March of 1989, all of the CENDIV regions met in Indianapolis to establish a set of guidelines for obtaining and maintaining Flagging & Communications License for SCCA racing. Coincidentally, there was a flyer inserted for the 1990 SCCA National Convention, to be held in Indianapolis in February / March. Although Shawn Grenesko was competing in dad's RX7 & leading in points, he was also practicing in the Boreen Mustang at the MACA GT solo event. Jim Warren had his '87 Olds Firenza Pro Rally car for sale; Dennis Shatz was selling his green '67 Lotus coupe & Tom Bell was selling his '88 Mazda 323 GTX as a good project car... it seems that it got rolled over.

20 Years Ago

August, 1999

The Checkpoint had new look, as Lisa Haiss, Checkpoint Editor, had a slight malfunction when transferring files from one computer to another. Eric Haiss, RE, wrote about the success of the SVR BFG event with 170 competitors, even though a Camaro caught fire. SVR also participated in the Detroit Region event at Oscoda on July 17-18, where the timed runs went from 90 to 130 seconds as a result of a very wet course.

10 Years Ago

August, 2009

R.E. Bob Olson welcomed Jennie Roach and David Redwine to the SVR Board. They are replacing Abby DuPre` and Gary Barber who recently resigned. Terrance Daniels would be replacing Chris Pruett as Treasurer. Bob thanked Abby, Gary and Chris for their volunteer service to the Club. Velma Boreen wrote event report for the SVR / Detroit Region co-sponsored "Concrete Rodeo" at Wurtsmith AFB, Oscoda.

105 hearty souls showed up to run the three day Test 'n Tune on Friday with timed runs on Saturday July 18th and Sunday July 19th. Some rain showers showed up on Friday and again on Saturday afternoon to make the solo course more challenging. Three different courses over the weekend kept everyone on their toes!

Lisa Krueger was asked to participate in a radio talk show about SCCA Autocross.

Odds 'n Ends

by Tom Hudak

Kudos to Keith Roberts and Tammy Breece for helping out Kyle Roberts at the Ladies Day at the Races Solo, Barstow Airport, Midland. Kyle invited me to drive his BMW Z4 when my Mini Cooper developed an A-F hose leak. So Kyle drove around the course with me as passenger. On the 180 at the north end of the runway, the right front end began to plow as it felt like a flat tire dragging on the pavement. That would have been easy...instead, part of the suspension broke. Keith volunteered his truck and trailer to remove the car from the course and eventually drop the car at Kyle's home in Bay City. Keith also helped Phil Yuzon by trailering his car to Lansing with a similar situation at another event. Thank You Keith & Tammy!

And my thanks to Dave Feighner, Mike Burgess & Mikes uncle for helping me out by replacing an A-F hose clamp...in a hard to get location! I do appreciate it.

Checkered Flag

Long time SCCA member **Tom Bell** died on Monday, July 20, 2009. Tom had received a bone marrow transplant in February and was going through the trials & tribulations that go along with that surgery. He had been doing well until a lung infection recently, and then suffered cardiac arrest at the hospital. Tom was an avid rallyist, right from his college days at MSU, then joining SVR & the Detroit Region. His wife Judy and sons Andrew & Tyler survive him. Tom was 57 years old. For further information you can check www.heeney-sundquist.com.

Results Saginaw Valley Region - #6 - Ladies Day 2019 Total Registered: 59, with Times: 59

Pos.	Class	#	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Total	Diff.
1T	as	1	Andrei Butas	11 Chevrolet Corvette	51.992+dnf	49.930+dnf	> 47.328	48.743	47.328 / <i> 38.667</i>	[-]3.334
	2	as	7	Ted Hou	16 Chevy Stingray	96.736+dnf	52.369	> 50.662	50.662 / <i> 41.390</i>	3.334
1T	bs	122	Robert Peters	18 Tesla Model 3 Perf.	46.058	45.712	45.382	> 44.852	44.852 / <i> 36.330</i>	-
1T	ds	33	Steve Alger	64 Triumph Spitfire	48.416+dnf	49.588+dnf	> 47.296	47.628	47.296 / <i> 37.836</i>	[-]1.189
2T	ds	19	Sheri Wolford	16 Ford Focus	50.711	48.881	49.7	> 48.485	48.485 / <i> 38.788</i>	1.189
	3	ds	18	Chuck Tate	06 Nissan 350z	51.964	50.936	> 48.899	48.899 / <i> 39.119</i>	0.414
	4	ds	81	Shawn Kelly	17 Ford Mustang E-boost	50.091	49.386	50.474	49.151 / <i> 39.320</i>	0.252
	5	ds	7	Thomas Hudak	05 Mini Cooper S	> 51.085	51.409		51.085 / <i> 40.868</i>	1.934
	1	es	88	Ed Prymak	99 Miata	50.888+1	50.281+1	50.288	49.395 / <i> 38.972</i>	-
1T	fs	48	Patrick Burke	17 Chevy Camaro	45.206+1	45.66	> 44.689	45.534	44.689 / <i> 35.885</i>	[-]4.928
2T	fs	17	Jerimy Loeffler	14 Dodge Challenger	> 49.617	51.858+2	49.957	49.804	49.617 / <i> 39.842</i>	4.928
	3	fs	33	Ralph Prewett	16 Ford Mustang	49.495+dnf	49.122+1	> 47.769+1	49.769 / <i> 39.964</i>	0.152
	4	fs	13	Richard Mangus	10 Ford Crown Victoria	63.374+1	62.017	> 58.585	58.585 / <i> 47.043</i>	8.816
1T	gs	22	Kurt Klingbeil	14 Ford Focus	48.038+1	48.568+1	> 47.881	47.249+dnf	47.881 / <i> 37.730</i>	[-]0.510
2T	gs	75	Randy Tardif	16 Ford Focus St	49.270+dnf	48.625+1	> 48.391	48.092+1	48.391 / <i> 38.132</i>	0.51
	3	gs	14	Nolan Perry	17 Volkswagen GTI	52.695	51.529	> 49.817	49.817 / <i> 48.502+2	1.426
	4	gs	37	Jeffrey Novak	17 Ford Focus ST	51.712	> 50.578	52.691+	50.578 / <i> 39.855</i>	0.761
1T	hs	8	Edward Symons	15 Fiat Abarth	53.153	> 51.944	53.933	52.758	51.944 / <i> 40.516</i>	[-]4.442
	2	hs	231	Conner Jurs	86 Pontiac Fiero	58.781	57.265	> 56.386	56.386 / <i> 43.981</i>	4.442

3	hs	23	Fred Queary	86 Pontiac Fiero	60.530+dnf	> 61.557	59.648+dnf	76.310+dnf	61.557 / <i> 48.014</i>	5.171
1T	ssc	95	Micah Klingbeil	15 Scion FRS	47.728	47.617+1	48.434+2	> 46.766	46.766 / <i> 37.459</i>	-
1T	fsp	12	Douglas Harvey	98 Plymouth Neon	46.251	> 44.980	64.052+dnf	47.77	44.980 / <i> 37.063</i>	[-]2.295
2	fsp	80	Michael Burgess	80 Volkswagen Rabbit	49.835	48.851+1	47.888+2	> 47.275	47.275 / <i> 38.954</i>	2.295
1T	stx	86	Rodrigo Blake	13 Subaru BRZ	52.088	50.21	> 49.259	49.636	49.259 / <i> 40.146</i>	-
1T	str	82	Bryan Watkins	01 Mazda Miata	50.148	48.74	47.529+2	> 47.357	47.357 / <i> 39.164</i>	[-]0.465
2	str	16	Kyle Roberts	05 BMW Z4	50.555+1	> 47.822	171.084		47.822 / <i> 39.548</i>	0.465
1T	stu	80	Gregory Valade	04 Subaru STI	51.083+dnf	45.853+dnf	64.164	> 46.158	46.158 / <i> 38.218</i>	-
1T	sm	615	William Stolz	03 Mitsubishi Evolution VIII	50.390+dnf	49.522	48.007	> 46.879	46.879 / <i> 40.081</i>	[-]0.565
2	sm	7	Christopher Bosman	2014 Mitsubishi Evo	48.500+2	47.521	> 47.444	45.953+2	47.444 / <i> 40.564</i>	0.565
1T	camc	39	Brian Harvey	00 Chevrolet Camaro SS	45.046	> 44.961	45.656+1	44.030+1	44.961 / <i> 36.868</i>	[-]3.615
2T	camc	71	Samuel Kaczynski	96 Ford Mustang	50.59	50.908+6	48.896	> 48.576	48.576 / <i> 39.832</i>	3.615
3	camc	77	Cody Jean	06 Ford Mustang	51.342	51.833+2	50.404	> 48.806	48.806 / <i> 40.020</i>	0.23
4	camc	5	Adrian Syckle	18 Chevrolet Camaro	52.477+dnf	49.296+dnf	> 49.160	47.499+dnf	49.160 / <i> 40.311</i>	0.354
5	camc	14	Jordan Laskey	12 Ford Mustang	52.635+1	50.973	49.732	> 49.393	49.393 / <i> 40.502</i>	0.233
6	camc	711	Alan Kaczynski	14 Ford Mustang	59.600+1	54.89	53.638	> 51.350	51.350 / <i> 42.107</i>	1.957
1T	camt	78	Douglas Ward	78 Pontiac Trans Am	50.228	67.876+1	49.811	> 47.807	47.807 / <i> 38.819</i>	-
1T	cams	75	Les Schober	02 Corvette ZO6	44.520+1	> 44.949	43.970+1	43.237+2	44.949 / <i> 37.442</i>	-

1T	fm	74	Tom Buckman	04 Invader F500	44.846	43.812	43.503	> 43.343	43.343 / <i>39.312</i>	[-]24.699	
	2	fm	174	Caroline Fullerton	04 Invader F500	57.076+dnf	50.357+dnf	152.125+dnf	> 68.042	68.042 / <i>61.714</i>	24.699
1T	ja	8	Tyler Tuhro	07 CRG World Formula	87.119+dnf	61.233+dnf	73.027	> 57.223	57.223 / <i>48.982</i>	-	
1T	jb	85	Carter Tuhro	07 CRG World Formula	100.365+dnf	85.486	> 77.651	84.396	77.651 / <i>63.829</i>	-	
1T	nstu	14	Brian Valentine	16 Subaru Wrx Sti	55.203	> 48.669	48.030+1	49.063+1	40.297 / <i>48.669</i>	[-]1.755	
2T	nes	188	Brendon Eggersten	99 Miata	58.882	56.498	> 53.299	53.454+2	42.052 / <i>53.299</i>	1.755	
	3	nes	27	Adam Buchanan	93 Miata	63.815+dnf	60.784	59.111	> 57.933	45.709 / <i>57.933</i>	3.657
	4	nbs	212	Lacey Kreft	18 Tesla Model 3 Perf	> 74.255	60.797+dnf	60.927+dnf	62.826+dnf	60.146 / <i>74.255</i>	14.437
1T	pkm	33	Larry MacLeod	14 Honda Tonykart	38.181+1	37.475	> 37.141	37.257	34.541 / <i>37.141</i>	[-]0.668	
2T	pds	61	Troy Wolford	16 Ford Focus	> 44.012	52.666	45.798+dnf	44.309	35.209 / <i>44.012</i>	0.668	
3T	pfs	179	Keith Roberts II	11 Ford Mustang	44.566	44.452	> 43.978	44.435+	35.314 / <i>43.978</i>	0.105	
4T	pcp	9	Kyle Chipps	11 Ford Mustang	41.700+2	> 41.805	42.005	41.066+1	35.450 / <i>41.805</i>	0.136	
	5	pcamc	28	David Feighner	15 Ford Mustang	44.595	43.798	43.169+1	> 43.493	35.664 / <i>43.493</i>	0.214
	6	pfp	19	Caius Boboescu	93 BMW 325	46.22	44.031	42.103+dnf	> 41.946	36.199 / <i>41.946</i>	0.535
	7	pfs	79	Tammy Breece	11 Ford Mustang	46.151+2	46.231	> 45.571	44.492+1	36.593 / <i>45.571</i>	0.394
	8	pcs	22	Victor Tugulan	17 Mazda Mx-5 Rf	47.667	46.516	47.2	> 45.357	36.693 / <i>45.357</i>	0.1
	9	pds	118	Sean Tate	11 Nissan 350z	46.324+4	46.680+2	46.227+3	> 46.415	37.132 / <i>46.415</i>	0.439
	10	pcamc	128	Lorien Feighner	15 Ford Mustang	47.351	46.735	> 45.802	48.361+1	37.557 / <i>45.802</i>	0.425
	11	pds	181	Bruce Eddy	Nissan 350z	51.441+1	> 48.934	48.520+3	50.284+4	39.147 / <i>48.934</i>	1.59
	12	pfn	74	Alex Fullerton	04 Invader F500	45.011+dnf	> 43.583	43.687+1	42.999+dnf	39.529 / <i>43.583</i>	0.382
1T	lfp	19	Jackie Boboescu	93 BMW 325	48.790+1	48.183	> 45.918	47.317	39.627 / <i>45.918</i>	[-]3.891	
	2	lkm	33	Emma MacLeod	14 Honda Tonykart	52.429	48.533	> 46.794	48.45	43.518 / <i>46.794</i>	3.891

Ladies Day PAX Results Timed Entries: 59

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
						34.541 / <i>				
1	1	pkm	33	Larry MacLeod	14 Honda Tonykart	34.541</i>	*0.930	34.541	[-]0.668	-
						35.209 / <i>				
2	2	pds	61	Troy Wolford	16 Ford Focus	35.209</i>	*0.800	35.209	0.668	0.668
						35.314 / <i>				
3	3	pfs	179	Keith Roberts II	11 Ford Mustang	35.314</i>	*0.803	35.314	0.105	0.773
						35.450 / <i>				
4	4	pcp	9	Kyle Chipps	11 Ford Mustang	35.450</i>	*0.848	35.45	0.136	0.909
						35.664 / <i>				
5	5	pcamc	28	David Feighner	15 Ford Mustang	35.664</i>	*0.820	35.664	0.214	1.123
						35.885 / <i>				
6	1	fs	48	Patrick Burke	17 Chevy Camaro	44.689</i>	*0.803	35.885	[-]4.928	-
						36.199 / <i>				
7	6	pfp	19	Caius Boboescu	93 BMW 325	36.199</i>	*0.863	36.199	0.535	1.658
						36.330 / <i>				
8	1	bs	122	Robert Peters	18 Tesla Model 3 Perf.	44.852</i>	*0.810	36.33	-	-
						36.593 / <i>				
9	7	pfs	79	Tammy Breece	11 Ford Mustang	36.593</i>	*0.803	36.593	0.394	2.052
						36.693 / <i>				
10	8	pcs	22	Victor Tugulan	17 Mazda Mx-5 Rf	36.693</i>	*0.809	36.693	0.1	2.152
						36.868 / <i>				
11	1	camc	39	Brian Harvey	00 Chevrolet Camaro SS	44.961</i>	*0.820	36.868	[-]3.615	-
						37.063 / <i>				
12	1	fsp	12	Douglas Harvey	98 Plymouth Neon	44.980</i>	*0.824	37.063	[-]2.295	-
						37.132 / <i>				
13	9	pds	118	Sean Tate	11 Nissan 350z	37.132</i>	*0.800	37.132	0.439	2.591
						37.442 / <i>				
14	1	cams	75	Les Schober	02 Corvette ZO6	44.949</i>	*0.833	37.442	-	-
						37.459 / <i>				
15	1	ssc	95	Micah Klingbeil	15 Scion FRS	46.766</i>	*0.801	37.459	-	-
						37.557 / <i>				
16	10	pcamc	128	Lorien Feighner	15 Ford Mustang	37.557</i>	*0.820	37.557	0.425	3.016
						37.730 / <i>				
17	1	gs	22	Kurt Klingbeil	14 Ford Focus	47.881</i>	*0.788	37.73	[-]0.510	-
						37.836 / <i>				
18	1	ds	33	Steve Alger	64 Triumph Spitfire	47.296</i>	*0.800	37.836	[-]1.189	-
						38.132 / <i>				
19	2	gs	75	Randy Tardif	16 Ford Focus St	48.391</i>	*0.788	38.132	0.51	0.51
						38.218 / <i>				
20	1	stu	80	Gregory Valade	04 Subaru STI	46.158</i>	*0.828	38.218	-	-
						38.667 / <i>				
21	1	as	1	Andrei Butas	11 Chevrolet Corvette	47.328</i>	*0.817	38.667	[-]3.334	-
						38.788 / <i>				
22	2	ds	19	Sheri Wolford	16 Ford Focus	48.485</i>	*0.800	38.788	1.189	1.189
						38.819 / <i>				
23	1	camt	78	Douglas Ward	78 Pontiac Trans Am	47.807</i>	*0.812	38.819	-	-
						38.954 / <i>				
24	2	fsp	80	Michael Burgess	80 Volkswagen Rabbit	47.275</i>	*0.824	38.954	2.295	2.295
						38.972 / <i>				
25	1	es	88	Ed Prymak	99 Miata	49.395</i>	*0.789	38.972	-	-
						39.119 / <i>				
26	3	ds	18	Chuck Tate	06 Nissan 350z	48.899</i>	*0.800	39.119	0.414	1.603
						39.147 / <i>				
27	11	pds	181	Bruce Eddy	Nissan 350z	39.147</i>	*0.800	39.147	1.59	4.606
						39.164 / <i>				
28	1	str	82	Bryan Watkins	01 Mazda Miata	47.357</i>	*0.827	39.164	[-]0.465	-
						39.255 / <i>				
29	3	gs	14	Nolan Perry	17 Volkswagen GTI	49.817</i>	*0.788	39.255	1.426	1.936
						39.312 / <i>				
30	1	fm	74	Tom Buckman	04 Invader F500	43.343</i>	*0.907	39.312	[-]24.699	-
						39.320 / <i>				
31	4	ds	81	Shawn Kelly	17 Ford Mustang E-boost	49.151</i>	*0.800	39.32	0.252	1.855

32	12	pfm	74	Alex Fullerton	04 Invader F500	39.529 / <i> 39.529</i>	*0.907	39.529	0.382	4.988
33	2	str	16	Kyle Roberts	05 BMW Z4	39.548 / <i> 47.822</i>	*0.827	39.548	0.465	0.465
34	1	lfp	19	Jackie Boboescu	93 BMW 325	39.627 / <i> 39.627</i>	*0.863	39.627	[-]3.891	-
35	2	camc	71	Samuel Kaczynski	96 Ford Mustang	39.832 / <i> 48.576</i>	*0.820	39.832	3.615	3.615
36	2	fs	17	Jerimy Loeffler	14 Dodge Challenger	39.842 / <i> 49.617</i>	*0.803	39.842	4.928	4.928
37	4	gs	37	Jeffrey Novak	17 Ford Focus ST	39.855 / <i> 50.578</i>	*0.788	39.855	0.761	2.697
38	3	fs	33	Ralph Prewett	16 Ford Mustang	39.964 / <i> 49.769</i>	*0.803	39.964	0.152	5.08
39	3	camc	77	Cody Jean	06 Ford Mustang	40.020 / <i> 48.806</i>	*0.820	40.02	0.23	3.845
40	1	sm	615	William Stolz	03 Mitsubishi Evolution VIII	40.081 / <i> 46.879</i>	*0.855	40.081	[-]0.565	-
41	1	stx	86	Rodrigo Blake	13 Subaru BRZ	40.146 / <i> 49.259</i>	*0.815	40.146	-	-
42	1	nstu	14	Brian Valentine	16 Subaru Wrx Sti	40.297 / <i> 40.297</i>	*0.828	40.297	[-]1.755	-
43	4	camc	5	Adrian Syckle	18 Chevrolet Camaro	40.311 / <i> 49.160</i>	*0.820	40.311	0.354	4.199
44	5	camc	14	Jordan Laskey	12 Ford Mustang	40.502 / <i> 49.393</i>	*0.820	40.502	0.233	4.432
45	1	hs	8	Edward Symons	15 Fiat Abarth	40.516 / <i> 51.944</i>	*0.780	40.516	[-]4.442	-
46	2	sm	7	Christopher Bosman	2014 Mitsubishi Evo	40.564 / <i> 47.444</i>	*0.855	40.564	0.565	0.565
47	5	ds	7	Thomas Hudak	05 Mini Cooper S	40.868 / <i> 51.085</i>	*0.800	40.868	1.934	3.789
48	2	as	7	Ted Hou	16 Chevy Stingray	41.390 / <i> 50.662</i>	*0.817	41.39	3.334	3.334
49	2	nes	188	Brendon Eggersten	99 Miata	42.052 / <i> 42.052</i>	*0.789	42.052	1.755	1.755
50	6	camc	711	Alan Kaczynski	14 Ford Mustang	42.107 / <i> 51.350</i>	*0.820	42.107	1.957	6.389
51	2	lkm	33	Emma MacLeod	14 Honda Tonykart	43.518 / <i> 43.518</i>	*0.930	43.518	3.891	3.891
52	2	hs	231	Conner Jurs	86 Pontiac Fiero	43.981 / <i> 56.386</i>	*0.780	43.981	4.442	4.442
53	3	nes	27	Adam Buchanan	93 Miata	45.709 / <i> 45.709</i>	*0.789	45.709	3.657	5.412
54	4	fs	13	Richard Mangus	10 Ford Crown Victoria	47.043 / <i> 58.585</i>	*0.803	47.043	8.816	13.896
55	3	hs	23	Fred Queary	86 Pontiac Fiero	48.014 / <i> 61.557</i>	*0.780	48.014	5.171	9.613
56	1	ja	8	Tyler Tuhro	07 CRG World Formula	48.982 / <i> 57.223</i>	*0.856	48.982	-	-
57	4	nbs	212	Lacey Kreft	18 Tesla Model 3 Perf	60.146 / <i> 60.146</i>	*0.810	60.146	14.437	19.849
58	2	fm	174	Caroline Fullerton	04 Invader F500	61.714 / <i> 68.042</i>	*0.907	61.714	24.699	24.699
59	1	jb	85	Carter Tuhro	07 CRG World Formula	63.829 / <i> 77.651</i>	*0.822	63.829	-	-

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