

## President's Report

*June 2016*

What a great May weekend we had! Of course it was a little chilly but if you stuck around, Saturday afternoon wasn't bad and Sunday was gorgeous! Much better than the 40 degrees and rain we had last year. The other awesome news is we had very high rider numbers for May, which was really good to see (I believe we were up 10-15% over last year). My hat goes off to all our incredible volunteers who were out in the cold (and some snow!) making the race weekend happen.

Well in keeping up with the tradition of writing the President's report in odd places, I've found a few spare minutes on our annual trip to Door County, Wisconsin to type this up. If you've never been here before, this is such a wonderful place. This year we decided to do something we haven't done and take the ferry up to Washington Island which is just a few miles past the tip of the peninsula. This island is only a few miles in any direction and is home to about 700 people. Interesting and very peaceful place but we got rained on (while riding bicycles!) so it was not the best thing we have done. I think next year we will try to choose a day with better weather and give it another go. Our big question of that day was "could you see yourself living on a small island with limited access to the main land?"

June pre reg is open, and despite our online shopping cart taking a dive it did go really well! So far our pre reg numbers are up over last year's June weekend so I expect a large turnout! Our apologies again on the store going down, I know it was extremely frustrating for lots of folks (especially for our IT staff who was working all weekend behind the scenes trying to figure out what went wrong). I want to thank our IT for pushing through it and getting the cart back online.

Just a couple short weeks before we host CCS again at BIR! Lots of good feedback from last year so I am expecting another wonderful weekend. Then after that we'll be packing up and heading to Road America! I'm hoping everyone is able to make the trip and join CCS down over the 4th of July weekend. Please keep an eye out on our website for a FAQ that I will be publishing that should hopefully answer all of your questions regarding the event. Head over to our website now if you want to see the class points crossover for that weekend.

I think it's time to go outside and enjoy this 70 degree not-a-cloud-in-the-sky weather here in Wisconsin, and enjoy Memorial Day weekend. Thanks to all those that are or have served and helped to give us this wonderful freedom.

Jon Champ  
President – CRA

Wishing all the racers,  
volunteers and spectators -  
good luck, fast bikes and  
a safe 2016 race season.



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# Tech Talk

## June Tech Procedure

Like last year, the Tech Barn will run a little differently for the combined CRA/CCS event. With the anticipated volume of race bikes to be inspected, and the fact that we have the same old Tech Barn and just two ramps, we are going to break the inspections into two stages.

As you enter the Barn, there will be a station where inspectors do the part of the inspection that doesn't require ramps. We will hand you an inspection checklist showing what has been inspected and any issues we found.

Following that step, you will continue onto the ramps where the inspection will be completed. That step will primarily consist of checking safety wiring on and beneath the engine.

If you pass both steps your bike gets a sticker, and we keep the inspection checklist for our records. Otherwise you take the bike and checklist back to your pit and resolve the issue(s).

If there is a problem found at the first station, we will still allow you to continue to the second stage. We intend to provide a complete inspection for every bike on every visit, so in the event there are problems, you will leave knowing everything that has to be resolved.

Also, the CCS SuperSport rules differ from the CRA rules - the CCS rules are generally more liberal. We anticipate there will be bikes that are CCS SuperSport legal but not CRA SuperSport legal. For the visiting CCS racers who intend to compete in the Saturday SuperSport races, we are willing to advise those racers whether their bikes conform to CRA SuperSport rules. This will be done at a separate station in the Tech Barn.

If you have questions on Thursday or Friday but are not ready to run your bike through Tech, we will have an inspector available for that purpose. Just stop in with or without your bike; you won't have to wait in the Tech line.

CCS racers can run their regular CCS numbers. We will simply append an "X" to your number, so the corner workers will recognize your number as a CCS number. The Tech Barn has a supply of those "X"s, so you CCS folks don't have to do anything in advance. We'll stick them on as you go through inspection.

Thanks, and we look forward to seeing you in June!  
-Clint

# More Tech Talk

KTM RC390 Cup bikes are now legal in all Featherweight classes

Hi Racers,

The board has decided to permit KTM RC390 Cup bikes in our new Featherweight classes. This change brings us in line with the 2016 CCS rules. Excerpted rulebook updates, in bold with surrounding context, are below:

## Section 7 – Supersport Motorcycles

Unless specifically permitted below, Supersport motorcycles are based on D.O.T. approved production motorcycles sold by manufacturers and their dealers for street use. Proof of this street-legal intent may be provided in the form of a title, motor vehicle department tag receipt or Statement of Origin, none of which may bear the notation “For Off Road Use Only”. All Supersport motorcycles must meet the standards of Section 6 as well as the following:

- 1) A minimum of 200 units for multies or 50 units for twins must have been available through United States dealers via normal commercial channels or must be identical to U.S. specifications, proof of which rests with the competitor.
- 28) **SUPERSPORT MOTORCYCLE COMPETITION CLASSES:**
  - a) **FEATHERWEIGHT SUPERSPORT (Novice and Expert)**
    - (i) Up to 375cc 4-stroke single cylinder
    - (ii) Up to 325cc 4-stroke twin cylinder
    - (iii) KTM RC390 Cup machines are allowed to compete in Supersport.
  - b) **ULTRALIGHT SUPERSPORT (Novice and Expert):** This class has been replaced with Ultralight GP. See section 10, 4, (a).

## Section 8 – Superbike Motorcycles

Unless specifically permitted below, Superbike motorcycles are based on D.O.T. approved production motorcycles sold by manufacturers and their dealers for street use. Proof of this street-legal intent may be provided in the form of a title, motor vehicle department tag receipt or Statement of Origin, none of which may bear the notation “For Off Road Use Only.” All superbike motorcycles must meet the standards of Section 6 as well as the following:

- 1) A minimum of 125 units for multies or 50 units for twins must have been available through dealers via normal commercial channels. There is no minimum number for singles but must meet superbike definition. **\*\*See disclaimer for sportsman classes\*\***

# More Tech Talk

6) SUPERBIKE MOTORCYCLE COMPETITION CATEGORIES: (Note: Supersport motorcycles can run in the same category of Superbike as they run in Supersport.)

a) FEATHERWEIGHT SUPERBIKE (Novice and Expert)

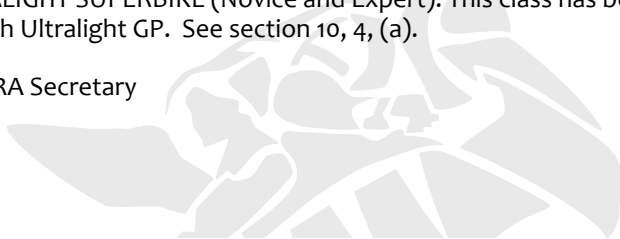
(i) Up to 375cc 4-stroke single cylinder

(ii) Up to 325cc 4-stroke twin cylinder

(iii) KTM RC390 Cup machines are allowed to compete in Superbike.

b) ULTRALIGHT SUPERBIKE (Novice and Expert): This class has been replaced with Ultralight GP. See section 10, 4, (a).

-Clint Lee, CRA Secretary



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# From the Mavens in Race Registration

A few reminders about online pre-registration from the Mavens:

1. 2016 CRA Membership documents and dues must be completed in order to pre-register. Membership documents and dues payment are available on the CRA Store currently and will remain available throughout the 2016 season.
2. All CCS Racers must complete the CRA Membership and Medical Release documents prior to or with pre-registration. The reciprocating license fee is waived for the June CRA/CCS Event. CCS Racers must present their CCS Racer License at Race Registration.
3. Please remember that grid sizes are limited to 50 bikes per race (both waves combined, if applicable)
4. A current CRA Competition License is required to pre-register (New Riders/Unlicensed Racers may not pre-register).
5. Access the online store at <https://shop.cra-mn.com>
6. New users will need to create an account (below). All previous users of the CRA Store accounts are still active. If necessary use the “Forgot Your Password?” link on the login page (below).
7. Please do not save orders and reuse them. Please pick from the options in the cart that are open for the weekend open. Reusing a previous saved order does not show on the reports used for gridding races. If you have any questions please feel free to contact Anna or Kim at [racereg@cra-mn.com](mailto:racereg@cra-mn.com).

Home Track Details Today's Races Extras Membership

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# Comp. Course Towers

BIR has completed the new tower for the Competition Course! CRA will be utilizing both the new and the old towers to run operations, please reference the table to find who you're looking for.

Band Shell Tower	New Tower
Race Registration- 1st Floor	Race Stewards- 2nd Floor
Timing & Scoring- 2nd Floor	Flagging & Commination- 2nd Floor



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# Paddock Vehicle & Parking Rules

To ensure safety and prevent congestion in the paved paddock areas, some rules were implemented last year to manage the number of vehicles using the paddock space during race events, especially while the track is “hot”. Specifically, racers need to be able to move between their pit area and the track safely and without having to navigate through parked or moving cars and trucks. As a general rule of thumb, if you use common sense and courtesy regarding travel into, within, and parking in the paddock areas you won’t run afoul of the Paddock Marshall.

This is the current list of rules. We’re open to suggestions (constructive, please) on how to keep the paddock safe and traffic flowing, so feel free to provide feedback to [racerliason@cra-mn.com](mailto:racerliason@cra-mn.com) with new ideas or suggested changes to the existing rules.

- For events held on the Competition Course, paddock parking rules apply to all paved paddock areas between pit lane and the track entrance service road
- For events held on the Donnybrook course, paddock parking rules apply to all paved parking areas and paved roads between the track, classrooms, garages and the paved space to the west of garage B
- Hours of enforcement will start at 7am and end after the last checkered flag of the day, unless otherwise specified
- Paddock parking rules apply to all motorized vehicles unless otherwise noted
- No personal vehicles will be allowed to park in the paddock area
- Only vehicles required for pit and racing activities will be allowed to enter and exit the paddock area. For example, it is acceptable use a truck to drop off wheels for tire changes, but the vehicle must leave the paddock immediately
- No parking at the band shell
- No minors are allowed to operate any motorized or non-motorized vehicles
- The Paddock Marshall is empowered to consider circumstances, use discretion, ask people to comply with paddock parking rules, and to request that vehicles be removed by the owner or escalate to stewards and Chiefs to have vehicles removed by other parties if necessary

There is some good news that should also help alleviate congestion. The newly paved paddock area to the west of the classroom on the Competition Course is expected to have power available for the June combined CRA and CCS event! If you get a chance, thank Jed.

# Upcoming Events

June 10-12		Brainerd International Raceway	Round 2
July 1-3		Road America	CCS/CRA with AMA Grand Championships



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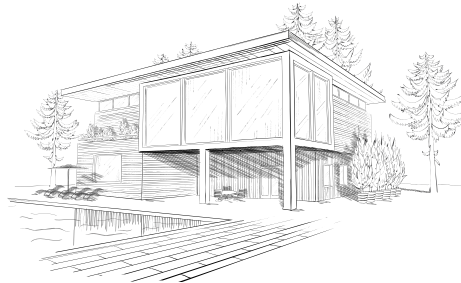
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# Racer of the Month: Daniel Mataczynski

## How long have you raced with the CRA or other clubs for?

I started racing in 2013 after only one year of riding motorcycle. I started racing since I grew up watching my father race cars and helping him in the pits and at home in the garage, so basically racing is in my blood. I started doing some advanced riding course events my first year and despite many crashes, I learned a lot and instantly loved the adrenaline rush I got from riding a motorcycle on a track. I met a few racers at these events and with their advice I bought a used race bike from a fellow CRA racer. In just my second year of riding any motorcycle I started racing. After moving to Madison, WI last year I started racing with the CCS as well as the CRA. I love BIR and my CRA family, so there have been weekends where I've opted to drive the 7hrs to BIR rather than the 50 min to Blackhawk.

## What type of bike(s) do you race?

I race a 2002 SV650. The bike was an ok starter bike in the shape I bought it in. Over the years I've completely rebuilt the bike including doing my own motor rebuild. Every year it has become more competitive, reliable, and better in just about every way. I've learned a ton about bodywork, painting, and general motorcycle maintenance in the process. With growing up around cars most of this motorcycle stuff was new to me, but "lefty loosey, righty tighty" still applied so there was no need to overthink things. Due to the amount of work I've done to make my bike competitive, I plan to race it for a few more seasons. I really like the comradery in the LW paddock in both the CRA and the CCS, so I have no desire to race MW at the moment. I'd like to eventually race MW, but until I stop using school money to go racing, that will have to wait.

## Have you ever crashed at BIR?

Ha, I've had multiple crashes as I was riding far over my head my first two years of racing. I was too inexperienced to understand what the bike was telling me or how to react to it. For some reason my most memorable crashes were during endurance events. In the 2014 3-hr I lost the tip of my pinky. That wreck happened pretty fast and I'm not sure exactly why I crashed. Regardless, it was the last 20 min or so right before the downpour and I was really excited that I passed another racer on a 600. Fatigue and excitement caused an error on my part going through T13, and during the crash my pinky got caught between the bar and pavement. It really wasn't all that bad, but I did eventually have to go to the ER after dinner with some other LW racers. I didn't return to the track for another 6 weeks as I couldn't afford to race the following month. I tore up my suit, gloves, and helmet in that crash, so that was an expensive crash. Losing part of my finger makes all my other crashes seem like fun. Either way it's a pretty cool battle scar to show people and the bloody pics are a hit at parties. That crash is what inspired last season's suspension changes, so in many ways I'm happy I crashed and lost my pinky as it made me faster.

# Racer of the Month: Daniel Mataczynski

## How did your 2015 Race season go?

My 2015 season was another huge learning experience. I chased my suspension all year and after swapping many different combinations of fork springs and a shock length talk with the famous Jon Champ, my bike finally turned! After that I magically dropped a few seconds off my lap times which put me at the front of the novice pack. That was really exciting for me as it was nice to be competitive at the front. Last year really wasn't all that spectacular since I spent much of it chasing suspension gremlins, but I learned so much that I'm happy with it.

## What are your 2016 goals for racing.

My biggest goal for 2016 is simply to race the entire season. With school interfering with the May and Sept weekends I'm still unsure about those, but I will be trying to race with the CCS and CRA as well. I'm hoping for 6 full race weekends. If I can consistently run as fast as my fastest 2015 times I'll be happy and very competitive, so for now consistency is the goal. I also haven't won a race yet, so that is another thing I really want to accomplish. The LW novice grid has a few guys that are consistently fast so I'm sure they'll make that a fun goal to accomplish. As a personal goal, I really want to beat two particular racers. Both are guys who I think are great guys and I've sat and bs'd with at night after the racing is done. Both have fed and gave me beer as well, so there is absolutely no bad blood. I just love the friendly rivalry that exists in racing.

## What inspires you as a racer?

My father inspires me the most. I grew up watching him race stock cars and he's won multiple class championships on dirt and one on asphalt as well. As a teenager my summers revolved around his racing as I did all the maintenance on the car while he was at work and then we spent weekend at 2 or 3 different tracks. His knowledge of what it takes to be fast outside of sheer talent are what I look up to at the track. He knows nothing about motorcycle racing in particular but that hasn't mattered. When he comes to watch, he does a great job of pointing things out I don't see. Little things like what line fast experts take, telling me I'm in a different gear than those around me, or that I'm getting on the throttle too late are things he picks up on immediately. He's taught me a ton about preparation off the track as well. All of his years of racing really adds perspective as he's always the first to make a joke about a crash or laugh off a bad race as well. I don't always appreciate that, but it helps. He's also the first to point out that I don't have the talent some people have and therefore to be realistic with my racing. That's helped a ton and allowed me to get faster by encouraging me to just go have fun without pressuring myself into thinking I had to win or do anything besides go have fun.

## Tell us a story about one of your CRA memories:

My favorite race was the 2014 5-hr. I did the race with two guys I hadn't met before and it ended up being a blast. I think I enjoyed the time relaxing in between turns

# Racer of the Month: Daniel Mataczynski

on the bike almost as much as I enjoyed the riding. We rode my bike which was fine except it was crashed a few times. One of my teammates was used to his N250 so he pushed the front a bit too hard into T4 during practice, and then I was hit in the race. I think that those minor obstacles made everything just that much more fun. I think we got my bike back together with only a little bit left in the race and were able to finish which is half the battle in endurance racing. That race and how well the team got along despite not knowing each other prior to the race is why I love this sport. Those guys and the pit crew they brought with made that day much more fun than a regular day of racing. All of us were there to have fun and end the season on a high, which we did. I hope that I can run another 5-hr with those guys again too. race. It reinforced the importance of continuing to race even if you are not in front. The best is watching the video from Chris's rear camera, you can see my smile as I round corner 12 and zoom out of the frame.

## 8. Why did you start racing?

I really have no idea. I've always been the friend that drives too fast and gets tickets, so I think it was just bound to happen sooner or later. I just decided one day that I wanted to race so I bought a bike during the winter and went racing the following spring. Like I've mentioned before I grew up around racing, so I think I was unintentionally raised to eventually race something.



# THIRSTY ?

Jesus answered,  
"Everyone who  
drinks this water  
will be thirsty  
again, but whoever  
drinks the water I  
give him will never  
thirst."

John 4:13

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# Worker of the Month: Shane Keaveny

## How long have you been involved with the CRA?

I started as a racer with the CRA in 1997.

## What specialty do you volunteer with?

Currently I am Co-Chief of the CRA New Racer School.

## What brought you to volunteering with the CRA?

I realized very early as a CRA member that I wanted to give back to the club and still actively race. I approached Gareth Jones asking if he had a need for another on track instructor. He did, so in 1999 I became an instructor.

## What is your best CRA on-track memory?

There are so many. Still to this day one of my best on-track memories was winning my NR race. I knew from that moment on, I would be racing a long time as long as I could afford too.

## What is your best CRA off-track memory?

Again there are so many, but things like the Saturday evening chapel service, Brat Feed, Taco Feed, Chili Cook-off, and just hanging out with people that have become my best friends over the year.

## What do you do for your career?

I am an Orthotic Technician. I design, fabricate, assist in fitting, 100% custom orthopedic braces. I specialize in spine care, correcting spinal defects and curvatures of the spine.

## Favorite corner at BIR?

On the Donny Brooke Course I like T3 because of it's out braking duels. On the Competition Course I like T1 because of it's speed.

## Least favorite corner at BIR?

T1 on the Donny Brooke Course, it's just too fast for my liking. I have had 9 racers crash just a few feet in front of me at speed.

## Favorite race to watch?

No question, the Framstad Cup!

## Who is the person you look forward to working with the most?

That's an easy one, My NRS Co-Chief instructor, and ALL the on track instructors who also give back of their time. These guys could easily not step up, but they do and make our NRS on of the best around.

Regards, Shane Keaveny



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