



Trackside!

Round 4 July 25th 2004

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2004 Race Dates

- May 8-9
- June 5-6
- July 3-4
- July 24-25
- August 21-22
- September 11-12

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@mraserbike.ca

Editor: Craig Stieben

Round 4 Race Report

By Craig Stieben

Round 4's race action kicked off again with the Lightweight race before lunch. With Wilson High out due to engine problems and Rick Helms taking over referee duties, the field was down to four bikes. Lennon Harder led the field into turn 9 from the start. Steve Tiede followed by Jason Morell and Doug Martens was the order by lap five. With Harder pulling away to the win, who will challenge in the lightweight class. Tiede took second with Morell and Martens taking third and fourth respectively. After the lunch break Superbike 1 action kicked off with Allan O'Ray getting the holeshot. Mike Filipovic held second at the end of lap one followed by Myron Groening and Marc Jaeger. Peter Ens sat fifth over a close group too hard to score in order made up of Sheldon Chamberlin, Rudy Epp and Larry Lage. Kerry Shellenberg sat ninth. Tenth was held down by back of the pack editor Stieben. In Novice the lead was held by Dan Fyfe over Travis Fredborg, Aaron Skrabek



Round 4 action into turn 7 on the opening lap.

Photo by Vince Richter

and Chris Kuklik. Robert Enns held fifth over Jeff Choma and Colin Duncan. In eighth sat Steve Tiede over Doug Martens and newcomer Tim Gall with Jason Morell giving chase. By lap five Groening had moved past Filipovic for second, Jaeger still held fourth over Ens and Chamberlin. Epp was leading Lage in seventh and eighth with Stieben ninth ahead of Shellenberg in tenth. Novice action saw Fyfe still leading Fredborg from Skrabek and Kuklik. Enns sat fifth in front of Duncan and Gall. Eighth was held by Choma from Martens and Morell. At the checkers it was O'Ray taking the expert win from Groening and Jaeger. Ens finished fourth over

Filipovic who had fallen backwards. Sixth was secured by Chamberlin from Lage, Epp and Shellenberg. Stieben crashed out in a lowside turn 3 crash on lap seven. In Novice Fyfe took the win from Fredborg, and Skrabek. Kuklik finished a strong fourth from Choma and Enns. Gall had made an impression and took seventh from Duncan, Martens and Morell.

With money on the line in the Dash 4 Cash race Groening jumped out to the early lead over Filipovic and O' Ray. Jaeger held fourth from Lage, Epp and Ens. Stieben and

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Round 4 Race Report

By Craig Stieben

his pit crew had worked hard to get back on the grid and without bodywork he sat eighth over Chamberlin. The novice field was led by Fyfe, trailed by Choma, and Skrabek. Fredborg sat fourth over Kuklik and Enns. Gall held seventh from Morell, and Tiede. Duncan led Martens for tenth. By the start of lap five Groening still led, but now from O'Ray. Ens had charged into third ahead of both Filipovic and Jaeger. Lage now held sixth from Epp and Stieben. Chamberlin had pulled in with an unknown issue before lap 2 was complete. In novice Fyfe still led Choma and Skrabek. Fourth was Fredborg over Kuklik and Gall. Enns sat seventh over Duncan, Tiede and Morell as Martens sat eleventh. At the line on lap eight it was Groening over O'Ray and Ens. Filipovic took fourth from Lage and Jaeger. Seventh sat Epp over Stieben in eighth. After the sportsman race the green flag was dropped on the Open race. In expert Groening jumped out to the lead with Filipovic and O' Ray giving close chase. Jaeger sat fourth over Ens and Lage. Chamberlin held seventh from Epp and Stieben. The novices were led by Choma from Fyfe and Fredborg. Skrabek held fourth from Kuklik and Enns. Seventh was secured by Tiede over Gall and Duncan. Morell sat tenth over Martens. By lap five Groening still led but O' Ray had made it past Filipovic for second. Jaeger still held fourth from Ens and Lage. Chamberlin still had a lock on seventh over Epp and Stieben. In novice Choma still led from Fyfe over Fredborg and Skrabek. Kuklik sat fifth from Gall and Enns. Duncan now held eighth over Tiede, Morell and Mar-

tens. At the end in expert it was Groening over Ens and Jaeger. Lage took fourth from Filipovic and Chamberlin. Seventh was O'Ray who had crashed while in second but was able to remount quickly. Eighth was held by Epp over Stieben. In novice Fyfe was able to move past Choma for the win. Fredborg finished third in front of Skrabek and Kuklik. Gall took sixth over Enns and Duncan. Tiede secured ninth from Morell and Martens. The 600 race kicked off with Groening getting the holeshot from O'Ray and Lage. Chamberlin held fourth from Stieben. In novice it was Fredborg getting the best of Skrabek and Kuklik. Enns sat fourth while Tiede led Morell, Martens and Duncan for fifth. In expert by lap five O'Ray had taken the lead with Lage and Chamberlin getting by Groening as well. Stieben still sat fifth.

hospital.

The last race of the day was Superbike 2 and Filipovic jumped out to the early lead ahead of Groening and O'Ray. Jaeger sat fourth from Ens and Lage. Chamberlin, Epp and Stieben sat seventh, eighth and ninth. In novice it was Choma with the holeshot from Fyfe and Fredborg. Kuklik held fourth from Skrabek and Tiede. Seventh was held by Duncan, followed by Morell and Martens. By the end of lap five it was Groening in front of Filipovic and O'Ray. Ens had made his way past Jaeger with Lage sitting sixth. Epp was still in seventh ahead of Chamberlin and Stieben. In novice it was Fyfe now ahead of

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In novice it was Fredborg ahead of Skrabek and Kuklik. Enns still held fourth, but Duncan had moved into fifth ahead of Tiede, Morell and Martens. At the checkered it was O' Ray over Lage and Groening who had moved past Chamberlin. Stieben took fifth. In novice it was Skrabek ahead of Fredborg with a lap seven pass. Kuklik earned his first podium with a third ahead of Duncan and Morell. Martens was able to get by Tiede for sixth. Enns crashed on the last lap while driving hard for the line, which caused a short delay while he was transported to the

Choma, with Fredborg third. Kuklik still sat fourth from Skrabek and Duncan. Seventh was Morell from Martens. Tiede had pulled off after lap 2. In expert at the finish it was Groening with the win from Filipovic and O'Ray. Ens took fourth from Jaeger and Lage. Epp took seventh from Chamberlin and Stieben. In novice Choma got back by Fyfe for the win. Skrabek made the pass on Kuklik for third with Duncan finishing a strong fifth. The field was rounded out by

The Manitoba Roadracing Association is always on the lookout for willing volunteers. We can always find room for people willing to help in cornerworking and many other jobs. Cornerworking pays a small monetary gift as well as getting you up close to the action. If you have a desire to help the MRA grow and enjoy the sport why not come out and get closer to roadracing. Just approach a member of the executive and let them know you'd like to help and we'll find a job for you!

Round 4 Race Report *By Craig Stieben*

(Continued from page 2)

Martens, Morell and Fredborg. The weekend brought some phenomenal racing, the points chase in both Expert and Novice has tightened up with O'Ray leading Groening by one point and Fyfe now taking over the novice lead by three points over Fredborg. Next race weekend promises to be a barn burner. Look forward to seeing you all there.

124 Ways to drop your bike

By Scott Harpster

1 Putting your foot into a hole when stopping. **2** Putting your foot down on something slippery when stopping. **3** Locking the front wheel during overenthusiastic braking. **4** Missing the driveway and sliding on the grass. **5** Not putting the kickstand down when getting off. **6** Make a turn from stop in gravel or sand at high throttle. **7** Not putting a board ('foot') under the kickstand on asphalt on a hot day. **8** Letting overenthusiastic people sit on your bike who have never been on a bike. **9** Forgetting the bike's in gear when you jump on the kickstarter. **10** Revving the engine,

releasing clutch, and putting feet on pegs when the light turns green, but the bike's in neutral. **11** Not putting your foot down when stopping at red light. **12** Losing balance when putting it on the centerstand. **13** Take an hour ride in 30 degree weather with no gloves, stop at a stop sign and pop the clutch when you start because you've lost feeling in your hands. **14** Putting your foot down at a toll booth on the thick layer of grease that builds up when cars stop. **15** Using too much power when you pull out of a greasy toll booth. **16** Ignoring the sand that builds up in the spring at the side of the road (in places where roads are sanded and salted in winter.) **17** Kicking your kickstand in a cool fashion and having it bounce back up instead of staying down. **18** Getting off your bike while it is running and forgetting that is in gear. **19** Trying to kick start your first bike over and over because you didn't realize that it was really out of fuel, and getting the goofy metal ring on the side of your boot caught in the kickstarter, causing you (and the bike) to go over on the right side. **20** Starting your brand-new electric-start trail-bike, riding around an ornamental shrub on full left lock, throwing it to the right and accelerating to wheelie over the curb onto the street and _then_ discovering that you hadn't unlocked the

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

steering-lock... **21** On same bike, getting the dual-range lever caught inside your jeans as you come to a stop... **22** Having your boot/jeans catch the gear-lever and putting your running bike into first gear whilst reaching for the side-stand (which is why I now automatically pull in the clutch whenever deploying or retracting the stand.) **23** Having "green"



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124 Ways to drop your bike

By Scott Harpster

racing linings which have much higher coefficient of friction on the slight rust that forms on the polished drum when you've not ridden for a few hours, and lose the front-end holding the brakes on against the throttle to wear off the rust. **24** Having a three-cylinder two-stroke that's so smooth you think you're in second when you're actually in first, so you spin out when the undercarriage touches down in a tight corner passing a car and you think, "just a bit more throttle will help here..." **25** Revving bike in impressive squidly fashion at red light, thinking it's in neutral; dropping clutch and standing in place while bike wheelies and backflips into intersection. **26** Having your fat-ass brother (as a pillion) lean waaay over to the side to look at something on the ground while at a stop sign. **27** Wife gets foot caught on saddlebag while getting on before you. **28** Rebuild carbs and treat bike like it still needs full gas away from a stop. **29** Bald tires, and a smatter of rain. **30** Look at the sand at the edge of the exit ramp rather than through the turn. **31** Neither you nor your dad watching while he's backing his car up to the woodpile to unload wood. **32** Not putting the pin that holds the center stand all the way in and then trying to put the bike on the center stand. **33** Trying to hold the bike upright before deploying the center stand only to find your knees are too weak from riding. **34** Park behind friend's mom's minivan figuring "If anybody goes anywhere, they'll surely see it. 'specially since there'll be 5 of them getting into the van. **35** After getting fuel at gas station and holding the bike level with your legs in order to fill it completely, jumping off forgetting that your legs were holding it upright not the kickstand. **36** Entering a DR ("decreasing radius") turn too fast. This is especially dangerous when making a right turn where if you attempt to straighten up and brake, you'll plow into on-coming traffic. **37** Trying to countersteer (or wheelie) your shaft driven bike? [Obviously the person who posted this doesn't have a clue.] **38** Getting your boot/shoelace caught on the gearshift. (I wear laceless boots now.) **39** Attempting to kick start a cantankerous '84 CR500, whilst standing on a picnic table bench, and she *kicks* back! **40** Getting pissed off for dropping it in the first place, yanking it vigorously off the ground, only to have it drop to the _other_ side. **41** Pulling out the swing arm stand, and forgetting to put the sidestand down first. **42** Backing down an inclined driveway, turning to either side with a full tank of gas. **43** Taking the bike off the centerstand and forgetting the sidestand. **44** Riding on wet grass with street tires (Almost as bad as ice!!) **45** Riding on wet asphalt with dirt tires (Almost

as bad as ice!!) **46** *Thinking* the kick stand was down when it wasn't. **47** Kick stand slowly burying itself in hot asphalt. **48** Kick stand slowly burying itself in soft ground. **49** Backing up perpendicular to a steeply sloped driveway and attempting to put your foot down on the downhill side while on a large bike with a high seat. (By the time your foot reaches the ground the bike is so far off center balance you won't be able to hold it up.) **50** Backing your bike down a plank, by yourself, from the bed of a pickup truck. Works great as long as you remember that once you start moving, stopping for any correction is out of the question. Get two people to stand on each side of you and the bike. **51** Losing your balance when coming to a stop because of fatigue from a long trip. The wind and the buzz of the bike induces an unexpected case of vertigo. Stop often and rest. **52** Riding beyond your limits while trying to keep up with someone who is probably riding beyond their own. Always a temptation. The best riders/racers understand and use discipline when riding. **53** Not paying attention. Always strive to anticipate what could possibly go wrong and be planning what you're going to do when it happens, eventually it will - and you'll be ready, instead of surprised when you're much more likely to do something stupid and reactionary. **54** Assuming that all wet roads are created equal. They are much more slippery when it first starts to rain - until the oil and dirt are washed away. **55** Assuming that the condition of a blind corner is the same as it was the last time you rode it. Instead you find sticks, road kill, oil, rain wash, stones, pot holes, garbage, etc. **56** Not understanding how to get set-up for a corner when pushing the limits. In most cases the bike could have made the corner but the rider decided it couldn't and while in a panic attempted to correct the situation with the brake. WRONG! MSF course will discuss this at length. **57** Riding without all of the protective equipment because I forgot to bring it and after all it was just this one time. Turned out to be the wrong time! I forgot my MX boots and fell on a steeply banked corner and the foot peg attempted to drill into the back of my right calf. On crutches for 3 weeks with a deep bruise. **58** Using a little too much power turning the first corner after you've put on new tires (with that nice slippery release compound on them). **59** Being too short for the bike you're riding, and coming to a stop sign. **60** Your rider hops on before you are ready. **61** Pushing your bike into the garage and letting it get leaned just a little away from you, pulling you on top of it to the ground. **62** Pulling off both fork caps while the bike is on its centerstand.

Life Begins at 45 Degrees!

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Living with a Yamaha TZ125

By Wilson High

As Lance rolls my TZ 125 out the back of the truck the first thing through my head is this thing is tiny! It only comes up to my thigh, it weighs nothing, and it's as easy to push around as my mountain bike. Wow! Part of the purchase price includes two large boxes of spares, and I'm wondering why do I need all these spares? I have four other bikes at home and combined they don't have as many spares as this little, tiny bike. What am I getting myself into? Deal complete, I load the bike on the trailer and the spares in the back of the Honda and make a quick get away before Lance changes his mind. I think maybe I got a good deal. On the way home I stop for a coffee at Tim's and promptly spill half of it on my lap, I recover from that with only slight reddening of areas not meant to have hot coffee spilt on them and hit the road. Half way home I check the rear view mirror and notice the TZ is leaning over like it

was making a fast right-hander! I pull over to discover a tie down has come loose and the bike nearly fell off the trailer. There I am at the side of the road, eleven o'clock at night, mid-November, beginning to snow, a wet crotch, re-tightening all the tie downs and adding a few extra for safe keeping. The rest of the trip home is uneventful and my TZ125 is safely ensconced in my new garage (aka The Palace). I have a little trouble sleeping because I keep dreaming of Yamaha TZ125's cart wheeling down highway #10. I spend the winter removing a few hundred stickers, fixing a few holes in the bodywork and giving the TZ new coat of expertly applied spray bomb silver paint. I also spend a lot of time wondering what the bike will be like on the track and visualizing passing people in corners. The snow finally goes and I fire up the TZ. I have to slip the clutch and paddle like a mad man to get the thing moving, man this bike is geared tall! I have all sorts of

trouble getting the TZ moving and it seems to have no power, feels like it's in 5th gear and I can't find neutral. Wait a minute, maybe the gear pattern is reversed. Turns out you can get a TZ125 under way in 5th but 1st gear works a lot better. Back on the street and the bike goes pretty well, but nothing spectacular, then I hit 9,000 rpm; Holy Shit! Power! Oops a stop sign! Brakes! Mental note to self: be gentle on these brakes or start wearing hockey cup under leathers. Enough fun for one day, back to the Palace. The next day I have a nice visit from Constable Lim who stops to see my new race bike and mentions that maybe Hossack Avenue isn't the best place to run the TZ. Seems I annoyed one of the neighbors who then complained to the police about a very loud bike roaring up and down the street. What's the matter with these people don't they know it's spring!

Next time in "Living With a Yamaha TZ125". On the track!

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

Saturday Practice and Track-days

Free

Sunday Raceday and Track-day

\$5/person

Children under 12 free

Sleeper's Soapbox

By Craig Stieben

What the hell are people thinking when they drive? Of particular rage inducing drivers are those who seem to think the left lane is for coasting down the road in. Otherwise known as left lane bandits, these people should be taken out to the back forty and shot! Why the hell can't they follow the law and move over to the right lane. There is nothing more annoying than two idiots traveling down the highway at ninety kilometers an hour right beside each other on a two lane highway. Move the hell over and let me through!

On a more exciting note I recently had the opportunity to see the movies "Faster" and "One Man's Island". They are an absolute must see for any motorcycle fan. Faster follows the circus that is MotoGP just before the move to the 900 cc four strokes. It examines the rivalry between Valentino Rossi and Max Biaggi as Rossi makes the move to the 500's. It follows Gary McCoy and his

Zippergate

By Craig Stieben

What the hell is it with zippers? Who the hell designed these things anyway? It never fails zippers break when you least need them to. In the last 2 months I have broken the zipper on my tankbag, the one on my leather riding pants, the one on the sleeve of my Aerostich riding jacket, and the one on my tent. There seems to be a conspiracy to deprive me of functional and happy zippers. What the hell is it with the self healing zippers to? They wouldn't win any awards for their ability to heal themselves if I was standing near the podium. Duct tape here I come!

injury plagued season. John Hopkins also is featured as an upcoming rookie. This movie is a must see for any roadrace fan, to see the trailer go to www.fastermovie.com. One Man's Island is a documentary of Canadian Mark Gardiner's realization of a dream to qualify and compete in the Isle of Man TT race. Gardiner goes to great lengths to reach his dream and makes some very telling statements about the psyche of motorcycle roadracers everywhere. His writings were featured in Motorcyclist magazine with excerpts from his upcoming book. Hit www.onemansisland.com for more info. I can think of few recent movies from Hollywood that do a dis-service to motorcyclists, these are a few that capture the wonder and joy that motorcycles can bring. Don't hesitate to add these to your collection.



Sponsor Feature— Phase 2 Tattoos & Body Piercing By Craig Stieben

I had a chance to sit down with Patrick Culligan of Phase 2 to get some information about our newest sponsor. Phase 2 Enterprises is a business geared to giving artists an outlet for their art and to help them produce retail quality products. Because tattoo artists typically produce artwork for each client they are only paid once for their work. If this artwork is marketed properly they can be paid multiple times for one design. Patrick started drawing at a very young age and was already tattooing some of his friends by the time he was fifteen. By the time he turned 18 he had purchased his first set of professional tattoo guns. After a 1 year course in computer design tattooing pulled him back and at 21 he started working at tattoo shops in Edmonton AB. After 2 and 1/2 years he decided to return to Winnipeg and started working at Alleycats Tattoos. After doing some design work for a local company, he decided he wanted to design a retail line based on some of his designs. He named it Phase 2 Enterprises. When Primal Arts Tattoos closed in 2003, Patrick and his partner purchased the business and re-named it Phase 2. Home to 3 Tattooists and 2 piercers,



the shop has a huge range of artwork for it's clientele. In Patrick's case most of his work is custom for each individual, Patrick believes that a tattoo is a very personal thing and the only opinion that matters is the clients. In addition to tattooing, Patrick also draws, does murals, guitar cases and has now taken up airbrushing with the plan to move into custom car and bike painting. Phase 2 also features 3 series of clothing including women's wear, hats and toques.

124 Ways to drop your bike

By Scott Harpster

64 Park pointing downhill, don't leave it in gear. **65** Park with sidestand facing up hill, sidestand is too long. **66** Allow friend to ride bike that has either no riding experience, or only tiny dirt bike riding experience (they will wheelie out of control, fly straight at the nearest object, or drop it attempting to stop suddenly.) **67** Pulling into Dairy Queen and slipping on a spilt chocolate malt. **68** Sitting on your bike on an inclined driveway talking to a very pretty girl, forgetting where in the hell your mind is and then noticing that it's already too close to the ground to stop. **69** Change rear-end oil on a shaft drive bike, spill 90w on tire, don't clean it up and then make a really sharp turn out of the driveway. *Splat* **70** Parking your bike so that it stands upright with the kickstand down and then having a slow leak in the rear tire which causes the kickstand to push the bike over. **71** Running into a bus after a 120mph+ high speed chase where there is helicopter pursuit and you are being taped by 5 local news stations. **72** Spending 3 hours washing and waxing your bike and then stepping back to admire it with some buddies and then watch it fall right off its side stand while it was warming up. **73** Pushing it over. **74** Covering it with a windsail (aka canvas cover) and letting the wind push it over. **75** Unbolting too many components from the back so that the bike falls off the jack. **76** Having an internally rusted CX500 center stand come apart whilst putting the bike onto it. **77** Discovering when you stop and try to put your foot down that the kickstart lever is up your pant leg. **78** Letting your wife drive the bike and having her stall it on an inclined driveway while in a 45 degree angle to the incline. **79** Entering a banked freeway onramp with a stoplight at the end, and realizing a little too late that the downside is just a little steeper than you thought. **80** Whacking the throttle open on the highway when you think there's no cop around then slowing to normal speed again only to realize that a trooper has been trying to catch up with you for two miles and he's pissed so he decides to run you off the road because he thinks you were trying to run away from him, even though you explain to him that if you were trying to run that he wouldn't have caught you then getting out of any ticket because *@!\$#, uh I mean cop, felt bad even though he never said "I'm sorry" . . .but I'm not bitter. **81** While pushing your bike in an attempt to start it by compression, jumping on side-saddle with excessive vigor. **82** Successfully compression starting your bike while running along side, only to find out that you'd held a BIT too much throttle! **83** Deploying the centre-stand without

124 Ways to drop your bike

By Scott Harpster

noticing that the ground falls away on the other side. **84** Taking the wife on a ride on your brand new, first bike in 20+ years and making a slow, tight, turn on gravel. **85** Riding in stilettos and getting stuck on the footrest. **86** Swinging your legs too enthusiastically over the bike with tight trousers on and kicking it over. **87** Dismounting while trying not to wet yourself (cold weather..tuh!) **88** Riding short distances side-saddle fashion. **89** Pulling off with a blood alcohol level exceeding the stated limit. **90** Reaching down to pick up your gloves/keys/glasses. **91** Paying too much attention to the tiltometer on your val-karie. **92** Dropping your dirtbike on the side of a steep hill covered in pine humus, then while getting it righted go over the down side because it's too far of an angle to get a foot down. **93** Trying to ride away on the side of a steep hill covered in pine humus which is slipperier than sand. **94** Bopping down the freshly-oiled farm lane to see the neighbor kid with my brother on the back, cautiously toeing the rear brake, feeling the rear wheel slide as we headed straight for the barn, grabbing a panicky handful of front brake, doing a slow highside despite dabbing mightily, sliding right up to the barn door prone on the well-oiled bike with my brother on top of the pile, and hearing the neighbor say "Didn't that thing used to be orange?" **95** Kill the bike while leaned over trying to make a slow, sharp turn in a parking lot. **96** Forgetting to remove the disc lock and taking off from the curb with haste...Tends to break the front caliper, too. **97** Falling asleep. **98** Getting help from a neighbor in pushing your 750 up a steep ramp into a moving truck. Though he might assure you that he used to ride a motorcycle, it turns out it was a 125 in Bombay. He gets 2/3 of the way up the ramp, looks panicked, and his knees buckle. Crunch. **99** Looking at the pretty curb to your left on a right-hand bank. **100** Trying to get a wasp or bee out of your jacket while sitting on the bike. **101** Trying to start out in a quick turn (leaning in anticipation of giving it throttle) and stalling it out because the engine hasn't warmed yet - it's a nice, slow drop... **102** Forgetting to put in oil after an oil change. Starting 'er up, and wondering why the low oil pressure dummy light doesn't turn off. **103** After a brake job, forgetting to pump the lever/pedal a few times, and taking off, wondering why there's no brakes as you're coming up on the intersection. **104** Having a mechanical gate close on you as you're trying to ride through. **105** Hitting that patch of sand which has washed across the road on a blind bend. **106** Absent-mindedly putting the bike on the kick stand and walking away before you check to see if the driveway is level. **107** Applying your usual amount of throttle but with a passenger behind you ... "cool ... look at that plane". **108** Pushing your bike into a crowded garage, letting it get leaned

just a little away from you, pulling you on top of it into your vintage MG. **109** Popping a wheelie while showing off for a girl, almost looping it, slamming on the rear brake to compensate, and passing out from the bollocking several yards later. **110** Assuming the puddle of liquid behind the convenience store was water when it was actually used motor oil. **111** Starting bike while habitually squeezing clutch lever, standing to the left of the bike, remembering too late that the bike is in gear. Realize too late that the choke gives the bike enough power to drag you 30' across the parking lot in first gear. **112** On your third ride with your first ever bike. Stop at a red light. When the light turns green, you have to start uphill, and turn right at the same time. Somehow that overwhelmed me. **113** Parking on a bit of an incline (slopes down right to left), having your left foot slip a little when getting back on the bike, and slowly losing your balance. **114** Let your buddy ride it. And if you are really stupid let him ride it again. **115** Turning onto a busy street and in the middle of the turn you suddenly remember that this street has trolley tracks. **116** Put armor all on your tires to make them look nice and pretty and then ride on the white safety lane line as you take a HARD right turn at 35mph. **117** Throw a party and get together with a random girl on your bike in the garage while extremely drunk. **118** Pull into parking and failed to ensure proper extension of the sidestand then with near perfect execution of the Laugh-in scene where the bike topples over onto your leg, and you're going down, pinned beneath. **119** Stop for gas, carefully shut off ignition and take key out (to unlock tank), carefully remove helmet and set it over mirror, carefully remove gloves and place on instruments, open jacket, step off bike ... forgetting to put sidestand down. **120** With bike off, try to make walking U-turn in driveway. Bike doesn't have necessary turning radius, front wheel leaves pavement and goes into soft dirt. **121** The setting: Bikes at inside end of driveway, on centerstands, facing away from front of driveway. Backing cage into driveway ... slowly ... at about the right point, stop ... note that cover on bike #1 is moving slightly ... notice bike #1 ever-so-slowly roll forward off its centerstand, then sideways into bike #2. Bike #2 stands there and takes it without falling ... but there's no way to get it to lift #1. **122** Tweaking the front brake at a light as you JUST come to a stop with the forks turned to either side at ALL on a top-heavy bike. **123** Jump an old dirt bike over your parents' fence (use a ramp to get enough height). Realize on the way down that you *don't* know how to land. (I believe this was caused by "Adolescent Invincibility Syndrome".) **124** Test-ride an Electra Glide Sport (OK, these days it would have to be a Road King) around the old, cracked pavement in Brisbane near the Cow Palace.

Points Standings

Name	SB # 1	SB # 2	600 SS	DA / CA	OPEN	LW	Total Points
Experts							
#19 Allan O'Ray	81	87	101	87	59	0	415
# 1 Myron Groening	80	116	96	113	105	0	414
# 84 Mike Filipovic	70	80	0	89	90	0	329
#10 Larry Lage	58	58	78	56	64	0	314
# 9 Peter Ens	77	72	0	72	83	0	304
# 5 Rudy Epp	58	64	0	51	56	0	229
# 7 Marc Jaeger	69	44	0	42	60	0	215
# 73 Kyle Knutson	39	26	37	26	39	0	167
# 32 Craig Stieben	19	26	43	27	25	0	140
# 74 Sheldon Chamberlin	37	9	51	0	41	0	138
# 13 Kerry Shellenberg	10	0	0	10	0	0	20
# 65 James Sheppard	0	0	0	0	0	0	0
# 71 Karl Herzog	0	0	0	0	0	0	0
# 27 Mark Stevens	0	0	0	0	0	0	0
Novices							
#25 Dan Fyfe	116	108	0	113	106	0	443
# 4 Travis Fredborg	86	82	103	86	83	0	440
# 94 Aaron Skrabek	66	75	87	68	64	0	360
#22 Jeff Choma	75	51	0	80	88	0	294
#43 Jason Morell	28	42	49	26	30	96	271
# 21 Robert Enns	41	46	58	49	46	0	240
# 12 Steve Tiede	0	20	43	29	28	105	225
# 17 Greg Moncrief	32	40	43	35	43	0	193
# 72 Lennon Harder	20	15	13	10	10	124	192
#18 Doug Martens	25	19	34	15	24	87	180
#3 Scott McCrea	22	37	47	30	34	0	170
# 57 Wilson High	10	5	73	13	14	36	151
#51 Chris Kuklik	30	28	35	28	26	0	147
#23 Cam Braaten	37	0	15	13	17	0	82
#42 Rick Helms	9	10	11	6	6	33	75
#40 Colin Duncan	9	15	17	18	15	0	74
# 2 Trevor Catchpole	16	16	0	20	18	0	70
#15 Tim Gall	14	0	0	16	16	0	46
# 47 Greg Dobinson	6	0	9	9	5	0	29
#70 Miles Kastning	0	0	0	0	0	15	15
#44 Andrei Jaremy	6	0	0	5	0	0	11
#99 Dianne Massicotte	0	0	0	0	0	0	0
# 34 Tony Bagnulo	0	0	0	0	0	0	0
#69 Todd Hiebert	0	0	0	0	0	0	0
#14 Fransisco Alvarado	0	0	0	0	0	0	0
#41 Steve Kriellaars	0	0	0	0	0	0	0
#93 Ryan Wiebe	0	0	0	0	0	0	0