

# THE



# INSIDER



Photo by Jonah / momentumpphoto.net

## The President's Report.

From The Desk of Dawn Olsen, aka: CRA Kitty

We did it! Whew! The 2008 season has come to an end with the only things left to do are talk smack about the season, enjoy the banquet, and get ready for an even better 2009! We concluded our season in high style as we were the first competitors on the new competition course in Brainerd. I think everyone agrees the track is challenging to race and a wonderful venue for spectating! Everyone had a part in making the weekend a success. Thanks to BIR owner **Jed Copham** for delivering on the safety improvements we recommended. I don't know any other track that would have done everything we asked for like Jed did. Thanks to racers who were flexible and patient as we tried different things-especially the victims of our black flag testing! The workers were amazing. Corner staff who learned new stations and how to cover them; Tech, who could have used more light; Race Registration could have made a fortune if there was a mini-donut machine inside their trailer; and Race Control who got to be in the 'white box that rocks' (a fish house perched on top of a semi). The best compliment I had on Sunday night was when I was told the September weekend seemed like every other. We held our annual trophy presentation and club dinner (tacos=yum!) followed by the CRA fire by the new bridge. It was great seeing everyone get to know each other, sing, and pat each other on the back.

Looking ahead, the next thing on the CRA calendar is the Rules Committee meetings. These meetings will be held Wednesday, October 22 and Wednesday, October 29 (the last two Wednesdays in October) at the Fuddruckers on 394 in Golden Valley. Start time is 7pm. If you'd like to propose a rule change, come to the rules meetings and get the process started.

The annual CRA banquet will be held on Saturday, Nov 1 at the Tri County Legion in New Brighton. We will have dinner, awards and a silent auction benefitting the Red Flag Fund. \$15 per person advance tickets, \$20 per person at the door. See inside the newsletter for more information.

The election is going on right now, with ballots due midnight October 17, 2008. This is an important way to give back to your club-by voting. Candidates are **Aaron Anderson, Mark Fisk, Dan Bowden, Bruce Holmstrom** and **Marc Chiodo**.

Thanks to everyone who made our 2008 season so memorable, and thank you to everyone for their dedication to our club.

Ride Safe - **Kitty**

## Upcoming Events:

Oct 7th	Membership Meeting	7:30 pm	Richfield VFW
Oct 17th	CRA Election Voting Closes	Midnight	
Oct 22nd	Rules Forum	7 pm	Golden Valley Fuddruckers
Oct 29th	Rules Forum	7 pm	Golden Valley Fuddruckers
Nov 1st	CRA Awards Banquet	5 pm	Tri-City American Legion

## The CRA Board Of Directors:

**PRESIDENT - Dawn Olsen**  
**e-mail:** crakitty@gmail.com  
**phone:** 952-270-8597

**VICE PRESIDENT - Dustin Jagusch**  
**e-mail:** djagusch@yahoo.com  
**phone:** 651-983-8520

**SECRETARY - Mark Dargis**  
**e-mail:** mdargis@charter.net  
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**TREASURER - Chris Lewis**  
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**MEMBERSHIP - Jason Lanigan**  
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**phone:** 651-336-3979

**WORKER LIAISON - Dave Hoff**  
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**NEWSLETTER EDITOR - Kathie Lanigan**  
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## The 2008 CRA Banquet.

### November 1, 2008 @ 5:00pm

5:00-6:00pm Registration  
 and Cocktail Hour  
 5:00-Approx 9:30pm Silent Auction  
 6:00-7:45pm Dinner  
 8:00pm Awards Ceremony

### Location

Tri-City American Legion  
 400 Old Hwy 8, New Brighton MN

### Tri-City Legion will be catering the following menu:

Baked Chicken  
 Carved Beef  
 Mashed Potatoes  
 Corn  
 Salad

### Hotel Information:

Radisson Hotel Roseville  
 2540 Cleveland Ave N, Roseville MN  
 #(651) 636-4567

Four Points Sheraton  
 1330 Industrial Blvd, Minneapolis MN  
 #(612) 331-1900

### Registration

Pre-registration \$15.00  
 RSVP by Oct 27th  
 \$20.00 At the door  
 Send Registration Form and checks payable to CRA to:  
 Central Roadracing Association  
 Attn. 2008 Banquet  
 2845 Harriet Ave. So., Suite 203  
 Minneapolis, MN 55408

## CRA Banquet Registration Form:

**Name:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Number Attending:** \_\_\_\_\_

**Amount Enclosed:** \_\_\_\_\_

RSVP by Oct 27th Make Checks payable to CRA

## Silent Auction at the Banquet.



Photo by Jonah / momentumphoto.net

We will be heading up the annual Silent Auction held during our banquet. Again this year the proceeds will go to The Red Flag Fund. [www.redflagfund.org](http://www.redflagfund.org) The Red Flag Fund is an organization that provides financial support and assistance to road racers throughout the United States who are seriously injured during competition.

If you have anything to donate for the auction, please contact **Mark Dargis** either by email: [mdargis@charter.net](mailto:mdargis@charter.net) or phone: **612-867-8185**.

We can accept all types of donations: gift certificates, admission tickets, apparel, decals, subscriptions, race gear, parts, tools, items for the home, products girls would like, the sky is the limit. If you work for a company that you think may donate something - please get in touch with me. Or, do you personally have a service you do that you can offer a gift certificate for? How about any extra new parts laying around that you don't need anymore?

All donations are tax deductible as The Red Flag Fund is a non-profit organization. We can take donations right up until the banquet, but I will need to know if you are bringing something so I can make up the paperwork before-hand.

We will also be having a Gift Card Drive for Scott Kieliszewski's family at the CRA banquet. Rather than ask people to bring items, a gift card or cash is easier - not only for the donors, but it is equally helpful to the family. This will be separate from the Silent Auction, which will benefit the Red Flag Fund. The florist who did the casket spray will be donating a couple floral arrangements for the banquet, and we'll have silent auction for them, with the money going to Lisa and the girls. Please bring gift cards of ANY denomination (no donation is too small!) to the banquet. Ideas are Holiday or Super America gas cards, Cub, Target, Walmart, Applebees, etc.

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# CRA Election

It's Election Time. We have five candidates running for the CRA Board of Directors. There are only three open positions, so your vote is important. The five candidates are: Aaron Anderson, Dan Bowden, Marc Chiodo, Mark Fisk and Bruce Holmstrom.

Ballots have been mailed out to each paid member. They will need to be returned by October 17th at midnight. This year you can vote by fax, mail or hand deliver your ballot to a membership meeting. Check your ballot for more details or contact Mark Dargis, CRA Secretary, with any questions.

Candidate Bios  
(in alphabetical order)



Photos by Chelsea J of momentumphoto.net

## Aaron Anderson, #225 E

1. Tell us a little bit about yourself.

I was born in Duluth MN where I spent the majority of my childhood. After graduating from Cloquet High School I attended Moorhead State University where I obtained a business degree specializing in industrial distribution. Since that time I have been an account manager for a large industrial supply house and also a territory manager for Carrier residential and commercial equipment. I now oversee a variety of residential properties for Christopherson Properties.

2. How long have you been involved with the club and to what capacity?

2008 was my third year with the club as a racer.

3. What assets would you bring to the CRA Board of Directors?

My educational background is in business, and I have spent the last 8 years

in competitive business environments. My current position requires me to deal effectively with a wide cross section of the populus.

4. If elected, what goals would you work towards over the next year and how would you effectively implement them?

My goal would be to enable the club to achieve sustainable growth while providing a safe and fun environment to compete in.

5. What vision do you have for the CRA in the long-term? If elected, how will you effectively lead the organization to that vision?

I would like to see more people involved with the club. I think if we foster an environments where people are comfortable speaking their mind on issues it can only help the club.

6. Why do you want to become a Board of Director?

I admire and thank the people who have contributed countless hours since the conception of this club. I would like to offer my abilities so the the CRA can continue to move forward in a positive direction.



## Dan Bowden, #60 E

1. Tell us a little bit about yourself.

Originally from Indiana, I've been in the Twin Cities for 12 years now. I am currently employed by Fluke selling thermal imagers for industrial applications.

2. How long have you been involved with the club and to what capacity?

I did my first track day in late 2004 and the hook was set. I've run novice lightweight for two years, expert lightweight for one and am currently

duking it out in middleweight this year. I've spent some time working corners and have worked in Tech this year.

3. What assets would you bring to the CRA Board of Directors?

Some qualities that would make me an effective board member are my ability to communicate, my diplomatic nature and my passion for racing.

4. If elected, what goals would you work towards over the next year and how would you effectively implement them?

If elected I plan to gain a better understanding of the current challenges that the club faces and help craft and implement the most effective solutions to those challenges.

5. What vision do you have for the CRA in the long-term? If elected, how will you effectively lead the organization to that vision?

I would like to see the club continue to grow at a healthy rate by offering an affordable and exciting racing experience. I also feel it is very important that we continue to teach the newer members about the opportunities to serve the club so we can continue to thrive as an organization.

6. Why do you want to become a Board of Director?

I would like to be a board member because I feel the I can give back to the club that has given me so much.



photo supplied by Marc Chiodo

**Marc Chiodo, #32 E**

1. Tell us a little bit about yourself.

I have roadraced since 1985. I got started when **Kevin Rentzell's** little brother fixed a bike for me that was damaged by a moving company and I

saw his race bike in the shop in Chattanooga and started asking questions. That was the 1st year the GSXR's came out. I bought one and showed up at Road Atlanta at a WERA event.

2. How long have you been involved with the club and to what capacity?

I joined the CRA in 1989. I am a 2-time #1 plate ('95 & '96), 1-time #2 plate ('94), several class championships (lost count).

I have been on the board for 4 full terms and most of another, 9 1/2 + years. During that time I have been: President, Vice President, Secretary, At Large (membership director - when it was a board position).

Work experience: front gate, race registration, corner worker, chief riding instructor, tech inspector, announcer, paddock marshal, garage marshal, gas pump jockey, worker lunches, rules committee chair, banquet committee, white one (tower).

3. What assets would you bring to the CRA Board of Directors?

The experience gained by doing all of the items in question 2.

4. If elected, what goals would you work towards over the next year and how would you effectively implement them?

Increase spectators by advertising through free or mostly free venues like we did in the 90's, which will bring in more revenue and help steady or possibly lower rider fees. Increase rider membership as best we can by treating them like the paying customers they are and doing a better job of keeping them around.

5. What vision do you have for the CRA in the long-term? If elected, how will you effectively lead the organization to that vision?

Survival. Tough economic times aren't going to help our participation and the only way the club survives is through participation.

Using the experience gained by surviving a CCS takeover attempt in the 90's and guiding the club through the turmoil of track ownership changes during that time.

6. Why do you want to become a Board of Director?

I don't. But I have been showing up to race more often and I have a different view of how some things have been handled and think I can do better. I will certainly push to do some things differently. I am only one vote on the board, but we'll see how it goes.



**Mark Fisk**

Mark was introduced to the CRA by **Jeff Jordan** (Operational Race Steward). He began working corners during the 2007 season and has worked every race weekend including all Fridays ever since. Mark began CIT (Captain in Training) as the 2008 season opened and was made full captain by the F&C Chiefs during the last race weekend of the year.

Mark's professional experience as an IT Project Management Manager for Wells Fargo crosses over his commitment and dedication to organization, efficiency, and professionalism at the track and on his corner. He is also Vice President and part owner of a successful S-Corporation that provides logistics for major wholesale sales organizations and large retailers such as Target and Universal Direct.

Having established successful backgrounds personnel management, technology, and business operations, he seeks to leverage that experience for the benefit of the CRA as member of the Board of Directors.



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**Bruce Holmstrom, #29 E**

1. Tell us a little bit about yourself.

I was born in Minneapolis in 1955 (You can do the math on that one, I'm pretending not to notice my age) I'm a Vietnam era vet (Marine Corps) and I can't remember for sure how many different states I've lived in. I do know this is the last one though because **Diana** says if I move again it will be without her. I don't believe her but I've decided to take the hint. Diana and I live in Robbinsdale in the house she grew up in.

2. How long have you been involved with the club and to what capacity?

I have a hat from when I worked a corner in the 2004 Endurance event. At my age you need those little mementos to remind you what you were doing a few years back ;) I'm pretty sure that was when I started racing with the club. Since then for me it's been racing and occasionally working corners when I had an uncooperative bike. I'm not sure but is political gadfly a position in the club?

3. What assets would you bring to the CRA Board of Directors?

I currently work as a Tech and Manager for THE major electronics retailer in the country. I have the spare time needed for the position and I have ideas I'd like to see implemented. I've been making a pretty constant stream of suggestions over the years some of which have been adopted and some of which weren't for whatever reason, however I'm not the kind of person that gives up easily and I have the patience to approach an issue from a different angle if necessary. I understand the necessity of teamwork in any organization. I'm also told I have an obscure? sense of humor. If you figure out what that means let me know ;)

4. If elected, what goals would you work towards over the next year and how would you effectively implement them?

I posted a marketing plan that I have been trying for a few years to get someone to talk about in the forum. It's a bit too long to include here but that would be the agenda I have. In my opinion the best way to accomplish things is Patience, Hard work and Creating a sense of team among the people that you work with. In the end you have to be willing to carry your end of the log.

5. What vision do you have for the CRA in the long-term? If elected, how will you effectively lead the organization to that vision?

I have several issues with the current condition of the club that I would like to see addressed. It isn't someone's fault it just is what it is.

a) Generally speaking except for one horrendous year the financial condition of the club is what I would term adequate. I would be alot! more comfortable if the club was in a position to handle a "perfect storm" without serious disruption. Sometimes you do get a hurricane...the club has an extremely proud and long history and I'd like to see that continue into the foreseeable future.

b) The owner of BIR seems like a really nice guy and BIR is a tremendous racetrack however he is also a business man. In the end counting on BIR as a business entity to never change its policies etc seems like a stretch. Today if BIR chose to give us no access to the track the club is gone. I sincerely think we need to develop the financial resources and the contacts to race at other tracks.

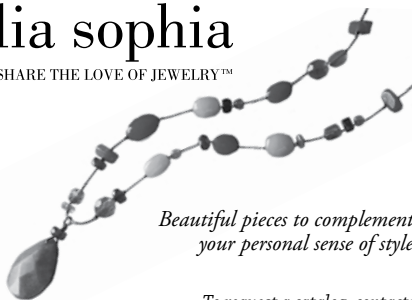
c) I remember working the corner in the 2004 endurance race and the hot pits were completely full from end to end. I have never seen the pits that full again. In business there is an axiom that says if you aren't growing you're dying. I'd like to see us grow.

6. Why do you want to become a Board of Director?

There was a discussion we were having on the forum one year and I compared the club to a family business. I said something to the effect that sometimes you have to be brother or sister when the family business needs help. I'm just stepping up to work for the family business that has given Diana and I untold wealth in life experiences that can't be duplicated anywhere else.

**lia sophia**

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## Racer of the Month: Gabe Blevins #620



photos supplied by Gabe Blevins

I'm 37 years old and having one of the best summers of my life racing with the CRA. This racing community is truly awesome and I'm honored to be a part of it. I've met a lot of great people and when I'm not at the track, I'm thinking about how much I can't wait to get back there and share some priceless memories with some great people.

I got my racing license in 2005 and raced a couple of times in '05, and '06. It wasn't much but was enough to get me hooked. I got married to my amazing wife **Kim** last year and was not able to race at all. It was well worth it because we had an incredible honeymoon that consisted of trailering our bikes to the MotoGP at Laguna, and spending two weeks riding incredible roads, staying in great hotels, eating wonderful food, and seeing lots of beautiful sites.

I was able to put in a full season for the first time this year so I decided to go all out. I started a team and partnered with some great sponsors. I set some goals for myself that I have already far exceeded. I wanted to earn my expert plates so I need to finish in the top 30% of my class for the season. I am very happy to say that right now, I'm leading the Ultralightweight championship, and I'm in the top 10 in overall points! I can't believe how things have come together and feel like I couldn't ask for a better season.

The Ultralight class is so much fun and I really enjoy the company of my competitors both off the track, and battling with them corner by corner. A truly classy bunch that I'm honored to compete with.

I helped **Mark Miller** with the new rider's class in July and really enjoyed it. I enjoy teaching and helping others so I would like to explore the options of some type of teaching or coaching role eventually. I've had several people help me and just want to pass it on. It's hard for me to just sit back and not get involved with more. I've even tossed around the idea of getting involved

with the CRA on a BOD level someday. From what I've experienced, it is a great organization run by dedicated folks who are very passionate about what they do.

Other things about me...I work in Research and Development at Donaldson Co. Inc. (where I daydream all day about racing). I have two beautiful children, and a wonderful supportive wife who is a huge race fan too. I've been riding for about 18 years and started doing trackdays only a couple of years before I started racing. Wow, was I ever missing out on a lot!

I'm active in the local bike scene. My wife and I organized a monthly Italian bike gathering, and she is working on starting a Minnesota Ducati owner's club. I've spent many hours over the years at the usual biker hangouts like Bob's, Betty's, Dulonon, etc. That's enough about me. Feel free to stop by my pit anytime if anyone needs anything, or you just want to hang out. And if it's after the last checkered, I'll offer you a drink and share some stories!

I want to thank those that make this all possible for me. My wonderful family especially my amazing wife, my enthusiastic team who I consider my good friends, Mark Miller and **Tony Peterson** for their priceless wisdom and giving me reality checks when I come up with my crazy ideas, my competitors especially **Ward** who push me and make fighting corner to corner so much fun, and my sponsors: Prostar Sortgage, Studio299, American Auto Body, MotoPrimo, Panolin, Cars R Coffins, Chickenhawk, Caztek and Zero Gravity. And last but certainly not least, all of the CRA staff and corner workers. Without you, we could not do this!

- **Gabriel Blevins #620**



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## Worker of the Month: Brian O'Neill

We all know it takes a lot of hard work and effort to work a corner for the CRA, and even more to be a captain, up to the point where it starts to take over your life and you can't imagine not doing it anymore. For one Corner Captain and CRA Worker of the Month, **Brian O'Neill**, that's exactly the case.

Brian, who grew up in Fridley, Minn., saw his first race at BIR in 1968—when it was still Donnybrooke—with his dad when he was 10 years old. He went camping at Turn 3 with his friends in the 70s. There were times when the action at the “mud hole” would be as interesting as the races. “It would get kind of wild at times,” he said. He found out about the CRA, and bought a road bike in 1980. He then decided he wanted to give racing a try. “I worked a couple races and got my bike ready. I think it was 1981 when I had my one race weekend,” said Brian. “At that time, a new rider would have a duct tape ‘X’ on his back. I think it was just a target for the experienced riders to practice their passing technique.”

Brian ended up with a DNF mechanical for his one and only race that weekend and a need for a new pair of boots. “As my bike was pretty much stock, it had pretty low foot pegs and I wore through to the edges of my boots. I could see my socks. I had to go to K-mart in Brainerd and buy a pair of leather work boots to use the next day,” he said.

After taking a long break from BIR and the CRA, he saw a flyer for the CRA at a bike shop in 2001 and took his family to watch a race. The race helped Brian decide to go work again. “It had been a long time, and I had forgotten anything I had learned about working, but it felt good to be back at the track,” said Brian.

He began to volunteer more and more each year and in 2006, he was made a corner captain. “I enjoy being part of such a skilled and committed group,” he said.

Soon enough, he began to bring his family up with him for the race weekends and they started to get involved and volunteer for the CRA. “My kids are corner workers also. Sometimes it's an all O'Neill corner, with me as captain, and **Donna** and **Matt**, my crew,” Brian said.

These days, Brian seldom misses a race weekend, and looks forward to every one of them. His days of simply watching the races as a spectator are over, but he has many ahead of him as a worker. “I can't imagine going to BIR and not working a race,” he said. “I gotta be on the hot side of the fence.”

- Donna O'Neill

## Formula 40



Photos by Chelsea J of momentumphoto.net

**Mark Dargis** won the Formula 40 and a steward did do an ID check at the end of the race to verify that it was indeed Mark Dargis. They also attempted to impound the bike. A victory lap was offered but declined. We figured after going as fast as he did for such a long time that 1) he was cramping 2) he was just plain old scared of the power of a bike from this century... :)

- **David Hoff**

## Congrats New Rider Champion: Jason Mack #708



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## Where Are They Now?



### Bike History:

Jason Jenkins #601 2001-2002  
Mark Miller #88 2002-2005  
Bruce Holmstrom #29 2006-2007  
Kevin Hook - current owner

I bought it from a CMRA Expert in Dallas, TX; I don't remember his name. I had decided half way through my first season as an amateur, that I wanted to race a lightweight along with my GSXR-600. I found a race ready SV650 that seemed to be a great deal on the CCS boards; wheeled, dealed, and droooooove. I drove all night long from Clarion, IA to Dallas (12-13 hours) and met the guy in the early morning at his home. I took the bike for a test ride around his neighborhood, but I didn't really learn much at that time. I was dazed from the long trip and had never ridden GP shift before... I'm cruising around dallas at 35 mph in 6th wondering why this thing is such a dog! Eventually I figured it out and made it back to the guy's house, but I never found neutral, I just left it in gear and hit the kill switch.

Then it was time to hit the road for home. I stopped for an hour nap in kansas, but other than that it was a straight through trip. The first thing I did to the bike when I got home was switch it back to conventional shift pattern.

I raced the bike the remainder of the 2001 season and again in 2002 when I became an Expert. **Chad Bakkenne**, **Dan Peters**, and I raced the bike in the 2002 5 hour.

My fastest times on that bike are a 1:52.xx at BIR and a 1:37.xx at MAM in Iowa. Oh, and I think I've crashed it 3 times in one weekend before; MAM, 2002. Hard to remember, I hit my head alot.

Thanks,  
Jenks



I bought it in 2003 and raced it along side my GS500. I raced it 03, 04, and 05. Bruce bought it in the 05 off-season, and Kevin bought it from him at the end of 07.

While I had it I the engine was rebuilt and upgraded twice, and the suspension was upgraded.

- **Mark Miller**

I purchased it from Bruce early spring. I never got the chance to race it this year.

- **Kevin Hook**

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## Big Love For The Little Bikes!!



Photo by Chelsea J of momentumphoto.net

Once again some of the fiercest racing in the CRA was carried out with the littlest bikes. The Ultralight (UL) Class is the smallest but they still get attention from the sponsors and fans. **JenSpeed Motorsports** ([www.jenspeed.com](http://www.jenspeed.com)) and **Sage Homes** ([www.mysagehome.com](http://www.mysagehome.com), Plymouth MN) once again paid contingency money to the top UL finishers. This class is by far the best place to learn your racecraft and get up to speed, with limited horsepower on tap you have to treat every MPH of corner speed as a precious commodity.

Everyone who races in UL is eligible for the contingency money, unless of course your last name is Jensen. All that is needed is to run the stickers (available in Tech), sign the forms (thnx to **Chad** for making this easier), and list us as sponsors.

This year the big winner was **Gabe Blevins**, #620N, who took home an unprecedented \$550. The money is paid out over first through third; \$75 for 1st, \$50 for 2nd, \$25 for 3rd. Other winners who took home some cash were **Aaron Collins** and **Pete Monson**. Remember, all you have to do is sign up and run the stickers, we pay novice and expert in ULSS, ULSB, and ULGP. The next step is to beat my wife (Jennifer Jensen, 383N) and !! Get out there on your UL's and win some money!!

- Paul Jensen, 888E



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## Season Review



I can't believe the 2008 CRA season is over. This season I came in with high expectations. Wanting to finish in the top 10 in points and get on a podium, but unfortunately this season was like a rollercoaster ride. Seems like I had one successful weekend and then one awful weekend and the process would repeat itself. My best finish was a fourth during the HWGP race in May, and I think I finished in the top 20 in points.

**MAY:** the weekend started off freezing my ass off in garage A. I sat in my car most of the day and drove around with **Jeremy Schmit** just to stay warm. Saturday rolls around and we finally got some good weather. I felt awful on the bike because I haven't ridden the thing since September of 07. I was doing 2 minutes all throughout practice and during the first race. I didn't know how to brake or corner until Jeremy Schmit #557 passed me. I was like man, I let him beat me once last year and I'm not going to let him beat me again this year. I put the hammer down and we drag raced the straight while almost touching elbows. He led into T1 but I flew by him entering T2. That was the last time I saw him in front of me. As the weekend went on I had gotten faster and faster and I was battling with **Phil Batzlaff** #45 for the rest of the weekend. I think my best lap time during this weekend was a sub 53s.

**JUNE:** Monsoon had rolled in Thursday night. It felt like someone had poured a bucket of water of the sky and the wind was crazy. People who had pitched their tents no longer had a tent to sleep in the rest of the weekend. I had a great practice on Friday and everything felt good. I was super nervous for the race on Saturday, because I really want to run with the front runner and knew I was capable of it. For the MWSS race, off the start I was hanging a little bit with the lead pack. I was on **John Wolff's** #777 rear end for a lap and a half. I attempted to pass him on the outside of T2 but he shut the door on me. A few turns later **Jayme Schmit** #556 got by me in T4, and I began to hunt him down to find a way to get pass him. I was on his rear end out of T8 and he hi-sided in the middle of the track. I had a big

oh shit moment and not knowing where I should go. His bike was sliding in one direction and his body was practically lying in the middle of the track. I choose to go left and his bike kept sliding in my direction. Next thing I know I was doing gymnastics in mid air. The front end was destroyed and broke just about everything you can name on the bike. I tore my meniscus in my right knee that I'll get repaired in October.

**JULY:** it was a very hot weekend. I also caught a cold right before the weekend. The double sprint was definitely difficult thing to do. I entered 12 races, but I was only able to complete 9. I sat in my chair all weekend and was practically sleeping after each race because I was so dehydrated and sleepy. I was very happy to have **Brian Chen** #65 pitting right next to me. He helped me out with everything. I don't think I would have made it through the weekend without his help. I had a great weekend battling with **Jake Angfang** #92 on Saturday. Seemed like every lap we would swap position from one corner to the next. I cramped up really bad on a warm up lap during the MWGP race. I couldn't feel my legs and I thought I was going to crash because I couldn't turn the bike anymore. I tried to stand up and stretch it out but that wasn't working. I pulled off and tried to rehydrate myself and get myself ready for the HWGP race.



On Sunday I was only able to complete 4 races. I was over heating hardcore on the warm up lap during the MWGP race. I later found out that my fan cut my radiator. My best from the weekend was when I pulled a last lap T10 pass on Jake and **Jim Wiles** #400, and when I was chasing down **Josh Jones** #100 during Sunday's MWSS race when I had my best lap on the big course 1:50.9.

**AUGUST:** Here's when the rollercoaster ride beginning again. Everything was going really smooth during Friday practice until the last session when I was trying to see if I can hit a 1:50 again. My luck ended right there when I low-sided in T8. I went in super fast in T7 and the front washed away right away when I flicked it back to the right. After the crash I spent all of Friday trying to get the bike back together to get it ready for Saturday. I had to buy new forks from **Kyle 2K** because one of the fork legs were bent. Brian Chen #65 and **Derrick Gallion** #999 stayed up all night with me to get my bike ready to roll. **Tony Peterson** #14 got my springs out of my forks and installed them into the new ones.

My first race on Saturday was awful. I had a horrible start and dropped to the back of the field right away. I was trying to get back up to speed, but I

had a horrible feeling with my front end during T2 and under braking. The thing was like a death machine. After the race I realized my steering stem bolt was not tight all the way. I finally got things going during the last race on Sunday HWGP. I had an awesome battle with **Mike Smith #31** and **Adam Shaddrick #81**. The most memorable move during that race is when Smith passed me on the inside and Shaddrick try to pass me on the outside of T3. I used my HP to my advantage to pass Smith back on the straight. It was one of my most memorable races of the year.

**SEPTEMBER:** the short course threw the whole HP thing out of the equitation. I can't use my HP advantage anymore on Smith haha. At first I really, really hated this track. Nothing was flowing right and I couldn't get things down to the way I want, but as the weekend went on I felt really good about this track. My lap times continue to drop throughout the weekend and I did my first Trophy Dash on this track. I hit a brick wall on lap 10 or 11. I was doing 49s majority of the race and then I was doing 52s, and the last lap I did a 55. I couldn't feel my legs and shoulders anymore. Every time I would flick it left in the kink I would have to hit the brakes to flick the bike over. After the race, I got off the bike and flopped straight to the ground. I couldn't feel a thing in my body anymore. I really started to like this track because the original T1 is gone.

I had a great weekend overall. **Mark Nelson** gave me a few pointers when he was watching me. I took what he said and used it during the HWGP race. It's amazing how much more aggressive I got during the last race. I was accelerating harder out of the corners and being more aggressive on the passes. Pulled an inside move in the carousel for the first time. Highlights of the weekend were that I wasn't involved with any of the crashes. I saw (TD) Wolff #777 low side in T6 and Jones #100 almost ran him over, MWSB **Erik Devaan #469** hi-sided right in front of me exiting out of T13, MWGP Batzloff #45 and **Todd Cole #120** bang together entering T10, and Smith #31 almost ran Batzloff over. Pitting outside for the first time wasn't so bad. My pit mates were great, **TEAM HOFF**. Thank you CRA for working so hard on this weekend

I wanted to say **THANK YOU** for my sponsors and tuners who helped me out this season. **Steve Anderson** at Bobby and Steve's Auto World, **Kyle Knutson** at 2K Motorsports, **Stacy Peterson** at Studio299.com, **Tony Peterson** at MotoPrimo, **Rob Oliva** at Lithium Motorsports, **John Wolff** at Wolff Motorsports, **Tom Mason** with Michelin Tires, **Jason Bryant** at St. Boni Motorsports and **Steve Bauman** at Ridingcourse.com.

**THANK YOU** to those individuals that I pitted with and those who helped me with my bike when it was all beat up. TEAM DNH RACING, **Brian Chen #65**, **Derrick Gallion #999**, **Michael Smith #31**, **Phil Batzloff #45**, **Adam Shaddrick #81**, **Kyle Knutson #93**, **Scott Christopher #666**, **Jesse Nelson**, **John Wolff #777**, **Tucker Dally #309**, **Rob Pretts #3**, and to everyone else I forgot.

**Jonah** and **Chelsea** at momentumphoto.net for taking great pictures at DCTC and BIR

Thank you CRA for holding 5 great weekends this year and to all the corner workers who worked really hard every weekend.

SEE EVERYONE AT THE BANQUET.

- **Jason Cheng #223** Cheng's Dynasty will live on in 2009

# DNH

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# The New Competition Course.



Overall we had a very good first event at a new facility. I'd give huge praise to all the workers in the different specialties. All of them were working in different facilities from tech to race control to the new corner stations to T&S to the front gate and others I haven't thought of. Yet everything ran smoothly with no drama that I saw. Grids were posted, races started, races ended, results were posted. A few adjustments were made as needed along the way. To make it look that effortless took a huge amount of planning and effort on the workers part.

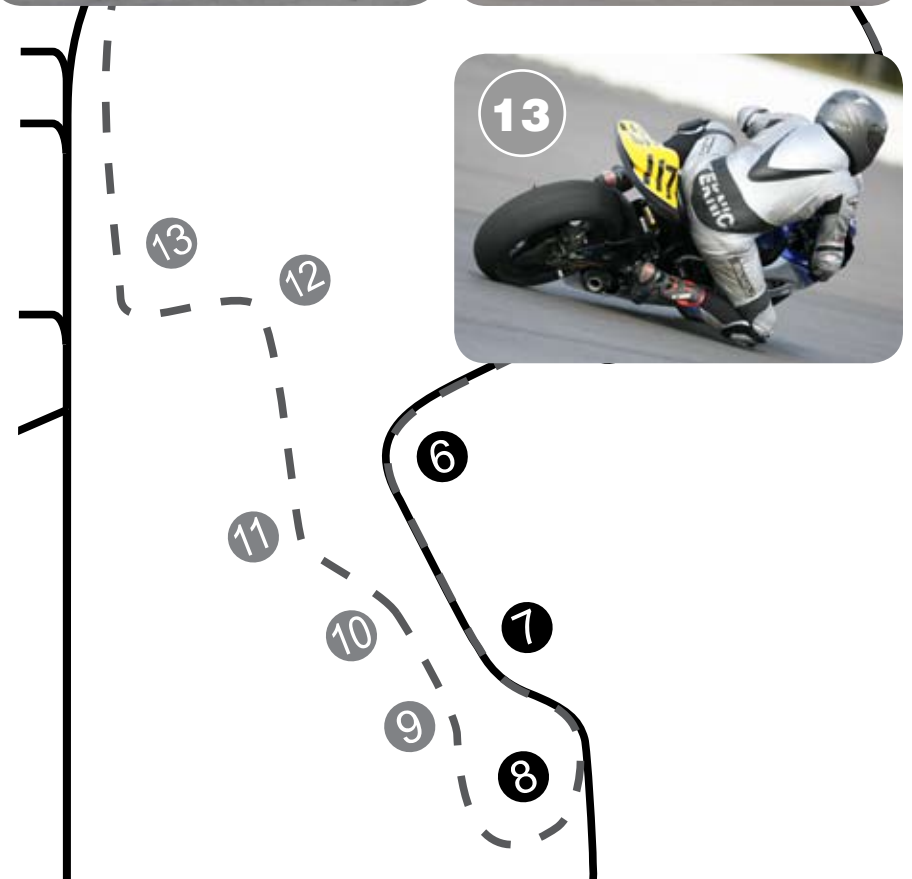
It's looking like the track record was set by **Kurt Schuschke** with a 1:39.95 on his Triumph 675. Will that record hold? Only time will tell!

The spectators appeared to enjoy the close-to-the-action viewing that is available around the new course. And, finally - we had a weekend full of beautiful weather. What a way to end the season!

- **Ward Jensen, Kathie Lanigan**



Photos by Chelsea J of momentumphoto.net



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**RIP: #64 Scott Kieliszewski**



It is with tremendous sadness that I must tell you that **Scott Kieliszewski**, #64 passed away unexpectedly on Tuesday September 23rd in a house fire at the young age of 44. Scott leaves behind 3 girls (**Valerie** 8, **Molly** 10, **Gabby** 12) and his wife **Lisa**.

Words cannot express what a tremendous person Scott was. We personally were very lucky to have known him and become a part of his family. As our friend **Dave Wolfe** said "Scott was a great person who loved his family very much. The racing always came 2nd. He will be missed as a friend but mostly as a father and husband!"

The inside of their house and all their belonging were completely destroyed. A fund has been set up at TCF Bank in Elk River in Scott and Lisa's name to help the children. They can surely use the support of the CRA family. If you would like to contribute, please mail your check made out to Lisa Kieliszewski to: TCF Bank, Scott & Lisa Kieliszewski Fund, 19270 Freeport St NW, Elk River, MN 55330.

Be sure to hug your loved ones and your pets for you never know when it may be the last time.

RIP buddy - we love you!

~ **Kathie Lanigan**

"He is now in Racer Heaven where the tires are free and the track endless.  
**A. Jay**, MNSBR"



