

The CheckPoint

March – April 2019

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ICE RUNS – Finally Mother Nature cooperated! See p.2 and p.11



Watch the web page for updates: <http://www.svr-scca.com/vb/content.php>

[Facebook](#)

Ice Runs March 3 2019

David Feighner

The day started early as Irv & I and his son were out there setting up cones by 7:30, pretty much done by 8:30 – 8:45. **Prakash Natesan** in his blue Subaru was the first person there and had never done an ice run before. **Tom Hudak** recruited Prakash to drive Tom around the course to make sure the flow was right. From the comments heard throughout the day it seems that Irv got it right. The course that was set up became the known as the long course, at a length of almost 2 miles.

The first group on the ice was SR, PR, SF. In SR it was Jaguar vs BMW. Let's just say **Tom Hudak** still has game on the ice. Tom came out strong with a 233.387 with **Josh Greiner** closing the gap on his 3rd run with a 234.850. In the PR class it was a Subaru BRZ vs. Mustang Bullit. While I was secretly rooting for the Mustang, it was the BRZ of **Chris Amos** running a 212.632 with the quick time. While the rear wheel drive cars may not be the quickest on the ice, watching the sideways slide is very entertaining. The final group in the 1st heat was SF and while the front drive should have been quicker but they came up just a touch short compared to Chris's very solid first run. For what it is worth, the first runs appeared to be the quickest. The top 3 in SF were very tight: 3rd - **Jacob Mindykowski** driving the box on wheels (Scion XB) with a 215.495. 2nd - **Andrew Dawson** in a Silver Saab 93 with a time of 213.577. 1st - Peter **Andruskiewicz** driving a Black Saab 93 at 213.353. Andrew had some miss-adventures on his first two runs. Had he performed that well on the 1st run, the finishing order could have been different.

Moving to the second group the cars on the ice were PF, SA, PA, M2. This group had to work a little harder as the first group polished the ice on the preferred lines. The second heat would

have to search for traction and look at different options on the line. PF started out with 6 Cars but the winning car suffered a mechanical malfunction the drivers could not find a cure for. The few runs the Fasda Proscort (aka Ford Escort) made were very stout. **Michael Linley** turned in a 205.625 for the win and the Honda Accord of **Daniel Hutchinson** was close behind with a 206.440. M2 was a very diverse group of cars. There was a Neon, a lifted Monster Miata, and the most unlikely car, a 1966 Ford Mustang. While the Mustang of **John Li** was very cool it turned out to be a handful on the ice. It was the Neon of **Doug Harvey** that ruled the class. In Second **Matt Wolfe** jumped in with Doug because of the Proscort mechanical issue. Matt turned in a 198.149 on his 4th run doing it the hard way. Doug more familiar with his own car and not scared of the rev limiter, repeating his mantra "in valve springs we trust", turned in a 195.146. Moving on to the all-wheel drive cars, SA was a mix of WRXs, Jeep XJ, Focus RS, VW Sport Wagon, Audi S4, and Isuzu Vehicross. I had to root for the RS and **Andrew Abbott** just missed the podium in 4th place. 3rd - **Kevin Line** in a Jeep XJ with a 207.291. 2nd - **Matt Fisher** with a Blue WRX was second with a 198.352. Matt also did it the hard way turning in that time on his 4th run. 1st - Casey Swanseger in the Red WRX with a 191.695. If you wanted to play in PA, you had to have a Subaru. 2nd - **Brad Roche** with a WRX STI with 203.175. 1st - **Kyle Kreitzer** driving an Impreza 2.5RS turned in a 199.710 on his 3rd run.

M4 and the stud class were the last heat. M4 was now running on a surface that has been polished by 2 heats and had to really search for traction. **Matt Price** in the crazy Toyota Rav4 with a Supra Engine stuffed under the hood started out with a 174.860. He drove his butt off looking for traction and time and on his fourth run found a 167.636. The STUD class which has gained some real traction as of late had 12 cars. (Yeah I just used that pun.) The

variety of vehicles has really changed, including Mercedes 300te, Miata, BMW, Jeep Cherokee, Jeep Comanche, Honda Civic, VW, Toyota MR2, Mazda RX7, Mitsubishi EVO, and Subaru Impreza 2.5RS. It's been a couple years since I have had the Scrabbit on the ice but I have been watching the class get tougher with all-wheel drive cars and Jeeps, then add the couple of sports cars that make a decent power and handle well. The exciting aspect of the class is the interpretation of the studs that are used. Some studs are the in-some-states-road-legal studs. Other are bolts zipped into the tires. I find the cold cutters interesting and could find their way onto several applications in the future. Then there is the extreme, or as Burke calls them, the "BS cheater" studs. These would be Woody's snowmobile carbide studs. I have to believe the Stud class put on a good show with 3 very different cars on the podium. 3rd - Burke Davis in the EVO with a 126.616. 2nd - Sean Murphy at 126.217 in the MR2 that has a supercharger wail that could be heard across the lake. 1st - **Dave Feighner** place in the antique of the class the VW Scrabbit with a time of 109.275. I have to say the first two heats did a great job of polishing the ice helping the studs able to bite the ice better.

It looks as if Mother Nature is only going to allow us one ice run this year, but don't, worry next year we will do it again!

In the Marbles Dave Feighner

Track Night in America. Most of us in the club have heard of it. Some of us have even gone to them. Others may have wanted to go but may feel intimidated. Others may be thinking "I want to go but I won't know anyone there." The last hurdle may be the timing. In the past, at Grattan the noon start time was problematic. The move to Gingerman has changed the start time to 3 pm. This means, if you go to lunch

and accidentally forget to return, you can make it to the track with time to spare.

Now, you might be starting to wonder where am I going with this? Fear not, or fear I do have a point, maybe even a plan. The first Track Night in America at Gingerman is **Thursday, May 16th**. [Track Night Web Page](#) That is early in our season before it starts hitting on all cylinders. **I propose an SVR Track Night in America group outing. Do I have anyone's attention yet?**

TNIA is a very cost-effective way to get on to the track to see what it is all about. If your car can pass our tech it will pass the TNIA tech. Actually, tech is self-tech as you fill out a form for your tech and hand it in during the registration.

The action on the track is divided up into 3 groups, and into novice, intermediate and advanced. Passing is designated in passing zones and also done by a track official pointing you by. Each group will get 3 sessions and each session will be 15-20 minutes. There will be an orientation both class room like and on the track with follow the leader. It sure beats walking the course. My suggestion is during the first session start out slow and get familiar and comfortable with the track. Then work your way up to your comfortable speed. There are no trophies or points just fun with cars. Check [the website](#) for official rules & details.

The next step is to find out who is interested. As luck would have it the interweb master has put information online at both the [website](#) and [Facebook](#) page for people to weigh in on interest to play at the track.

Now the question is what car to take?

SCCA Time Trials Jay Payne

The who, what and were of it!

<https://timetrials.scca.com/>

The Time Trials (TT) program was started last year by the SCCA to get more folks involved having fun with their cars on track. Classing is similar to autocross but not totally. What is similar is the tech requirements. Basically, if your car can pass tech for an autocross event you will be able to pass tech for a TT event.

A little more about classing. If you are running in a street class such as FStreet than you'll fall under the Sport Category that allows the same basic mods you'd find in the autox street categories. Now if you have a car more like my Mustang with lots of mods you are going to be classed higher in something like MAX. Below is the link to the classing page with a very informative Classing Tutorial.

<https://timetrials.scca.com/pages/classmycar>

Just remember, no matter what class you wind up in, they also break down drivers by skill level. So, if you're a track novice you won't be thrown in with the guy that's got hundreds of track miles. You'll be grouped with people of like experience.

Below is a basic idea how an event unfolds. Just to note, there is still some tweaking to the program happening, so this may not be in stone.

- Friday and Saturday Evening Welcome Party
- 2x 20 minute Saturday Practice Session (Saturday)
- 2x Track Cross Elements (Saturday and Sunday)
- 2x 20 minute Time Attack Sessions (Sunday)

The nearest events to our region this year are in the following locations.

April 27-28: Pittsburgh International Race Complex; Wampum, Pennsylvania – This just west of the Ohio state line just off the PA turnpike. It's not quite as far as going to Pittsburgh in actual travel from MI.

July 27-28: GingerMan Raceway; South Haven, Michigan – This by far is the closest event to our region. This is also the site of The Track Night in America events in our area. If you can get a chance to run a couple of those, you will have some familiarity with the track.

The Time Trials Nationals are being held in Bowling Green, KY at the National Corvette Museum's race track.

September 27-29: NCM Motorsports Park; Bowling Green, Kentucky. (Tire Rack Time Trials Nationals)

There is a Facebook page dedicated to SCCA TT program. Here is the link to join the group.

<https://www.facebook.com/groups/380635365733322/>

I'm personally hoping to run the Pitt event, Gingerman event and the TT Nationals this year although my car may not be ready for the Pitt event. I hope to see some familiar faces around.

Times Gone By

Tom Hudak

I have to apologize to Tom Hudak for being out of sequence with Times Gone By. We will get back in synch when the season begins. Ed.

60 Years Ago

February, 1959

The new editor of the CHECK POINT newsletter would be Bill Main with associates Mary Lou Main & Tom Thayer. George Austin & Tom

Thayer were disappointed that only sixteen cars showed up for their "Ice Man's Revenge" rally. The next ice run was scheduled for Feb. 22nd at Brissette Beach on the Saginaw Bay. The proposed course would replicate that of Road America in Elkhart Lake, WI. No special equipment (snow tires, etc.) may be used. Members \$2.00, non members, \$3.00. Dr. O'Keefe was the newest member of SVSCC. In "For Sales", you could find a 1948 Crosley 2 dr. for \$100.00, or a '54 Corvette, with a '55 Buick engine & a Cadillac transmission for \$1000.00, call Fay Meerzo.

March, 1959

Martin Tanner wrote "How to Become an Automotive Engineer Without a Diploma". Actually, his article was about fouled spark plugs & how to rectify the problem. After trying numerous suggestions, none of which seemed to work, he never did find a moral to the story. The "Little Road America" ice race on Feb. 22 had two classes, Under 2000CC and Over 2000CC. Under was won by John Ulrich in an MG with 2.23.8. Over was won by Dr. O'Keefe in his Austin Healey with a 2.27.5 on the 1 ¾ mile course.

The March SVSCC meeting would be held on the 24th at the First Savings & Loan on State at Mackinaw. After the meeting, the membership would be treated to a talk by the U.S. Class "H" National Champion Sports Car Driver, Martin Tanner. In the For Sales, Gil Lutz was selling his '55 AH 100m and Fay Meerzo was selling a '56 Renault 4CV.

50 Years Ago

Brian Dompierre was elected to the SVR Board but, he was about to be transferred to Denver, CO, by his employer, Dow Chemical. At a

February, 1969

special board meeting, Herb Bidwell was appointed as the interim RE for 1969. Doug Eads would finish out the year. The first ice run of the year at Ross Lake, had so much water on the ice, most cars & drivers needed swimming lessons. Nevertheless, 34 entrants participated & had a great time. SVR was notified by Bill Stephenson of Detroit Region, the 1968 POR Rally would be awarded the "Best National Rally". Leonard Refinery, Alma, MI (which became Total Petroleum) had made a movie of the POR. The program for the March General Meeting was tentatively set for Scott Harvey to show a movie of the 1968 Shell 4000 Rally. Harvey & Ralph Beckman took 1st place.

The December Sno-Man's Revenge Rally was won by Charles & Joan Fahlgren, with only 2 points; Second to Brian & Gail Dompierre with 3 pts.; 3rd to Chuck Raley & Dave Kirby, 5 pts. The balance of 15 cars had 2 or 3 digit scores. Jim DeCorte was selling his '65 MGB; Ivan Crawford was selling his Lotus 7; Tom Groening was selling his race prepared, RH drive HP Sprite for \$700.00, including spare parts; and Fay Meerzo was selling his D Sports racing car, the Mark IV Jaguar & his '65 XKE! (Writer's note, I bought the XKE...what a car! Then got transferred to Wickes Lbr. Portage, MI.)

March, 1969

New R.E., Doug Eads, spoke about the future of SVR & the members that make it work... also known as the "cooperative spirit of doing". At the Board Meeting, Bill Schmitt's Treasurer's Report showed that all of SVR's financial accounts had been transferred to Valley National Bank. Dave Thayer reported on a Michigan Turn Marshals meeting. Ice Run results were listed for two daytime races & one night race. Over thirty cars were registered in each of the day events... 48 cars in the night race. The largest class by far was "engine over

drive wheels” with Saabs, Minis, VWs & Lotus Europa. There were plenty of Datsuns, a few Volvos, a BMW an NSU and a Sunbeam. Of total entry, only 27 % were domestic cars, Corvette, Pontiac, Chevy, Plymouth, Olds & Jeep. The Night Ice Run was held in conjunction with the Gladwin Ice Carnival. George Austin volunteered again to be the Soap Box Derby Chairman. Brian & Gail Dompierre did not get transferred to Denver, & remained in Midland. SCCA’s National convention was held in Denver. For Sale, by H.Nadler, a 1960 TR3, \$1500.00. (p.s., the above issues were mailed for \$.06 each.)

40 Years Ago

February, 1979

Monthly meetings were held at the Das Michigan Haus on the 1st Wed. of the month. Board Meetings were held on the 3rd Wed. at a Board member home. Gary Linkowski, a studio engineer at Channel 19, presented an idea about doing a documentary on SVR. Bill Huller had some of the club archives in his basement. He asked that some veteran members help him sort through the “stuff” so he could get it organized. The Annual Awards Banquet was held at Bintz Steak House. Once again the band didn’t make it. SVR Competition Driver of the year was Bill Schmitt; Solo II Driver.. to Guy Light; Rally Driver of the Year went to Dick Lieber; Navigator of the year to Jim Doidge. New Member of the Year went to Tom Smith and the George Austin Service Award went to Curt Spicer for his work on Northern Lights and editor of the Checkpoint. There were 43 entries for the Jan. 28 Ice Run and 39 entries for the Feb. 3 event. A letter was received at the Checkpoint office from the staff of Aunt Tilly’s House of Joy. A letter to the editor titled “I’m a Winner”, by Noah N. Tegrity, (alias Tom Smith), discussed putting \$ into preparing an ice run car beyond the stock category, just to obtain FTD! Ice Run Rules for the 1980 season were also

presented. Forty-three cars raced at the Jan. 28th ice run in Beaverton.

March, 1979

There was much more discussion regarding ice run rules, but changing them would have to wait until next year’s events. Even at that, “Communication Focus: A Response to Noah N. Tegrity” was another letter to the editor, from Brian Rebney. “Rosenwood on Ice” was a story relating the trials & tribulations of an ice run competitor, spending 6 hours or more on the frozen tundra and getting bored in between runs and the suggestions that a jukebox be purchased by SVR to play respective music to match the driver’s skill and efforts on the ice run course. Interesting theory by Rodnick Rosenwood (alias... Tom Smith). (For those of you who would like to have the full article “Rosenwood on Ice”, email me & I will forward to you. You won’t believe it!)

Bill Huller & Chuck Fortino, with wives in tow, went to Chicago for the 1978 NARRA Year End Awards Banquet and General Meeting. (NARRA=North American Road Rally Association) And Bill had stories to tell, not only about the “windy city” weather, but also about David Ash & his NARRA organization.

30 Years Ago

February/March, 1989

The Annual Awards Banquet was held at Sullivan’s Restaurant, Bay Rd. Saginaw. Chairman Gary Kuerbitz managed to carry on the tradition of Barb Doidge...a snow storm. The speaker was Jack Birdsong, from the Automotive Dept. of Northwood University. New Members of the Year award went to Todd & Sherry Dickman. The George Austin Service Award went to Tom & Judy Hudak. The first Ice Run on Jan 15th brought out 15 entries.

Pictured was Jim Callon in his Colt, who took first over all. Chuck Binder & Evan Beach were also pictured taking their kids for an ice run ride.

20 Years Ago February/March, 1999

Barb Horning wrote about the SVR Awards Banquet, held this year at the Comstock Inn, Owosso. That is right, this is the year that Davie Looman provided the entertainment of a nine minute video of a drive through Paris! Chris Pruett handed over the SVR reins to Eric Haiss and together they presented Norm & Sandra Dively the George Austin Service Award. The new member Award went to Lisa Britton, who took on the challenge of the SVR Checkpoint Editor. The first ice run of the season was scheduled for Jan. 30 at the Saginaw Bay. And the new Solo II schedule was published by Velma Boreen.

10 Years Ago February / March, 2009

The yearend Awards Banquet was chaired by Judy Hudak and held at the Trillium / Timbers Restaurant in Saginaw. New R.E. Bob Olson thanked Stacey DeSpelder and the 2008 Board for their service and welcomed the 2009 Board Members. Gary Barber was re-elected to the Board and named Assistant RE. He was looking forward to the New Year and chairing the ice runs at the Saginaw Bay with wife Terri. Lorien Feighner wrote that this year's banquet was true to form...those in the southern part of the state had to drive through a snow storm to get to here! Bob

Olson, Chuck Tate and John Lieberman were to receive SCCA Regional Champion jackets as they were new class winners. The George Austin Service Award went to Chris Pruett; Most Improved Driver Award went to Kyle Chipps and

the Boreen Cup Index Award went to Dave Feighner. SVR had 99 members and two dual members. Although the checkbook was in the black, the club did lose about \$250.00 during 2008.

Odds n' Ends Tom Hudak

Although the first four ice runs have been cancelled due to lack of ice or inclement weather, there is now 10 – 13" of good solid ice at Ross Lake. The last ice run has been re-scheduled to Sunday, March 3rd.

And it happened! Results below.

**Times Gone By by Tom Hudak
APRIL EDITION**

60 Years Ago April, 1959

Bill & Mary Lou Main were the CheckPoint Editors. A rally was planned for Sunday, April 19, from the First Savings & Loan on State St., Saginaw. Eight new members were welcomed into SVSCC. Joe Dufty had a 1951 Kaiser 2 door for sale, and Bob Grinnell was selling a 1959 Fiat 600. Bill Main made a motion to allow owners of other than sports cars to join the club.

50 Years Ago April, 1969

R.E. Doug Eads wrote about the Racing Associates of Michigan (R.A.M.) as a conglomeration of people from the Central Division working to schedule SCCA events at the new MIS raceway. SVR workers were getting ready to work the May 10-11 Trans-Am Race at MIS in Jackson, MI. The March 2nd Ice Run at Ross Lake had 37 entrants in eight Classes. Clear skies & moderate temperatures allowed for a beautiful day on the ice, but a muddy paddock area. Dave Flucke suggested that

George Austin receive "hazardous duty pay" as ice run starter. It seems that several cars went through the start / finish line sideways at the last event. J. Edgar Fish wrote about The Swiss Grand Prix being reinstated. Actually it was the alias of Ed Hart telling about his daily drive to work for Dow Chemical in his new location in Switzerland! Dave Bocker replaced Tom Hudak on the SVR Board as he was being transferred to Kalamazoo by the Wickes Lumber Co. SVR welcomed six new members and mourned the death of Martin Tanner on Feb. 28th.

40 Years Ago

April, 1979

At the March General Meeting, Curt Spicer presented proposed rule changes for the Ice Run Series and for the upcoming Club Rally Rules. R.E. Dick Lieber said the Board would deal with the changes at the next Board Meeting, Wayne Grubaugh wrote the Racer's Edge, but mentioned that if you really wanted a story, talk to Bill Schmidt about the time he sat next to Mark Donahue at a Driver's meeting. The April Fool III Rally would start from the Roadhouse in St. John's, MI. Rallymasters Tom Bell & Bruce Fisher promised an "honest, straight forward, TSD, non-trap" event. It seems they stole that line from Jim Doidge! Curt & Vicki Spicer, along with daughter Allison, were in an auto accident on Mar. 25th near Flint. Curt & Allison suffered broken bones & were in a Flint hospital. Vicki died at the hospital. The Annual White Elephant Sale would be next month. Anyone wanting baked goods needed to outbid Roger Suppes! SVR had 43 members.

30 Years Ago

April- May, 1989

This was another good year for ice runs, participation was up. Tom Parker was about to place an order for new pylons & line marking equipment for Solo II. Solo II entry fees would be \$6.00 for members & \$10.00 for non-

members. Pre registration was suggested for the planned six events. Dennis Shatz was selling his '67 Lotus Elan; Jim Warren's Olds Firenza was for sale, now that he had a new Pontiac STE AWD for Pro Rally! The first U.P. Pro Rally series was run in quite a bit of snow. The event was won by Erik Zenz in a Mazda 323. Jim Warren & Chuck Fortino came in 4th overall. Evan Beach won over 19 other cars in the Jan. 29th ice run in his Ford Escort. Pictures of ice run participants were Gail Hoult, Citation; Paul Truess, RX-7; Evan Beach, Escort; Tom Parker, Rabbit; and Tom Smith, Toyota.

20 Years Ago

April, 1999

R.E. Eric Haiss was told by the Checkpoint Editor, Lisa Britton, not to ramble on in his REport. Rob & Susan Love were acknowledged for acquiring hats, shirts, jackets, etc. for "giveaways" during the upcoming Solo II season. Velma Boreen and the Solo Board had an exciting season of events planned Solo participants. It was noted that George Austin, a member from the beginning in 1958 and SVR in 1967, died on Feb. 1, 1999. Chris Pruett was having "mind bending" time testing the new SVR timer during the ice runs at the Saginaw Bay in Linwood. With only 10 competitors for the Feb. 6th event, Chris explored all options of the new device.

10 Years Ago

April, 2009

Bob Olson, R.E. talked about getting ready for the forthcoming Solo season and Rally Cross. The Solo schedule included an April Solo School at SVSU, a GLDIV co-sponsored event with Detroit and an SVR / WMR / MSU co-sponsored event in East Lansing. CP editor Dave Feighner wrote that he didn't think the cars of the '70's and '80's would be showing up at the Barrett Jackson auctions anytime soon. And the president at the time may have forgotten who made his limousine! So the pressure was on

for domestic car makers to build better vehicles.

The February Board meeting minutes made note of problems ice run chairman Gary Barber had encountered with the Gladwin county sheriff and the DNR.



Results

Organization: Saginaw Valley Region SCCA

Event: SVR Ice Run #5 (2019)

Location: Ross Lake Beaverton, Michigan

Date: March 3, 2019

Class	Car #	Name	Car Make - Model - Color	1st	2st	3rd	4th	5th	Position
SR	3	Greiner, Josh	89 BMW 325i Gold	MG/DNF	246.953	234.850	248.071 *	257.691	2
SR	7	Hudak, Tom	11 Jaguar XF Brown	233.387	237.363	253.897	239.141	240.072	1
PR	48	Burke, Patrick	08 Ford Mustang Green	235.543	235.193	MG/DNF	247.492	252.630	2
PR	71	Amos, Chris	14 Subaru BRZ Grey	212.632	217.707	MG/DNF	219.324	228.907	1
PR	148	Schembri, Andrew	08 Ford Mustang Green	299.551	246.064	MG/DNF	250.383	260.778	3
SF	12	Mindykowski, Jacob	04 Scion XB Green	215.495	218.188 *	223.251	220.626	226.464	3
SF	13	Mindykowski, Martin	04 Scion XB Green	215.880	223.223	233.142	224.840	235.893	4
SF	23	Payne, Arthur	08 Pontiac G6 Red	229.194	229.754	MG/DNF	236.124	241.590	7
SF	26	Sellers, David	17 Hyundai Elantra Blue	229.313	237.853	237.363	235.795	DNS	8
SF	46	Kristoff, Ryan	95 Honda Civic Blurple	215.922	227.061	217.287	220.087	223.937	5
SF	99	Dawson, Andrew	00 Saab 9-3 Silver	MG/DNF	MG/DNF	213.577	214.865	214.326	2
SF	123	Bishop, Ryan	08 Pontiac G6 Red	225.785	224.714	228.543	229.089	227.437	6

SF	124	Andruskiewicz, Peter	09 Saab 9-3 2.0t Black	213.353	224.609	229.271	224.224	226.590	1
Class	Car #	Name	Car Make - Model - Color	1st	2st	3rd	4th	5th	Position
PF	17	Linley, Michael	93 Fazda Proscort Teal	205.625	205.772	DNS	DNS	DNS	1
PF	33	Sigler, Emily	13 VW GTI White	220.850	MG/DNF	232.309	231.686	236.145	5
PF	82	Lockwood, Alan	04 Chevrolet Cavalier Orange	213.570	209.965	210.273	212.289	220.934	3
PF	906	Hutchinson, Daniel	92 Honda Accord Blue	206.440 *	211.393	211.538 *	212.723	215.199*	2
PF	44	Koehler, Trey	13 VW GTI White	219.632	219.982	227.164 MG	233.807	234.185	4
SA	4	Tung, Michael	01 Audi S4 Black	232.092	231.917	242.669	234.598	230.965	9
SA	6	Abbott, Andrew	17 Ford Focus RS Grey	212.758	224.294	224.973	216.300	DNS	4
SA	8	Alkatib, Dominic	17 Ford Focus RS Grey	215.530	225.246	228.354	234.066	DNS	6
SA	14	Easter, Jordan	01 Audi S4 Black	312.466	253.834	252.336	250.180	245.546	10
SA	19	Carter, Albert	17 Subaru WRX White	220.094	222.957	DNS	DNS	DNS	7
SA	24	Swanseger, Casey	19 Subaru WRX Red	191.695	194.159	201.257	205.072	197.995	1
SA	60	Fisher, Matt	17 Subaru WRX Blue	199.423	204.561	199.822	198.352	200.609 **	2
SA	77	Nichols, Chris	01 Isuzu Vehicross Black	224.714	237.783	234.199	225.022	225.729	8
SA	88	Kemp, Mike	VW Sport Wagon	217.049	221.312	221.739	221.487	213.864	5
SA	93	Line, Kevin	93 Jeep XJ Silver	207.291	210.362 *	210.257 *	208.558	216.636	3

PA	48	Kreitzer, Kyle	00 Subaru Impreza 2.5RS White	201.395 *	202.440	199.710	203.042	211.811 *	1
PA	777	Roche, Brad	16 Subaru Impreza Sti Blue	203.175	208.257	205.646	MG/DNF	204.349 *	2
PA	253	Klonowski, Thomas	05 Subaru Impreza 2.5RS Silver	DNF	DNS	DNS	DNS	DNS	
PA	27	Natesan, Prakash	14 Subaru WRX Blue	252.203	238.861	238.233	261.205	274.767	3
Class	Car #	Name	Car Make - Model - Color	1st	2st	3rd	4th	5th	Position
M2	16	Okuma, Ryo	94 Mazda Miata Red	284.074	257.866	280.455	255.276	258.832	3
M2	21	Harvey, Doug	99 Dodge Neon Red	195.146	198.744	198.436	202.153	195.671	1
M2	90	Li, John	66 Ford Mustang Green	MG/DNF	264.663	266.392	380.527	DNS	4
M2	171	Wolfe, Matt	99 Dodge Neon Red	202.643	199.164	201.831	198.149	198.891	2
M2	190	McCarthy, Chris	66 Ford Mustang Green	302.323	346.801	MG/DNF	DNF	DNS	5
Stud	1	Gray, David	93 Mercedes 300te Black	198.275	197.442	196.385	184.107	184.786	12
Stud	2	Yanca, Emily	00 Subaru Impreza 2.5RS Silver	157.325	149.667	147.140	147.224	DNS	7
Stud	20	Yanca, Jon	00 Subaru Impreza 2.5RS	148.078	143.878	138.964	138.250	137.109	4
Stud	28	Feighner, Dave	80 VW Scrabbit Black	113.071	110.824	109.275	DNS	DNS	1
Stud	49	Cain, Ian	93 BMW 325is Black	194.936	MG/DNF	187.817	183.470	181.895	10
Stud	72	Davis, Burke	08 Mitsubishi EVO Silver	138.402 *	129.904 *	131.222	132.090	126.616	3
Stud	76	Smart, Jordan	93 Mazda Miata White	205.737	208.684	196.378	183.288	DNS	11
Stud	89	Potts, Irv	89 Jeep Comanche Blue	159.724 *	163.441 *	155.484	148.022	142.807	5

Stud	96	Line, Brian	96 Jeep Cherokee Black	190.379	186.235	176.736	180.012	173.950	9
Stud	174	Schmitd, Kevin	86 Mazder RX7 Millen White	158.285 ***	148.568	143.794	144.592	154.472 **	6
Stud	286	Murphy, Sean	87 Toyota MR2 SpaceShip Red	141.921 **	129.010	126.217	MG/DNF#	131.845 #	2
Stud	515	Hutchinson, Andrew	96 Honda Civic Red	153.079 **	163.744	160.825	155.953	148.750	8
M4	39	Price, Matt	97 Toyota RAV4 Red	174.860	177.520	173.110	167.636	171.561 *	1

* = Pylons

= Ran EVO

MG = Missed Gate

DNF = Did Not Finish

DNS = Did Not Start

Organizers/Workers: Ashley DuPree, Burke Davis, Irv Potts, Tom Hudak, Judy Hudak

Registration: Burke Davis, Brad Roche

Safety Stewards: Burke Davis, Dave Feighner, Doug Harvey

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Caius Bobescu 14045 Seminole Redford MI 48239 caiusboboescu@yahoo.com (734)474-5269	<u>RallyCross – Help!</u>	<u>GL Div. Solo Safety Steward</u> Mark Sommer 6631 South Avenue Holland, OH 43528 Email: hosracing@yahoo.com
Shawn Kelly 5435 Country Club Ln Grand Blanc MI 48439 shawnkelly3611@comcast.net (810)429-5495	<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
<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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