

Trackside!

The Official Magazine of the Manitoba Roadracing Association

Preseason 2005

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See page 3 for details.

2005 RACE DATES

May 14 - 15

June 11 - 12

July 16 - 17

August 6 - 7

August 27 - 28

The 2005 race season is almost here!

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

Please visit our new Forum at forum.mrasuperbike.ca for all the latest news, track information, classified ads or just chat with the great people in the MRA.

The MRA sincerely thanks all of our sponsors for supporting the sport!

We are 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! Or contact us at exec@mrasuperbike.ca

2005 Preseason Review

By Allan O'Ray

Well another season is almost here, and I for one am looking forward to it. There's definitely something to be said for running last years' bike. Although there aren't many things more exciting for me than picking up a brand new machine (insert smart-ass comment here) I have to say that I'm more than happy not to have to "build" a bike again this year. Like most other MRA members I've spent the winter combing E-bay for parts and deals on performance parts, if it weren't for E-bay I simply wouldn't be racing. I've got spares of just about everything for the R6, but at the same time I have to admit that I've considered selling it only to get a ZX6RR simply for financial reasons. Kawasaki's contingency plan is nothing short of phenomenal; I just hope the big 4 (or 3 at least) will keep paying in club races. But in the end, the additional cost of buying a new bike and the hassle of selling my existing parts cache and replacing everything doesn't seem worth it.

It should be an interesting year. I've heard that Pete Enns has picked up a new(er) 1000, Mike Filipovic will be back on his big black ZX10 (the most difficult bike/rider combination to try to get past), Larry will be back on new equipment and if he improves anywhere near as much as he did last season we're all gonna be in trouble. Nothing is quite so impressive as someone who charges into the Expert class like Larry did, we need more guys like that!! Sheldon Chamberlin will be back and I think we've finally convinced him that his 8-year-old Michelin Pilots

are best suited for some of the heavy machinery he sells. Rudy has sold his tank of an R1, I talked to him the other day and we talked about getting back on old 1990 FZR 600's (the idea is fun, but the thought of riding one of those again sends shivers down my spine) it's too bad he won't be back this year. Hopefully Kyle will make it up here, preferably for the first weekend so he can set-up my suspension again!! He IS the suspension guru!! Marc Jaeger has picked up a 636 and should be a contender. I'm unsure of Craig Stieben's race plans for this year but I saw the fancy new boots he had at the AGM and that'd make me assume that he'll be back (those boots alone will knock off a 1/2 a second a lap!!). The ultimate MRA racer Mark Stevens has picked up an R6, he says he just wants to "ride the corners" but look for him to be lighten' that thing up all season long. Fred Marriott will apparently be returning to the action again, back when I was a novice he impressed me more than the majority of the Experts at the time. He was another rider that charged into the Expert class, not a lot of guys can adapt to different tracks (or classes) better than Fred. If he puts in a little time this summer, he'll be a front-runner for sure. I can only guess what Myron will be on this year, but in the end does it really make a difference? A racer who lets himself become consumed with others' decisions takes away from his own success. I'm gonna go out there and run as hard as I can (then a little harder!!!). Good luck to everyone this season.

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TRACKDAY INFORMATION

Open track days are only \$80 and are held on the Saturday of every race weekend. To reserve a track day spot for yourself you can do the following:

Contact Scott McCrea at 292-3595 (exec@mraserbike.ca) or Dan Fyfe at 694-6715 (trackdays@mraserbike.ca)
OR do it on the MRA forum @ forum.mraserbike.ca

A maximum of 25 applications will be accepted per race weekend. We will also be offering a special two day package where you will be able to circulate between the Sunday races. Sunday track days will require additional bike setup, such as lockwiring your drainbolt and changing your radiator fluid to water. See the following links to help you prepare your bike for the track.

<http://www.emra.ca/Tech%20Tips/Tech%20Tips.htm>
<http://members.tripod.com/luckystroke/trackprep.html>

TRACK DAY RULES AND REGULATIONS

1. All participants in open track days must wear the approved and necessary equipment in order to participate.
2. Equipment includes a Snell M95 approved helmet, riding gloves, boots at least 8 inches high, and a leather or Cordura jacket/pants combo (with or without armour). Full leathers are recommended.
3. Mirrors must be removed.
4. All glass and plastic lenses must be taped over completely.
5. All motorcycles must have a handlebar mounted kill switch in working condition within easy reach from a normal riding position.
6. Tires must be in good condition. No tires that have been punctured and repaired are allowed.
Note: Oil filter, drain bolt, and rad cap lockwiring are strongly encouraged if you plan to participate frequently. In addition an added safety measure includes changing coolant to distilled water. (just make sure you change back before winter hits!)
7. All riders will have a rider orientation. This will include a walk/drive around the track and orientation laps led by an experienced expert. The orientation will include instruction on how to enter and exit the track, and flag familiarization.
8. THERE WILL BE ABSOLUTELY NO PASSING IN THE TURNS. The rider will be given one warning and a second infraction will result in disqualification with no refund of fees.

The MRA reserves the right to cancel open track days for any reason.

Saturday Schedule

- 08:00 - Registration & Tech
- 09:00 - Track Walk
- 10:00 - Open Practice (Racers)
- 10:20 - Track day Session 1
- 10:40 - Track day Session 2
- 11:00 - Open Practice (Racers)
- 11:20 - Track day Session 1
- 11:40 - Track day Session 2
- 12:00 - Lunch
- 13:00 - Open Practice (Racers)
- 13:20 - Track day Session 1
- 13:40 - Track day Session 2
- 14:00 - Open Practice (Racers)
- 14:20 - Track day Session 1
- 14:40 - Track day Session 2
- 15:00 - Open Practice (Racers)
- 15:20 - Track day Session 1
- 15:40 - Track day Session 2
- 16:00 - Track Clean Up

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Trackday Experience

By Andy Jones



Like many riders I was very intimidated to take my street bike on to the racetrack. Especially after watching some races!! I thought either I was going to crash or make an ass out of myself. After constant poking and harassing from my friends, who are mostly the MRA executive/racers I decided to attend a trackday session.

I swapped my plastic over with a damaged set I had, removed the mirrors, headlight & taillight. Dropped my air pressure down to about 34psi front & rear and loaded my bike into my truck (could of rode it out there and removed the mirrors, taped the lights etc, but felt safer knowing I had a vehicle to haul the bike home in case I crashed).

The trackday committee were great; they split us into 2 groups, rookies & experienced. They took the rookies and walked us around the track pointing out the best line to take and valuable tips along the way. When I got back to the pits I felt much more comfortable. My group started out in single file and we followed an expert racer at about 60-80kph. He showed us the best line to take and it allowed us to get a feel for

the track. After the 1st lap the racer dropped back one spot and followed the first trackday rider. He then dropped back a rider each lap so he could watch us all. The pace picked up but was no worse than on the street. After the first session, back in the pits, the racer gave us all feedback, hints'n'tips to ensure we had a successful 2nd session.

Next time I went out I felt much more comfortable and confident! I safely got to experience lean angles and speeds I don't normally get to on the street!! The track was so clean with great traction that I didn't want to come in when they waved the flag.

After receiving some more coaching I had a great day and learned a lot. I only managed to attend one more trackday last year, but I plan to do as many as possible this year! All I can say to you is that you won't regret it and you'll meet some great new friends!

Hope to see you out there!

Andy Jones

2000 Suzuki GSX1300R Hayabusa

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2004 RACE RESULTS

2004 MRA Expert Total Points

Name (Expert)	SB #1	SB #2	600 SS	D 4 C	OPEN	LW	Total
#1 Myron Groening	111	142	119	144	136	0	533
#19 Allan O'Ray	104	107	128	107	79	0	525
#9 Peter Ens	100	103	0	98	109	0	410
#84 Mike Filipovic	90	100	0	109	110	0	409
#10 Larry Lage	73	58	78	71	79	0	359
#5 Rudy Epp	72	80	0	63	66	0	281
#73 Kyle Knutson	48	37	54	39	50	0	228
#7 Marc Jaeger	69	44	0	42	60	0	215
#74 Sheldon Chamberlin	50	24	71	11	54	0	210
#32 Craig Stieben	24	35	58	33	31	0	181
#97 Fred Marriot	10	0	0	10	12	0	32
#13 Kerry Shellenberg	18	0	0	10	0	0	28
#71 Karl Herzog	0	0	0	0	0	0	0
#27 Mark Stevens	0	0	0	0	0	0	0

2004 MRA Novice Total Points

Name (Novice)	SB #1	SB #2	600 SS	D 4 C	OPEN	LW	Total
#25 Dan Fyfe	147	139	0	144	137	0	567
#4 Travis Fredborg	109	105	130	109	106	0	559
#94 Aaron Skrabek	81	95	110	88	79	0	453
#43 Jason Morell	36	55	62	36	40	120	349
#22 Jeff Choma	75	51	0	80	88	0	294
#12 Steve Tiede	10	20	43	44	36	132	285
#21 Robert Enns	41	46	58	49	46	0	240
#3 Scott McCrea	35	50	67	35	47	0	234
#18 Doug Martens	36	28	49	26	30	87	232
#51 Chris Kuklik	47	45	52	43	43	0	230
#72 Lennon Harder	20	15	13	10	10	155	223
#17 Greg Moncrief	32	40	43	35	43	0	193
#57 Wilson High	16	5	73	19	14	57	184
#42 Rick Helms	9	16	21	10	11	51	118
#40 Colin Duncan	9	23	30	26	26	0	114
#41 Steve Kriellaars	23	18	0	20	23	0	84
#23 Cam Braaten	37	0	15	13	17	0	82
#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 Jeremy	6	0	0	5	0	0	11

Sunday Schedule

- 08:00 - Tech & Registration
- 09:00 - Rider's Meeting
- 09:15 - Open Practice
- 09:40 - Morning Track day
- 10:05 - Open Practice
- 10:25 - Break
- 10:45 - Lightweight # 1
- 11:10 - Sportsman # 1
- 11:35 - Lunch
- 12:35 - 10 Min Tire Scrub In
- 12:45 - Dash for Cash
- 13:10 - Sportsman #2
- 13:35 - 600 Super Sport
- 14:00 - Track day
- 14:25 - Super bike
- 14:50 - Lightweight #2
- 15:10 - Break
- 15:35 - **Freightliner Formula Extreme**
- 16:05 - Track day
- 16:30 - Open
- 16:55 - Track Clean Up
- 17:15 - Trophy Presentation

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KICKOFF 2005 *By Scott McCrea & Danny St. Jean*

Spring 2005, is it ever going to come? I sure hope so. I don't mind waiving to the snowmobilers when I go out for a ride but the tire takes so long to heat up. On the other hand I do appreciate the fact that it is hard to keep the front end down in 3rd gear. This added power might have something to do with the fact that air is pretty dense at minus 18. As myself and other die hards sat around watching the Daytona 200 races a few weeks ago we could not help but notice that our heart rates were rising and I won't mention who but some one was even making shifting motions while watching the racing.

But enough about that, let's take a look at the new 2005 race season at Gimli. This appears to be shaping up to be one of the best years in the recent past due to a combination of things. I am sure many of you are aware that the Gimli Motor sports park is under new management. Along with the new management is the development of a new relationship with the Winnipeg Sports Car Club. All great things take time so you will see subtle changes around the track this year with a lot more to come in the next few years.

The MRA has also undergone some changes for this year. As with all volunteer organizations members work really hard and make personal sacrifices for a number of years but over time look for new challenges. The MRA Executive and I am sure racers and track day riders from over the years would like to take this opportunity to say thank you to Craig Stieben, Char Birston, and Peter Enns.

With the departure of some leaves openings for other enthusiasts to bring their skills to the table. Marc Jaeger has taken a bit of a step back and will be assisting our new Executive with helpful insight. I am proud to introduce the following new **Executive Members**:

VP of Operations: Ron Demeduk
Director of Finance: Francisco Alvarado
Director of Public Relations: George Wai

Director of Registration and Scoring: Danny St. Jean
Director of Track Management: Warren Hilton
Director of Track-Days: Dan Fyfe

MRA Board Members to Date

Trackside Editor: Andy Jones
Website Representatives: Steve Kri & Ryan Weibe

At this years annual general meeting those in attendance voted on a new race structure i.e. the number of laps for each race. Six vastly different scenarios were proposed, but in the end the majority spoke and this is what they decided. The Superbike, 600SS and Freightliner Formula Extreme races will be 12 laps, while the Open, Dash for Cash and Light weight races will be 10 laps each. The 600 bikes now will have 56 laps, up from 44, and the litre bikes will have 44 laps opposed to 36 last year. The real racing deal lies with the Light Weight class that now has two dedicated races for a total of 66laps. With the addition of the second LW race they will be restricted from entering in the Superbike race. So everyone add a new skill to your repertoire "Tire management" it will make the difference.

While writing this article with our Director of Registration Danny we both realized what a great club we have and the potential is has for growth over the next few years. Racing must only be a few weeks away because I am having trouble going to sleep because I can't quit thinking about sitting on the Start/Finish line revving the bike and waiting for the flag to drop on May 15th.

The Manitoba Roadracing Association would just like to thank all our sponsors that made 2004 a great success. Without your support the MRA would not have been able to deliver such a quality motorcycle experience to its members. We greatly appreciate your sense of community involvement and support for Road Racing in Manitoba.



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