



Trackside!

Round 3 July 4th 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 3 Race Report

By Craig Stieben

Round 3 racing turned out to be pretty exciting action and drama. The day kicked off with the lightweight race. Gimli resident Steve Tiede jumped out to the early lead over Jason Morell and the Winnipeg Sport & Leisure sponsored Lennon Harder. Third was secured by Doug Martens over Wilson High and Rick Helms. On lap two Harder was able to move past Morell for second and the rest stayed the same. By lap 5 Harder gained the lead demoting Tiede to second. At the finish it was Harder over Tiede and Martens who had made a last lap pass on Morell. High took fifth over Helms in sixth.

After the Sportsman race, lunch break and the tire scrub in session Superbike 1 got off with a bang. On the opening lap in Peter Ens and Allan O' Ray both came off the track in the turn 2 area. While traveling through the grass the rest of the field streamed past. Ens was forced to lay his bike down in an effort to get stopped before crossing over the track and colliding with the



Round 3 action in turn 3 on the opening lap.

Photo by Vince Richter

rest of the starters. O' Ray fell off when he hit a bump so hard he described it later as being kicked in the ass. The bump was sufficient enough to break the swingarm shock mount right off the swingarm! The bike tumbled spectacularly through the grass. Steve Tiede ran off the outside of turn three in the ensuing chaos. All riders were up and ok but a red flag was the result. As the first lap hadn't even been scored a complete restart took place once the track had been cleared. Both Tiede and Ens would not make the restart. O'Ray's machine was beyond immediate repair, but Mike Filipovic offered up his R6, allowing O'Ray the opportu-

nity to keep his championship hopes alive. On the first lap of the restart Groening jumped out to the early lead over Filipovic and Knutson. Jaeger held third over Epp and Lage. Chamberlin sat sixth over O' Ray and Stieben. In Novice action Fyfe led Choma over Fredborg. Skrabek held fourth over McCrea and Ens. New novice Chris Kuklik held seventh over Morell and Martens. Dobinson was holding in tenth over High and Helms. At the end of lap five Groening still led over Filipovic. Jaeger, Lage and Epp had made their way past Knutson who now sat sixth. O'Ray

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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 road-racing. 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 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.

The advertisement banner features a black and white checkered border. At the top left is the Wildwood Motorsports logo in a yellow oval. To the right is the BMW logo with the word 'Motorcycles' below it. Below the Wildwood logo, it says 'SALES-SERVICE-PARTS ACCESSORIES'. In the center, 'autopac 477-1701' is written in large, bold letters. To the right of this is the 'DUCATI' logo and the 'YAMAHA' logo. At the bottom, it lists the address 'Fax# 453-8793 1143 Pembina Hwy R3T 2A3' and the website 'www.wildwoodsports.com'. There are also small logos for 'MANITOBA VEHICLE SAFETY INSPECTION STATION' and other service-related icons.

Round 3 Race Report

sat seventh over Chamberlin and Stieben. In novice Fyfe still led Choma over Fredborg. Skrabek was in a close fourth over McCrea and Enns. In seventh was Kuklik over Morell, and Martens. Dobinson still held tenth over High and Helms. At the end of lap ten and taking the win was Groening over Filipovic and Jaeger. Lage finished fourth over Knutson and Epp. O'Ray took seventh over Chamberlin and Stieben. In Novice the win went to Fyfe over Choma with Skrabek getting the better of Fredborg for third. Fifth was taken by Enns over Kuklik and McCrea. Martens finished eighth over Morell and Dobinson. High took eleventh over Helms.

After the second Sportsman race the green flag was dropped on the Open race. Groening again jumped out to the early lead over Filipovic and Jae-

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 3 Race Report By Craig Stieben

(Continued from page 2)

ger. Knutson sat fourth ahead of Lage and Chamberlin. O'Ray led Epp in seventh with Stieben brining up the rear again in ninth. The novice field was led on lap one by Fyfe over Choma and Fredborg. McCrea with a flyer of a start held fourth over Tiede who got a great start as well. Sixth was buttoned down by Skrabek over Enns and Kuklik. Morell held ninth from Martens and Dobinson. High led Helms for twelfth. By lap five the expert field was much the same although Lage had moved past Knutson for fourth. In novice Choma had taken the lead from Fyfe. Fredborg still sat third but Skrabek had moved into fourth. McCrea, Enns, and Kuklik had made their way past Tiede leaving him in eighth. From there the order was unchanged, with Helms bringing up the rear. At the checkers in expert it was Groening over Filipovic and Jaeger. Lage secured fourth over Knutson and Chamberlin. Epp finished seventh and Stieben took eighth over O'Ray

who had slowed considerably with some type of problem. The novice win went to Choma over Fyfe and Fredborg. Skrabek took fourth over Enns and McCrea. Kuklik secured seventh from Tiede and Morell. Tenth went to Martens from Dobinson, High and Helms.

The Dash for Cash race was up next, after the end of lap one it was Groening with the early lead over Jaeger and Filipovic. Knutson held fourth over Epp and O' Ray. Lage sat in seventh over former novice champ Kerry Sheltenberg making a one race return in anticipation of the endurance round. Ninth was held by back of the pack editor Stieben. In novice the early leader was Fyfe over Fredborg and Skrabek. Kuklik sat an impressive fourth after a great start with Choma sitting fifth. Sixth was held down by McCrea over Enns, Tiede and Dobinson. In tenth sat Martens over High and Helms. By the end of lap five Groening still led from Jaeger and Filipovic. O'Ray had moved up to fourth from Epp and Knutson. That left Lage

(Continued on page 5)

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



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Turtles & Twisties

What follows is an account of my recent trip down to Brainerd Minnesota for round seven of the AMA Superbike series. A planned detour after the action to the Black Hills never took place. After the great help from Mitch Ruth in welding up a new mount bracket for the Givi hard luggage the ZX-12R was an oil change away from departure. Oil change complete and bike loaded I set out from town at 8am on Friday morning. Only an hour delay from planned departure time! Not a great start to the ride, when you have to put on the raingear before even leaving the garage. But with the gas tank full and fresh batteries in the GPS it was off to the US border south on 59. The border is only a short hour from me now so I was speaking with US Customs in rather short order. Relatively pain free I was through and on my way to the first gas stop in Thief River Falls. After a quick fill it was further south on 59 to the town of Waubun. From here the road gets interesting and many thanks go out to Mark Stevens for suggesting it. Not a secret anymore! At Waubun I turned east on state highway 113 which heads over to US 71. The road starts off through some rolling hills and farmland but within a few clicks becomes a romp through twisting up and down rollercoaster turns. Some of the signage recommends 35 mile/hr speeds and they're not far off the mark. 113 reminded me of some of the roads we'd see in the whiteshell only smoother and tighter in sections. Very scenic as well although I was paying less attention to that. This is Minnesota cottage country so care needed to be taken not to get too aggressive lest I end up splattered over some minivan pulling out of one of the many lake and campground entrances. As it was midmorning when I was playing fortunately there was relatively little traffic. The giggles of 113 came to pass when it spit me out onto US 71 and south into my next gas stop at Park Rapids. After gassing the bike, a quick snack and some water and removal of the rain gear it was on to Brainerd. My original plan had been to continue south on US 71 till I reached US 10

By Craig Stieben

and then east into Brainerd via State 210. The plan changed however after consulting the map and discovering that a 35 mile eastward blast on State hwy 87 would take me to State hwy 371. From here it would be a quick ride south right past the racetrack. So off I set, in much the same way 87 darts through Minnesota cottage country and proved to be enjoyable and fun at least till I came around a corner and found Minnesota's finest coming right at me in the oncoming lane, with little time to scrub some speed the cherries cam on and I pulled over immediately to take my lumps. Seems said officer had me going 70 in a 55 mph zone. Fortunately he was feeling generous and let me off with a written warning. I like to think it was because I was quick to pull over and polite, but one can never tell for sure how it will play out. So with speed reduced slightly below warp one, I continued on my way to Brainerd. After picking up my passes at the ticket window, \$85 US for the weekend (camping included). Time to find a campsite. After a quick tour around to find some high ground, I picked an area near turn nine, this would prove to be fortunate as it was the same camp area chosen by a large contingent from Thunder Bay. Most were members of Larry's contingent who had been out for MRA track-days.

Friday evening found us wandering the track meeting old friends and making new ones over beers. Saturday morning brought the sound of

bikes circulating the track during practice and qualifying. Spending some time in the pits talking to the riders and mechanics was the order of the day. At 4 o'clock the Formula Extreme race green flag dropped and both Miguel and Jake were on it. Haskovic made it interesting for a while but Miguel prevailed at the line. Miguel did lose a knee puck in turn 2 and also the leaders had to swerve to avoid a turtle on the track. Saturday evening was spent getting our racing fix on the local go cart track. After a good dinner it was back to the track for more beer and a bonfire the size of a house. A fireworks display followed and was great capper to a good day. Sunday racing was exciting for all the remaining races, Jamie Hacking ran a good race in Superstock for the win with a strong showing from Jason DiSalvo and the Kawis of Josh Hayes and Tommy Hayden. In Supersport it was Tommy with the win over his brother in the last corner of the red flag interrupted Supersport race. Jake Zemke's win in Superbike was a little controversial in that where we were standing the rain had been coming down for the last 2 laps prior in a drizzle and then a corner worker ran across the turn while the leaders were coming through on the last lap. Congrats to Jake though, good ride. After packing up it was time to head home. The same route home would prove to be interesting from a wildlife perspective as two deer and three turtles decided to jump out on the road in front of me. After detouring to Emerson due to missing Tolstoi's hours by 15 min it was a quick blast home. All in all a great trip, hope you enjoyed the telling.

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Round 3 Race Report

seventh, Stieben now in eighth and Shellenberg ninth. In novice Choma had made a charge forward into the lead for one lap on three. Fyfe and he were battling as Fyfe held the advantage for lap five. Fredborg still sat third over Skrabek and Kuklik. Sixth was held by Enns from McCrea and Tiede. In Ninth sat Dobinson ahead of Morell and Martens. High held the advantage over Helms in twelfth. Taking the checkers in expert was Groening from Jaeger and O'Ray. Filipovic finished fourth ahead of Knutson and Epp. Lage took seventh from Stieben and Shellenberg. In novice Fyfe prevailed over Choma who had dropped back behind Fredborg for third. Skrabek took fourth from Enns and Kuklik. McCrea took seventh from Dobinson and Tiede. Tenth was se-

cured by Morell from Martens, High and Helms.

In 600 Supersport action Groening once again led the first lap, this time from Knutson and Chamberlin. Lage held fourth from O'Ray and Stieben. In novice Fredborg led McCrea and Enns. Skrabek held fourth from Tiede and Kuklik. Sitting in seventh was Dobinson from Morell and High. Martens led Helms for tenth. By lap five the order in expert was Groening, O'Ray, Knutson, and Chamberlin. Lage still held fifth over Stieben in sixth. In novice Fredborg still had the lead but Skrabek had charged into second. Enns still held third over McCrea and Kuklik. Tiede sat sixth over Dobinson, and Martens. Ninth was held by Morell from High and Helms. At the finish it was Groening from O'Ray and Knutson. Chamberlin took fourth from Lage and Stieben. The novice win went to Fredborg from Skrabek and Enns. McCrea took fourth with Kuklik fifth. Tiede secured sixth from Martens and Dobinson. Morell placed ninth from High

By Craig Stieben

and Helms.

The last Superbike race of the day saw Groening again lead the first lap from Filipovic and Knutson. Chamberlin sat fourth from O'Ray and Jaeger. Lage held seventh from Epp and Stieben. Novice action saw Fyfe leading Skrabek and Fredborg. McCrea sat fourth from Enns and Choma. Seventh was held by Kuklik from Martens and Tiede. Across the line in tenth was Morell, followed by High and Helms. By lap 5 the order at the front had changed somewhat. Jaeger had now taken over third with O'Ray sitting fourth. Chamberlin held fifth from Knutson and Lage. Epp sat in eighth with Stieben ninth. In novice Fyfe still led now from Fredborg and Skrabek. Choma had moved up to fourth over Enns and McCrea. Seventh was still secured by Kuklik from Tiede and Martens. Morell sat in tenth followed by High and Helms. At the checkers it was Groening with the win over Jae-

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Editor: Craig Stieben

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

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Sleeper's Soapbox

By Craig Stieben

Wow, what a weekend of racing. Drama, excitement, sketchy weather and a good turnout. The action was plentiful and had some consequences for some riders. With Peter Ens and Allan O'Ray crashes in turn 3 two different scenarios played themselves out. Peter was unable to fix his bike in time for the restart. This likely killed any overall title hopes for Peter. On the other hand Allan was able to borrow an R6 from Mike Filipovic to make the restart and salvage some points for the weekend. In doing so he was able to retain the points lead. Steve Tiede also fell in the aftermath of the crash and missed scoring points in Superbike 1 but was able to remount for the rest of the day. Here's hoping the racing continues to be as exciting to watch as it has been.

On a personal note my weekend went good, aside from my still legendary poor

Round 3 Race Report By Craig Stieben

ger and O'Ray. Lage took fourth from Knutson and Epp. Filipovic fell back to seventh leaving Stieben eighth. Chamberlin did not finish after a problem on lap seven. Fyfe took the novice win from Fredborg and Skrabek. Choma held on to fourth as his tires went off, leaving Enns fifth, followed by Kuklik. Tiede locked up seventh from Morell and Martens. Tenth was secured by High over Helms.

Once again it was a great weekend of racing and it set the stage for what promises to be an exciting two more rounds. The championship in both classes is close and likely will play out to the last race. See you out there!

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starts I started to feel much better out there at speed. Finally able to change from the stock gearing which has forced me to change up my shift points. Wow what a difference it made though, finally I'm not being dropped out of turn 5 on acceleration. Had a lot of fun mixing it up with the fast starting novices. Great riding out there guys! As mentioned in the previous soapbox I've been experiencing some arm pump and while my left hand was better this round I still was feeling some pain. That being said I was able to set my fastest lap of the weekend on the last lap of the Superbike 2 race while making a pass. I was encouraged as speed seems to be coming back to me quicker than I expected, now I'll just have to gain a few horses by losing some poundage. Better get to the gym!

Baby News

Congrats go out to Rick & Joan Helms on the birth of Roxy. To Ken & Jen Ward on the birth of Chase and Kerry and Jen Shellenberg on the birth of Chase as well. Train the next Rossi all!

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Neither Rain nor Sleet.....

By the Old Codger

When the season opens here in Manitoba we all prepare for the possibility that it could be cold or wet or a combination of both. Who would have thought that the last meeting would have been so uncomfortable weather-wise, including me. We all complained about the cold, damp beginning to the weekend. In fact as a result of the inclement conditions my cold turned into pneumonia. C'est la vie.

Through all the rain and wind there was one group of heroes I didn't hear a single complaint from and that was the corner workers, who stood their stations and did their job like true professionals. Without the dedication of these persons our weekends would not be possible and would not run as smoothly as they do. We offer little training to these people and apart from one or two individuals who have the appropriate training and experience, most are new to this field and rely on their own common sense to prevail.

Courses do exist in Canada and are run by the Canadian Race Communications Association or CRCA. Unfortunately, as here in Manitoba we do not host national racing, the need for qualified marshals or corner workers is not enough to warrant a local branch, school or training facility. So here we rely on the good nature of volunteers and supply them with a brief knowledge in the use of flags. We know these people are dedicated because it is that same small core that turn up every race meeting to enable us to race. The wave you get from us on the cool down lap is always a "Thank you, good job" even if you don't know who is under the helmet.

I remember years ago doing my training in Europe and I must admit the largest appeal was the fact

that I could watch world class events for free. The training course took three days to complete and covered first aid, CPR, recovery, firefighting and racer psychology (now there's a can of worms). Topics like removing a crash helmet from an injured rider - did you know it requires two people? No? Then don't do it.

I wish I was qualified to pass my knowledge on but I'm not. I only have the skills enough to be a safety marshal in Europe and have not received any formal training in North America.

Standing on a corner while racing is going on is not for everyone. Danger always becomes your main consideration - primarily for yourself, but also for others. When controlling any incidents you must trust your instincts, self-preservation being uppermost in your thoughts. Remember Number One - we don't always have the luxury of team mates in Gimli, so no heroics please.

well as help in the organization of the whole race weekend. I therefore thank all of you sincerely on behalf of all racers and race organizations everywhere. And if you are really interested in further training you can contact the CRCA: call 1 800 959-8955 or visit their website www.crca1.com. They will probably pass you on to an old codger just like myself, namely Marty Cooper, another ex brit who hails from the Isle of Mann. I spoke with Marty recently and he is at the moment putting together a manual for the training of marshals, specifically for motorcycle racing, of which I have received a draft copy. This I will gladly make available to anyone who is interested.

Once again a huge thank you for all of your dedication and hard work. See you on the green.

The Old Codger



We as racers rely on you for our safety. The MRA relies on you to protect both spectators and racers as

Photo Action

Photos by Vince Richter



Points Standings

Name	SB # 1	SB # 2	600 SS	DA / CA	OPEN	LW	Total Points
Experts							
#19 Allan O'Ray	54	67	74	64	48	0	307
# 1 Myron Groening	54	79	76	82	74	0	289
# 84 Mike Filipovic	52	54	0	69	72	0	247
#10 Larry Lage	47	45	55	41	47	0	235
# 9 Peter Ens	57	52	0	49	57	0	215
# 5 Rudy Epp	46	50	0	37	44	0	177
# 73 Kyle Knutson	39	26	37	26	39	0	167
# 7 Marc Jaeger	46	26	0	26	37	0	135
# 32 Craig Stieben	19	18	28	18	17	0	100
# 74 Sheldon Chamberlin	24	0	34	0	28	0	86
# 13 Kerry Shellenberg	0	0	0	10	0	0	10
# 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							
# 4 Travis Fredborg	63	73	80	69	63	0	348
#25 Dan Fyfe	85	82	0	82	75	0	324
# 94 Aaron Skrabek	46	55	60	48	47	0	256
# 21 Robert Enns	28	46	58	38	35	0	205
#43 Jason Morell	22	29	31	20	24	72	198
# 17 Greg Moncrief	32	40	43	35	43	0	193
#22 Jeff Choma	57	20	0	54	62	0	193
#3 Scott McCrea	22	37	47	30	34	0	170
# 12 Steve Tiede	0	20	30	21	20	78	169
# 72 Lennon Harder	20	15	13	10	10	93	161
# 57 Wilson High	10	5	73	13	14	36	151
#18 Doug Martens	17	6	21	10	19	66	115
#23 Cam Braaten	37	0	15	13	17	0	82
#42 Rick Helms	9	10	11	6	6	33	75
# 2 Trevor Catchpole	16	16	0	20	18	0	70
#51 Chris Kuklik	13	11	15	13	11	0	63
# 47 Greg Dobinson	6	0	9	9	5	0	29
#70 Miles Kastning	0	0	0	0	0	15	15
#40 Colin Duncan	0	0	0	9	6	0	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