



Trackside!

August, 2003-Round 4 Coverage

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2003 Race Dates

- **May 10-11**
- **June 7-8**
- **July 26-27**
- **Aug 9-10**
- **Sept 6-7**

Expert Eye – Round Four Race Report

Notes by Marc Jaeger

Lightweight/Sportsman 1
 Cam Douglas jumps out to the early lead in the light-weight race in the expert class. In novice Travis Fredborg gets the jump on Steve Tiede, Aaron Skrabek and Wilson High. The order would remain unchanged for the entire race with the exception of Fredborg getting by Douglas for the overall win. In Sportsman it was once again Jeff Choma showing his speed on the GSXR 1000 over Scott McCrae and newcomer Colin from Thunder Bay. Jason Mozell put in a solid ride on his Yamaha RZ.

Superbike 1

Myron jumped out to an early lead from pole position, followed by Mike Filipovic, novice Greg Moncrief holds down 3rd overall followed closely by Larry Lage, Trevor Catchpole, Kevin Spooner and YZ400 mounted expert Cam Douglas. Travis Fredborg leads Robert Enns, Steve Tiede and Expert Rudy Epp on Allan O'Ray's borrowed F4i. Greg Dobinson leads the rest of the novices Aaron Skrabek, Wilson High and Joe Bastos. On Lap 2 Myron bobbles in turn 5 and Mike takes over the lead. On lap 5 Mike makes a mistake coming out of Turn 5 allowing Myron to catch up and make the pass entering



Novice rider #94 Aaron Skrabek lowside in turn 4 in round 4.
 Photo by Vince Richter

turn 3. At the same time Greg Moncrief is barely holding off a charging Larry Lage. Rudy Epp has moved up through some of the novices but is tangling now with Cam Douglas and narrowly avoids being T-boned by the super-motard mounted expert. Travis Fredborg is putting in a good ride ahead of Epp, while Robert Enns is trying to get by the hard to pass Cam Douglas. By lap 8 Groening has opened a bit of a gap over Filipovic, and Moncrief has used lap traffic to his advantage to slow up Lage. Enns and Douglas almost tangle in turn 5, some very close racing going on throughout the field. Epp has managed to get past Fredborg, so the final finishing order ends up with Groening first, Filipovic, Epp and Douglas in expert. Novices were

led across the line by Moncrief, Lage, and a solid ride from Catchpole for third. Fredborg takes fourth over Enns, with Dobinson, Tiede, Skrabek, Bastos and High rounding out the field. Novice Kevin Spooner did not finish after he and Catchpole had a fairing bashing battle in turn 5.

Sportsman 2

In the second Sportsman race Jeff Choma jumped out to the early lead over Scott McCrae on his F4i. Gimli newcomer Colin is in third with Jason Mozell in fourth. Scott McCrae comes out of the seat in turn 4 trying to keep Jeff in sight. Scott manages to get by on lap 3 and a tight fight takes place until lap 5 when Jeff wicks it up and takes over the lead. He opens up a gap

(Continued on page 2)

Expert Eye – Round Four Race Report

Notes by Marc Jaeger

(Continued from page 1)

and finishes the race, followed by McCrae, Jensen? and Mozell.

Open

At the start of the Open race Myron jumps to the early lead over Mike but runs wide in turn 5 where Mike shows him a wheel. He later takes the lead on lap 2. Epp holds down the third expert position with Douglas sitting fourth. In Novice Moncrief has the early lead over Lage but on lap 2, Lage out brakes Moncrief in turn 5 to take over the lead. Fredborg leads the rest of the novices over Catchpole, Dobinson, Tiede, Skrabek, Bastos, Enns, and High. On lap 3 Catchpole makes a nice pass on Fredborg for third. Filipovic still leads over Groening for lap 6 running strong 1:02 lap times. On the same lap Skrabek tosses the Hawk down the road in turn 4, up and ok the race continues. Enns has made it past Tiede by lap 7 while Lage has opened a gap over Moncrief. On the last lap Fredborg makes a daring pass over Catchpole to regain third while Filipovic holds off Groening for the win in Expert. Epp and Douglas round out the expert finish. Lage takes the win over Moncrief and Fredborg. Catchpole sits fourth with Dobinson in a strong fifth. The balance of the field is made up of Enns, Tiede, Bastos and High. Skrabek is back in the pits thrashing to get his bike together while Spooner had pulled out with clutch problems early in the race.

Dash For Cash

Big cash is up for grabs in the newly restructured Dash race. Filipovic takes the early lead over Groening while Lage is mixing it up with the experts in third overall. Epp sits 4th followed by Fredborg, Moncrief, Enns, and Spooner. Sixth in novice is pinned down by Catchpole leading Tiede, Bastos, Dobinson, and High. On lap 3 Moncrief has moved past Fredborg when the old dinosaur hurricane throws its chain exiting turn 5. Myron is hard on the charge and puts a wicked pass on Filipovic in turn 6. Lage is comfortable in the lead for Novice and holds position ahead of expert Epp. Myron and Mike are battling fiercely

through traffic and split around High on lap 6. On the same lap Catchpole gets by Spooner and is chasing after Enns. By lap 7 he has caught and passed Enns as Filipovic and Groening battle through lap traffic. A close finish sees Groening win the cash from Filipovic and Epp in expert. A strong win by Lage (third in the race overall) sees him gain some points on second place Moncrief. Catchpole's efforts reward him with third over Enns, Spooner, Dobinson and Tiede. Bastos and High

Enns. Douglas is battling hard with whichever novice victims he can find. By lap both Tiede and Bastos have retired with unknown problems. Myron looks like he's taking a Sunday cruise while leading Lage and Moncrief. He then soon opens a gap and takes the easy win over Epp and Douglas. In Novice Lage again with a solid ride for first followed by Moncrief, and a good ride for Enns in third. Spooner takes fourth over Dobinson, the newly repaired Hawk under Skrabek and High on the booming EX500.

Superbike 2

The last race of the day Superbike 2 get going right on time with expert Groening again jumping out to the early lead over Filipovic. Lage again sits third overall (first novice) over expert Epp. Enns is getting stronger leading Moncrief from Catchpole, Spooner and Dobinson. Skrabek leads Bastos and High while Fredborg creeps along with further chain troubles. He later takes the dnf unable to continue. After showing a wheel on lap one Filipovic takes the lead from Groening on lap 2. He starts to pull a bit of a gap but by lap 5 Groening has taken the lead back. Lap four sees Moncrief take second from Enns as Catchpole also makes a charge. By lap 7 Filipovic has taken back the lead using lap traffic to his advantage. Catchpole has made the move on Enns for third as the horsepower laden Filipovic charges ahead. Myron keeps the pressure on and on the last lap Filipovic low sides in turn 5. Groening cruises to the win, while Epp takes over second. Filipovic remounts unhurt to finish the race in third with a broken front brake lever mount. Lage takes another novice win over Moncrief, as Catchpole retains third. Enns finishes fourth ahead of Spooner, Dobinson, and Bastos. High beats Skrabek as he finishes across the line with suspected electrical gremlins. Groening celebrates on the cool down lap with some wheelies but looks like a fish out of water, maybe Peter Ens can give him a few pointers.



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round out the novice ranks.

600 SS

600 SS gets off to a start with Groening jumping out to the lead with novices Lage, Moncrief and Enns leading Epp from Spooner, expert Douglas and Dobinson. Tiede, Skrabek, Bastos and High battle it out amongst themselves for the scraps. Fredborg's attempted chain repair does not work and he pulls in. The order stays much the same throughout the race with Epp taking forth overall and 2nd in expert with a nice outside pass through turn 4 on



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Dealer Feature-Wildwood Motorsports

By Craig Stieben

Following is an interview with Paul Germain, owner of Wildwood Motorsports

What year was Wildwood established?

Well, Wildwood Motorsports was established in 1980, but the precursor to it was Paul Germain Performance which was a non OEM shop focusing on motorcycle & snowmobile repair. That was established in 78 on Erin. I was a mechanic for almost all of the local dealers at one time or another between 1967-1975 and decided it was time I established my own shop. For about 3 years I worked & struggled out of my fathers garage. Gradually the business grew and I moved it to the Erin location.

Now you were racing during this time as well, correct?

Yes, I raced Yamaha's since 69 or 70 for Northwest cycle, who at the time was associated with Deeley imports. I raced motocross and dirt track and in 74 after breaking a leg motocrossing I also took up roadracing. I had a good level of success winning some championships and this helped me establish some good recognition. I did some races as well for Deeley and when Yamaha came over to Canada and took over distribution of Yamaha products from Deeley themselves, many of the people stayed the same. This close relationship later helped when I was asked to become a Yamaha Dealer for 1980. Thus Wildwood was born.

The business has undergone some growth over the years can you highlight it?

Well we've been at our Pembina location since 1980 but

from 80-86 there was also a carwash in the building. In 1986 I purchased the building and ran the carwash till 1993. It was at that point that we shut down the carwash and renovated into our present floor plan.

You have had a long relationship with your product suppliers, can you tell us a little about that?

Well obviously as I mentioned, Yamaha has been with us since 1980. In 1988 we added BMW, which has been great. In 89 we added Kawasaki and Polaris, we later discontinued our relationship with Kawasaki but we still carry Polaris. Then in 95 we added Sea-Doo and Ducati although we didn't see our first Ducks till 96. So our biggest focus is motorcycles, with ATV and snowmobiles

(Continued on page 4)

2003 Raceday Schedule

- 8.00 am – Tech and Registration open
- 9.00 am -- Rider's Meeting
- 9.10 am -- Open Practice
- 9.40 am -- Track Day
- 10.10 am -- Open Practice
- 10.40 am – Break
- 11.00 am – Sportsman #1
- 11.25 am – Lightweight (may be combined with Sportsman)
- 11.50 am – Lunch
- 12.50 pm – 10 Min Tire Scrub In
- 1.15 pm – Superbike #1
- 1.45 pm – Sportsman #2
- 2.15 pm – Open
- 2.35 pm – Track Day
- 3.05 pm – Dash For Cash
- 3.25 pm – Break
- 3.45 pm -- 600 SS
- 4.05 pm – Track Day
- 4.35 pm – Superbike #2
- 4.55 pm – Track Clean Up
- 5.15 pm – Trophy Presentation

Trackside! Is published 6 times a year as the official magazine of the Manitoba Roadracing Association.

Advertising information and submissions are encouraged and can be sent to the editor at trackside@mrasuperbike.ca

Editor: Craig Stieben

Stumbling Injury Update.

Novice Ken Goddard continues to recuperate at home. Ken's skin graft went well and he hopes to back at work for early September.

Expert Rui Oliviera continues to improve as well. Rui was seen riding around the pits on his mountain bike this past round. Can't keep him off two wheels for long!

Where did the time go?

By Robert Enns

An old cliché, but I'm not making reference to how time slips by & certainly not taking any shots at the Old Codger reminiscing about how life once was. This is a road-racing magazine and that is what I'll be writing about here . . .

So I'll start at the beginning. About six years ago I was first introduced to the 2.2 km track at Gimli and the MRA organization. Being still new and green to street bikes, the track looked to be an amazing opportunity to experiment with all the joyous thoughts that had been running through my head. Lean angles, dragging a knee and racing with all of my friends that were there with me, all of us expressing the same silly grin on their faces.

The first time I ever participated in a track day I had a 1996 Kawasaki ZX-6E, not exactly the lightest, most nimble motorcycle but certainly it was a six hundred with still more potential than I had developed at the time. There were three other guys with me that beautiful weekend in

May and keeping it brief, by the end of Saturday's track day we were all physically exhausted with an hour-long ride ahead of us. Riding home in one piece with no major incidents amongst our group we felt a certain gratification that we had worn down the edges of our tires, which had never even been scuffed before. We had recorded lap times in the high 1:20's, life was good and we all knew we were coming back for more!

Now skip ahead several years and several motorcycles later (all Kawasaki by the way) good times were plentiful, skills had progressed and certainly so had the MRA. There were more guys showing up for trackdays and the amount of racers always seemed to stay consistent. The usual suspects like Craig Crowter, Marc Jaeger, Mark Stevens, Peter Ens, Craig Stieben and of course Myron Groening. I remember so clearly that now as a regular Trackday partici-

(Continued on page 6)

Dealer Feature-Wildwood Motorsports

By Craig Stieben

(Continued from page 3)

closely together. And of course we also have Sea-Doo watercraft.

How many employees do you have?

Well we have 8 people and 9-10 seasonally and part time as business demands. Many of them have been with us for a very long time.

In closing can you sum up Wildwood's philosophy?

Well I believe in running a well-rounded dealership with a focus on good service in all aspects of our business. I still get my

hands dirty in the shop when needed and believe in honesty in all aspects of my business dealings and have been a member of the BBB for quite a long time. We have a loyal customer base and we really try to cultivate that.





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Sleeper's Soapbox

Just thought I'd comment on the increasing number of repeat riders we have attending Trackday's. The number of returnees is very encouraging; it illustrates just how great an experience riding the track can be. With this level of returnees we are soon going to have to start turning away those who do not preregister or those who just don't go out and get the recommended safety gear. I am even more excited by the number of Trackday riders who have decided to step up and take up racing in the novice class. It is an exciting thing when we have lots of new riders taking up racing. It can only mean the growth of the sport in Manitoba. With the increasing level of participation we can expect to see lots of action in both the novice class and in the ex-

perienced class as the current faster novices graduate. Make sure you read Robert Enns article in this issue of Trackside. It follows his progression from Trackday participant to novice racing.

All racers and spectators, please make an effort to keep the Motorsport Park clean. Use the available trash containers and make sure if you have moved a picnic table close to your pit area, you move it back to where you found it. This will help the people who volunteer to help with the track cleanup.

In this space the Editor will indulge his editorial license to wax eloquence about all topics he finds of interest. Please note: Opinions expressed in this column are only those of the Editor and do not reflect a position by the Manitoba Roadracing Association. Comments are encouraged and welcome.



Peter Ens instructs Trackday's on his bling bling R1

Photo by Warren Hilton

Situational Awareness

By Craig Stieben

What makes us one with the force? How do we refine our inner sixth sense? How can we apply it to Motorcycling? Road Racing? Some of these questions I'm going to attempt to answer. But first we should try to define this concept. In a nutshell, Situational Awareness is the ability to identify, process, and comprehend the critical elements of information about what is happening to your environment with regards to the goal. More simply, it's *knowing what is going on around you.*

Fighter pilot's are prime examples of people who must exhibit exemplary situational awareness or SA as I'm going to call it in the interest of keeping

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Editor: Craig Stieben

Spectators are encouraged to come out and watch the exciting action at all of our events.

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Where did the time go?

By Robert Enns

(Continued from page 4)

pant that these guys seemed a little unapproachable, not because they wouldn't talk to you if asked a question but just because you weren't sure on how to ask the question without sounding like a dolt! Besides these guys were out there doing it! RACING!! Battling for positions, challenging each other for points, and from a spectator point of view doing lap times that appeared unattainable.

My time was drawing nearer. I was on my first new bike; one that I could never hope to be able to out perform and my times were staying consistent. 1:15 to high 1:10's. I knew that I wanted to race but I wanted to be competitive. I didn't want to be amazing, I just wanted to bring my times down a second or two, and I would try mixing it up with the rest of them.

Then opportunity struck, there was going to be a "race school" a little more instruction, smaller groups, and one on ones with a chosen experienced racer. That particular Saturday a good group of riders had shown up and a number of racers had volunteered to help. We were divided into groups and assigned a specific racer for all day instruction. I considered myself to be very fortunate that Craig Crowter was to be our instructor. Knowing Craig from high school, he was always one to be very forthcoming with tips and instruction over the years, I felt very comfortable with his method of teaching.

Not to delve into all the gory details but after a very intense day of going around following Craig and having him follow me, showing me the inside lines and a few racer secrets about the "holy grail" of turn five and the all

important drive out of turn nine. I finally felt I was ready to start getting serious about the whole racing thing. After that particular weekend, that same year I came back to Gimli with a 1999 Kawasaki ZRX 1100, not exactly a current race replica bike. But with my new found ability and bravery the ZRX started showing constant times under 1:10 and I felt that I could hope to only improve on that, if I were to equip myself on a newer race prepped 600.

With the story told, the progression behind it all, from the early beginnings, participating in track day events for years, finding a little more speed every time I went out. Finding more confidence in myself and my riding ability to the point where I came to rely on the once a month charge of intense adrenaline. Competition would fuel my

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Situational Awareness

By Craig Stieben

(Continued from page 5)

my fingers in one piece. Pilots must always be in constant control or recognition of the situation around them. A mistake or lapse of concentration can often be harmful if not deadly. Without a doubt sight is their most important sensory input. Making a fighter pilots instrument panel more intuitive and quicker to relay information is the subject of huge defense department spending. The development of head's up display is a prime example of an effort to make a fighter pilots job easier and more intuitive. Often a pilot's mastery of SA will determine his success level more than any

other skill in his repertoire.

Applying this concept to motorcycling is easy. When riding on the street it is made up of a constant scan of your surroundings. Being aware of the cell phone occupied driver distracted and about to make that left turn in front of you. Scanning and seeing threats is important but even more important is assessing the danger level associated with them. Have you left yourself enough room to take evasive action when the car next to you decides to occupy your lane without your permission? What about the minivan mom toting 4

(Continued on page 7)

Where did the time go?

By Robert Enns

(Continued from page 6)

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need for speed and consistently challenge me to go faster, knowing now with a 1:05 flat there is still potential to improve, no matter the mental road blocks one has to overcome. That pace is possible! So after a tough hot, long weekend of racing, with all the camaraderie and the near shit my pants excitement of the weekend passed. I find myself lying in bed still analyzing all the events in my head, thinking back to days of being timed and walking in the pits in awe of racers lining pit row in full leathers, bikes in race plastic and knowing that they have so much more potential than I.

Now I take my place on the grid, watch intensely for the green flag to drop, rev up the RPM's, slip the clutch, and take my place of real estate heading hard for turn one.

Situational Awareness

By Craig Stieben

(Continued from page 6)

kids to soccer practice, do you think she is practicing SA? It is up to you to take responsibility for your life. You can't win an argument over whose fault it was from a coffin. When riding on the street I assume everyone is trying to murder me, I take aggressive and concise action to minimize my threat level, which includes passing quickly through blind spots. Every vehicle or moving object is categorized and assessed a danger factor. Steps are taken to minimize time spent in the danger zones associated with each threat. Do you practice this same type of behavior on the street or do you just blindly ride along hoping the cages will hear your loud pipe or see your brightly colored cbgszxr720 motorcycle. Practice this skill of threat assessment every time you ride and you will minimize your level of risk. A game I play with myself while riding is to actually try to predict what stupid move the other driver will attempt to enact. If I guess correctly I award myself 5 points, wrong guesses I take away 5, if I reach 100 by the time I get where I'm going I pat myself on the back.

In some ways I've found road-racing to actually improve SA. Because of the high speeds and close racing your mind is constantly forced to assess, react and decision make on the actions that are taking place around you. It is this I think

that appeals to me most about racing. The mental aspect of making split second decisions and the high degree of mental concentration required for such focused activity is like a drug that is impossible to replicate. Making the pass while controlling your corner speed on the limits of adhesion require your full mental capacities, in addition you have to factor in each rider's strength and weakness' all while trying your utmost to get to the front, without landing on your ear.

Along with the threat assessment aspect of SA comes the decision making process. How do you find a safe way out of a potentially hazardous situation? The answer simply is to plan multiple contingency plans for each potential threat before the actions occur. Then when something goes south on you, multiple responses to the situation are available to you. Hard braking, swerving, a combination of both, even accelerating out of the danger zone are all methods one can use to escape a potentially fatal incident. A recent example of just such a situation happened to me. While passing a slower moving 2-ton gravel truck traveling in the left lane, the driver was held up by a left turning car. Of course he decided to move into my lane without checking for my presence first. Because I was aware of the danger my response was automatic and instantaneous. On the horn while braking hard and swerving tight to the

curb he fortunately noticed me before I made my next move of using the upcoming railroad access to the sidewalk as an escape route. In this case both my assessment of the possible danger and taking a means of action saved me from being a statistic. Having the confidence and skills to pull off the maneuver can probably be attributed to the seat time I spend on my bike both on and off the track.

In conclusion situational awareness can be honed and practiced both on the street and track. It is worth picking up a book from the flying community on it. Many parallels and lessons can be gleaned from the teachings contained within such writings. Happy riding out there and practice assessing the dangers.



Wilson High exiting turn 3 during round 4 action

Photo by Vince Richter

Photo Action

By Warren Hilton & Vince Richter



Photo by Vince Richter



Photo by Vince Richter



Photo By Warren Hilton



Photo by Vince Richter



Photo by Vince Richter



Photo By Warren Hilton



Photo By Warren Hilton



Photo by Vince Richter

Official MRA Race Results					
August 10th, 2003 Gimli Motorsport Park					
<u>Super</u>	<u>Expert</u>	<u>Novice</u>	<u>Super</u>	<u>Expert</u>	<u>Novice</u>
<u>Bike #1</u>			<u>Bike #2</u>		
1st	Myron Groening	Greg Moncrief	1st	Myron Groening	Larry Lage
2nd	Mike Filipovic	Larry Lage	2nd	Rudy Epp	Greg Moncrief
3rd	Rudy Epp	Trevor Catchpole	3rd	Mike Filipovic	Trevor Catchpole
4th	Cam Douglas	Travis Fredborg	4th		Robert Enns
5th		Robert Enns	5th		Kevin Spooner
6th		Greg Dobinson	6th		Greg Dobinson
7th		Steve Tiede	7th		Joe Bastos
8th		Aaron Skrabek	8th		Wilson High
9th		Joe Bastos	9th		Aaron Skrabek
10th		Wilson High	10th		
DNF		Kevin Spooner	DNF		Travis Fredborg
<u>Open</u>			<u>Dash 4</u>		
			<u>Cash</u>		
1st	Mike Filipovic	Larry Lage	1st	Myron Groening	Larry Lage
2nd	Myron Groening	Greg Moncrief	2nd	Mike Filipovic	Greg Moncrief
3rd	Rudy Epp	Travis Fredborg	3rd	Rudy Epp	Trevor Catchpole
4th	Cam Douglas	Trevor Catchpole	4th		Robert Enns
5th		Greg Dobinson	5th		Kevin Spooner
6th		Robert Enns	6th		Greg Dobinson
7th		Steve Tiede	7th		Steve Tiede
8th		Joe Bastos	8th		Joe Bastos
9th		Wilson High	9th		Wilson High
DNF		Kevin Spooner	DNF		Travis Fredborg
DNF		Aaron Skrabek	DNF		
<u>600 SS</u>			<u>Light</u>		
			<u>Weight</u>		
1st	Myron Groening	Larry Lage	1st	Cam Douglas	Travis Fredborg
2nd	Rudy Epp	Greg Moncrief	2nd		Steve Tiede
3rd	Cam Douglas	Robert Enns	3rd		Aaron Skrabek
4th		Kevin Spooner	4th		Wilson High
5th		Greg Dobinson	5th		
6th		Aaron Skrabek	6th		
7th		Wilson High	7th		
DNF		Steve Tiede	DNF		
DNF		Travis Fredborg	DNF		
DNF		Joe Bastos	DNF		

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The editors of Track-side are looking for a volunteer to write the weekend race reports. Please email the editor if you have an interest in covering the series for the MRA.

Points Standings

As of August 12, 2003

Name	SB # 1	SB # 2	600 SS	DA / CA	OPEN	LW	Show Points	Total Points
Experts								
# 1 Myron Groening	104	104	104	96	100	0	40	548
# 811 Mike Filipovic	83	80	0	91	86	0	80	420
# 5 Rudy Epp	64	71	78	64	69	0	40	386
#319 Allan O'Ray	59	36	55	28	42	0	30	250
# 73 Kyle Knutson	30	42	45	42	17	0	20	196
# 71 Cam Douglas	26	0	32	0	28	52	20	158
# 65 James Sheppard	22	24	28	13	24	0	20	131
# 74 Sheldon Chamberlain	32	13	15	19	32	0	20	131
# 77 Ryan Watson	19	17	19	19	17	0	10	101
# 38 Andreas Kottsoth	9	0	0	0	0	26	10	45
# 211 Craig Crowter	0	15	0	0	15	0	10	40
# 7 Marc Jaeger	0	0	0	0	0	0	0	0
# 45 Shane Butts	0	0	0	0	0	0	0	0
# 32 Craig Stieben	0	0	0	0	0	0	0	0
# 13 Kerry Shellenberg	0	0	0	0	0	0	0	0
# 15 Paul Lie	0	0	0	0	0	0	0	0
# 27 Mark Stevens	0	0	0	0	0	0	0	0
# 6 Louis Beaudry	0	0	0	0	0	0	0	0
# 9 Peter Ens	0	0	0	0	0	0	0	0
Novices								
#10 Larry Lage	90	101	101	104	98	0	40	534
# 117 Greg Moncrief	99	92	88	86	82	0	40	487
# 21 Robert Enns	52	68	72	60	43	0	40	335
# 2 Travis Fredborg	51	28	34	38	51	78	30	310
# 94 Aaron Skrabek	26	22	41	28	21	83	40	261
# 12 Steve Tiede	29	20	33	29	30	77	40	258
# 777 Trevor Catchpole	36	49	0	47	43	0	60	235
# 47 Greg Dobinson	35	20	35	48	47	0	40	225
# 8 Kevin Spooner	20	45	47	47	18	0	30	207
# 57 Wilson High	19	13	22	18	22	72	40	206
#23 Cam Braaten	34	19	30	15	32	0	20	150
#96 Goran Jablan	38	0	0	0	51	0	40	129
# 37 Joe Bastos	22	11	0	9	24	0	60	126
# 82 Brent Polson	15	17	17	22	19	25	10	125
#636 Ken Goddard	32	0	15	5	11	0	20	83
#40 Les Maxwell	1	5	5	7	1	17	10	46
#99 Mike Knott	6	0	0	0	0	0	10	16