



Trackside!

Pre-season issue, 2003

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2003 Race Dates

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

The MRA would like to congratulate the following:

-Rui & Cheryl Oliviera on their new baby boy, born this past march!!

-Chris and Charlene Dale on their recent marriage!

The MRA Kicks off 2003 Race Season!

By Craig Stieben

An exiting season awaits fans of the Manitoba Roadracing Association. #1 Expert Champion Myron Groening once again defends his number one plate from a host of challengers. He'll likely face stiff opposition from the likes of Sheldon Chamberlain, Kyle Knutson, Marc Jaeger and a pack of up and coming expert racers in the likes of James Sheppard, Mike Filipovic, Paulette Ani and last season's Novice Champ Ryan Watson. Allan O'Ray will be making a return to expert racing since a wild crash in '98. Craig Crowter will make a few appearances on O'Ray's equipment as well. and seasoned vets like Paul Lie, Cam Douglas, Louis Beaudry and Ron Luik possibly dropping in for a few rounds, the action promises to be fast and furious! Out of action riders for this year include Peter Ens and Craig Stieben, but expect to see Rudy Epp, Kerry Shellenberg, and Sioux Narrows' Andreas Kottschoth don the leathers again for battle!



#1 Expert plate holder Myron Groening rails through Turn 3

In the Novice Class the action should be equally exciting as there is a host of new talent hitting the track. We expect to see local riders like Robert Enns, Trevor Catchpole, and Ken Goddard fly Manitoba flags against the likes of Saskatchewan's Cam Bratten, Kurtis West, and Miles Kasting. A whole brace

of riders from Ontario are expected as well including Larry Lage, Greg Dobinson and others unnamed! Kevin Spooner and Travis Fredborg are expected back as well as Corey Tymshyn and Tony Bagnulo.

2003 may be the best year yet!

MRA to race under the umbrella of CMA

By Craig Stieben

For the upcoming 2003 race season the MRA will be rejoining the Canadian Motorcycle Association, for the purposes of sanctioning and insurance. The reason for the change was precipitated by changes in the insurance marketplace that dic-

tated much higher fees from the previous carrier. As Canada's only National Association for motorcyclists the CMA's mission is to encourage and develop motorcycling for the benefit and enjoyment of its members. They were founded in 1946, and incorpo-

rated in 1957. Since 1950 they have been affiliated with the Federation Internationale Motocycliste (FIM) the world governing body. What this means for MRA racers is a nationally recognized license and membership in a body with a national voice.

Trackdays Return for 2003!

By Craig Crowter

"The lessons and technique shown by the instructors was eye opening. The performance capabilities of my bike could only be explored here. You won't be sorry you came out!"

- Any type of bike may participate
- Full instruction and riding tips are given to new riders
- Once orientation is complete, you ride the rest of the day at your own pace!
- MRA expert instructors are available throughout the day, encouraging you and answering any related questions.

The Manitoba Roadracing Association will continue its Open track day program for the 2003 season due in part to the overwhelming success from previous years.

This is a place where you can really understand and appreciate the limits your motorcycle was truly designed for. You cannot learn these limits on the street. This also is true for your own riding skills. We provide full instruction to every single rider who participates. This instruction includes; the safety and track procedures in which everyone must obey, and general rules such as no passing allowed in the corners. You are also given riding tips and training by pro level racers who instruct you throughout the day. Once the orientation is done, you ride the track at your own pace, were you can sharpen your skills without worrying about gravel on the road, or oncoming traffic.

You can participate with any type or brand of motorcycle. As long as the bike is running properly with no coolant or oil leaks, and the tires, brakes, and wear items are well within spec. The throttle must "self-return", and the kill switch must work. All bikes are subject to a technical inspection by MRA staff. Your riding apparel must also be approved by the MRA technical staff. Leather pants and jacket are highly recommended. A one piece or a two piece are fine. Kevlar riding jacket and pants will also be acceptable. You must have gloves that extend up your forearm covering the cuff of your jacket. Boots can be motorcycling specific, or a work boot that extends up, passed the cuff of your pants. Your helmet must be a Snell95 or newer certification. **All this gear you should already have for riding on the street!!!!!!** Because your safety and the safety of other riders is the most important aspect of our Open Trackday's, no new rider is allowed on the track without re-

ceiving the full orientation provided by the instructors. This ensures that all participants understand the rules and procedures.

We have seen all types and sizes of motorcycles participate, from the modern Yamaha's, Suzuki's, Honda's, Kawasaki's, to a few Ducati's and old Laverda's! We have had riders who are in their fifty's, to riders such as Lennon Stevens who is only 15 years old and participated in the trackdays to get his foot in the door for racing on his Dad's Yamaha RZ350.

Here are just a few comments the MRA has received from Trackday participants:

"The Open Trackday is the right environment with a great group of people to help you explore your limitations, and learn to become a better rider" **Kawasaki ZRX1200 rider**

"The lessons and technique shown by the instructors was eye opening. The performance capabilities of my bike could only be explored here. You won't be sorry you came out!" **Nick Meilleur-CBR600F4i rider**

"I was blown away at what it takes to really ride a motorcycle even close to what its capable of. I have a lot more respect for my bike now, and I find that I'm taking it a lot easier on the street because I now can go to the track and ride as fast as I want"

Suzuki GSXR750 rider

The MRA instructors have included:

Dave Fraser Began roadracing in 1980 with the MRA. He has competed at the Canadian and U.S national levels. He won several CCS championships in Brainerd MN, in addition to his MRA and CRA championships. He also competed at Daytona in the 750 Superbike race during the mid '80's and finished 6th. racing

much more potent machines, and some of the biggest names of the day.

Mark Stevens If it has an engine, he raced it, from snowmobiles, motocrossers, dirt trackers, ice racers, and roadracers. He began roadracing in 1983 in which he earned the MRA rookie of the year. He carried on to win the MRA championship in '85 on his Yamaha factory supported FZ750. Along with Dave Fraser, he raced against some of the best riders in Canada, including Steve Crevier, Ruben McMurter, Michelle Mercier, Just to name a few. He now rides a little RZ350, absolutely riling around the track. Lesser racers on big 600's and 750's still fear him on the little RZ.

Craig Crowter Began roadracing in 1994. Turned pro in 1999 competing at the regional and national level including MRA, CRA and CMRA. Won the MRA Open G.P championship and 600 Superbike championships in 1998, 3rd overall in 1999 with the 600 Superbike championship, and MRA second overall in 2000, riding 600 Supersport prepped machines.

2003 Open Trackday's are held in conjunction with the MRA races

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

Open Trackday will cost \$75.00 for the Saturday, with a reduced cost for Sunday.

Pre-Registering is highly recommended. Plenty of spots are available, but it is "first come first serve" basis. The Open Trackday Orientation Begins at 9:00am

Any Riders arriving late and missing the orientation will not be permitted to participate.

For more info or to register early, contact Craig Stieben or Charlene Birston at (204) 667-8661

Volunteers Needed!

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 road-racing. Just approach a member of the executive and let them know you'd like to help and we'll find a job for you!



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A brief Interview with 2002 Expert #1 plate holder Myron Groening

Interview with Myron Groening: The MRA's number one plate holder since 1995.

Myron it seems you've been around for a while, how long ago did you start roadracing with the MRA and what made you take up the sport? Police traffic tickets! I had purchased a bike that had been raced and decided to try it in 1990.

Can you shed a little light on what your plans are for this year? Type of bike that sort of thing. I plan to race a 2003 Yamaha R6, stay healthy, continue to race with the MRA and maybe do a trip west or south.

What are your expectations for this upcoming season? Hang near the front. Who do you feel will be your closest competition? Peter Ens,

*By Craig Stieben
Shane Butts and all the other frontrunners.*

Who would you name as heroes or influences to you? Kevin Schwantz and my grandfather Ed Groening.

What advice would you offer to those looking to getting started in racing and to those looking to improve?

(Continued on page 4)

Testing too many limits

Reprinted with permission

By James R. Davis

It's possible that I've mistitled this tip. Perhaps I should have called it: Testing Limits. On the other hand, since you're reading it it's possible that I titled it correctly after all. I want to express a personal concern here in such a strong manner that it gets some attention and at least causes my readers to think about the issues.

The MSF properly highlights the need to prepare for your rides. It goes so far as to describe three elements that need to be prepared: Your mind, your body and your machine. That works for me.

It then goes on to advise that one should know and ride within limits. And, again, it lists three such limits: Your skills, your machine and your envi-

ronment. While I agree in principle, I think one needs to go farther and relate this advice to the real world.

It seems to me that the intention of that advice is spot on, from a safety point of view, but it lacks reality from several other points of view. For example, before you learned to ride a motorcycle your motorcycle skills (limits) were trivial. Fol-

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

“And, if someone DIES as a result of that activity, then

EVERYONE IN THE GROUP SHOULD BE

**CHARGED WITH
MANSLAUGHTER.”**

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@mrassuperbike.ca

Editor: Craig Stieben

Craig Crowter's picks of the top 5 moments, good and bad, that has happened to our members over the past decade or so. I've only been around since '94 so please don't be mad if I left some out. I'm just filling in space here!!!

5. Paul Lies nasty exit off turn 2 deflating his tires on the rumble strip and sending him and his bike into a flopping pile of fiberglass and aluminum (I was behind him)

4. Cam Crash Douglas and his 3 crashes in one day! We could use an entire issue re-living these moments but I have no room!

3. Allan O'Ray's Attempt to conquer Cam's 3 in 1 crash day, but settling for cart wheeling his bike 8 to 10 times outside of turn two. His battery landed in turn 3! (I was behind him too)

2. Myron Groening beating Rod Fiddler in a legendary battle for the title in '95. He has yet to lose the title after the first one.

1. All the racers and fans who come out race after race, year after year, to help out anyway they can.

Buy a cost effective bike to start and expect to crash, after crashing buy better equipment. Those looking to improve hang it out there and hang in when things are not going well (work, family, money). Don't give up.

You've done some club racing internationally in Bermuda and CCS in the U.S. What was that like? *Interesting! In Bermuda there were some unique personalities and in CCS it was far more expensive, although there were more people to learn from.*

What do you feel has been your key to staying on top all this time? *Quite simply, hanging it out when it was required.*

Thanks a lot for your time Myron. Your welcome.



Following the advice to the letter would preclude ever taking a motorcycle rider class.

To grow, by definition, one must test (at least stress) limits. That does not mean 'stepping over the line'. Rather, it means putting your toes over that line. To learn great skills at anything involves a process of pushing the limit line farther and farther ahead of you. Push it too fast and you might not survive for the next lesson.

Next, the three limits described are not isolated and well defined absolutes. You may be able to scrape your pegs on a certain curve, using a familiar motorcycle, but change the motorcycle

or try it on an unfamiliar curve and your skill limit is probably breached. Said differently, limits are interdependent, not independent.

Because these limits are all functions of each other, a rational person who wants to grow (stretch his limits) must control all those that he is not trying to stretch. One does not, for example, decide to see how far over he can lean in a curve by mounting an unfamiliar motorcycle

and aiming it at a blind curve that he has never ridden on before.

Learning to ride motorcycles in the MSF: RSS course is an excellent example of this. They provide known quality motorcycles, on a known quality range, with known quality instructors, using a known and well-tested curriculum. The only thing that is going to be variable is the individual student's experience. Those students, in

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turn, are expected to grow their personal skill limits. But motorcycle and environmental limits are not allowed to change. This makes enormous sense to me.

While I absolutely agree that motorcyclists must know their own skill limits, the limits of their motorcycles, and the limits of their riding environment, I would argue that until a motorcyclist personally feels that he is 'good enough' to satisfy whatever personal needs he has, he should feel perfectly free to put his toes over ONE limit at a time in order to grow.

And, to think that there are only three limits to be concerned about is silly. I would argue that at least one more is profoundly important: the LAW.

The title of this article is Road Racing, not limits. So, what's the message here?

I know a man who has exceptionally fine motorcycle skills, his motorcycle is of the highest quality and is well maintained, and he tends to ride on the best surfaces possi-

tions, always well in excess of posted speed limits. Sometimes he swaps motorcycles with a buddy to see how another bike 'feels', and, occasionally, after a beer or two.

If you agree with me that limits include at least self, motorcycle, environment and law, and if you agree with me that if you test limits you should restrict that testing to only one limit at a time, then you have to wonder how this guy survives at all. (Indeed, maybe you already know why so many of them do not.)

So there is no mistaking what I think, try this one on for size: If a group (two or more) of road racers take on

unfamiliar roads at speeds far in excess of the speed limit, pushing their skill limits and competing with one another, the entire group is obviously testing too many limits.

And, if someone DIES as a result of that activity, then EVERYONE IN THE GROUP SHOULD BE CHARGED WITH MANSLAUGHTER.

The only place motorcyclists should

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ble (meaning, among other things, that he avoids rain when he rides.) This is a man who routinely challenges himself, his motorcycle and his environment ALL AT THE SAME TIME! And, almost by definition, he challenges the law while challenging all the rest of those limits. He considers himself to be a Road Racer.

And he's not alone. He travels with and COM-PETES AGAINST half a dozen other Road Racers. Always on public roads - often roads he has never ridden before. Always in uncontrolled condi-

compete is on a racecourse. Road racing is not 'growth'. It's reckless endangerment. And, yes, it's a self-correcting problem as well.

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