

# THE



# INSIDER

September 2008



Photo by Jonah / momentumphoto.net

## The President's Report.

From The Desk of Dawn Olsen, aka: CRA Kitty

Our August weekend was one of the most fun events we've had. We had excellent racing and welcomed a number of racers from other clubs. It was my pleasure to meet many of you, and I hope you'll return to the CRA!

The Board has been busy looking ahead to the end of the season where we'll race on BIR's new "Competition Course". We will have our usual sprints and trophy dashes, as well as the Formula 40. Don't forget the New Rider Champion race - the race that is open to all new riders from the Class of 2008. We will also hold our annual Trophy Presentation accompanied by a Club Dinner. Dinner & Trophies will be at the 300 Club on Saturday night. Please check the schedule for the specific time.

The new track gives CRA racers the opportunity to compete at our home track where we have grown accustomed to long straights and high speeds. This will not be the case on the Competition Course. This course will favor rider skill and strategy. What other club in the country can have two completely different challenges in their own back yard? When you arrive at the Front Gate you will proceed straight across the bridge. Racers can pit inside the go-kart area, or in the paddock which is beyond the security shack. Please check the schedule for times and locations for the Riders Meetings. A map of the paddock is included with the newsletter showing the locations of Tech, Race Registration and the Infirmary. This map will also be handed out at the Front Gate. There will be a bracket race held on the drag strip and the car people will be using the old paddock. While each group will have our own security, there will be open access to each other's paddocks. It wouldn't be a bad idea to make sure your belongings are locked and secured if you're away from your pit area for extended lengths of time.

Don't forget the election is coming up in September, and we're still looking for candidates. The terms of **me**, **Chris Lewis** and **Dave Hoff** are up. A person does not have to be a member of the CRA to be on the Board of Directors. Business experience is helpful, but not required. We have also changed the terms from 2 years, to 3 years. This will help the continuity of the club, especially when working with vendors and other businesses. If you would like to nominate someone, please contact any director.

See everyone in a few weeks!

~ Kitty

## Upcoming Events:

Sept. 19 - 21	Last race weekend of 2008	NEW Competition Course	BIR
Oct. 7	Membership Meeting	7:30 pm	Richfield VFW

## The CRA Board Of Directors:

**PRESIDENT - Dawn Olsen**  
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phone: 952-270-8597

**VICE PRESIDENT - Dustin Jagusch**  
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phone: 612-867-8185

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phone: 320-248-9261

**WORKER LIAISON - Dave Hoff**  
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**RACER LIAISON - Kyle Knutson**  
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phone: 612-243-1150

**NEWSLETTER EDITOR - Kathie Lanigan**  
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phone: 612-207-3286

## CRA Board of Directors Election

Racers **Dan Bowden (#60)** and **Bruce Holmstrom (#29)** have accepted their nominations to run for the CRA Board of Directors. Both have been with the CRA for a number of years. (We will print their bios in a later issue.)

Unfortunately, to even HOLD an election, we must have a minimum of FOUR candidates. Usually ballots have been distributed already and voting would be done during the September race weekend. Until four people have agreed to run, the election must be put on hold. (Watch for a future election mailing once we have enough candidates.)

If you would like to serve the club, assist in making decisions that affect the direction of the club and help keep us in existence, please contact any of the current board members listed on the inside front cover of this newsletter. You do not need to be a member of the CRA to run.

It would be great to have input from the worker side of the club also. With Dawn and Dave's terms being up, there are no worker representatives remaining on the board.

Whether you're a racer, worker, spectator, pit crew member or just a racing fan - If you've ever considered being on the Board of Directors, now is the time to do so! We need YOU.

## September Front Gate Changes

Good news! There will be just one change in how the front gate operates for September. Turns out the CRA is the only organization that uses the small brick building on the left side when entering Brainerd International Raceway's main gate. The CRA gate policies and procedures will be the same as always this September. They include the fees, everyone entering must be at the gate & sign the waivers, wrist bands must be put on at the gate, showing your race or drivers license if you are a racer, everyone either pays for admission or works, etc.

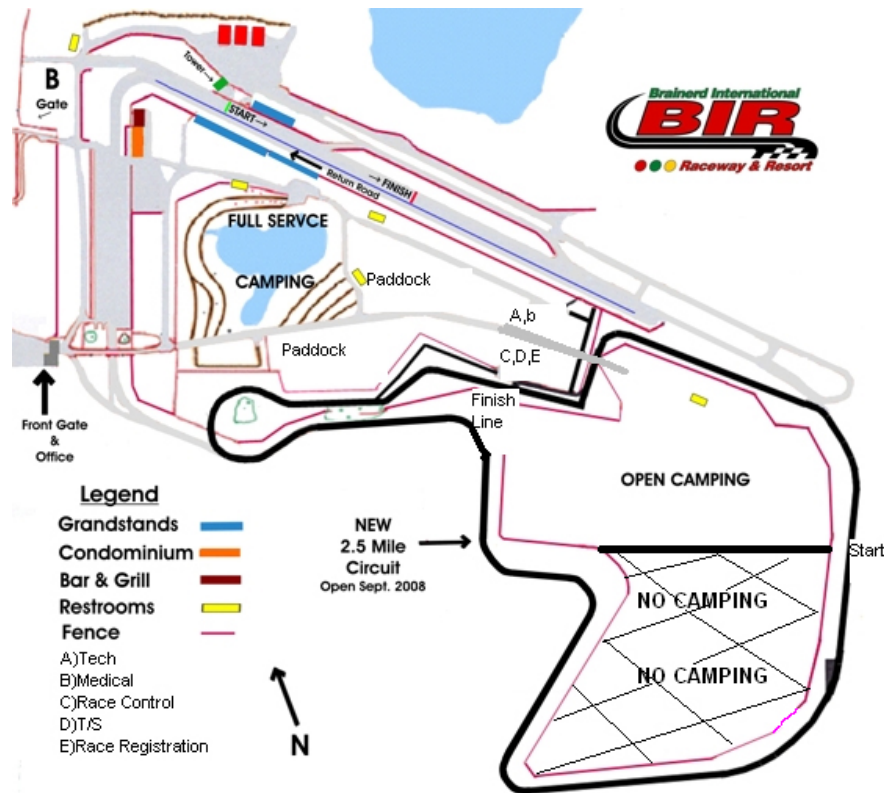
Now for that change. BIR has asked the CRA to open our gate at 5:00 p.m. on Thursday, the same time BIR opens their gate for the bracket drag racers. The idea is to minimize confusion and congestion at the gate. We have agreed to open early. Now volunteers are needed to work at the gate. If you can help with opening the gate early on Thursday please contact **Jami Kohn** (J.V.Kohn@gmail.com) or **Katie Schmidt** (kschmidt1706@gmail.com).

-Ward Jensen

## After Entering BIR in September...

There are a couple of changes in September once you go through the gate at Brainerd International Raceway. First, the CRA will not be using the paddock, garages, hot pits or tower next to the drag strip. Instead go straight across the bridge into the infield area. Maps showing the paddock area for the new Competition Road Course and areas available for camping will be handed out at the gate along with schedules and rider rosters.

The other change is one admission will buy access to two events. There will be no restriction on people moving between the drag strip and the new BIR Competition Road Course being used by the CRA. A CRA wrist band will allow the wearer into the drag strip paddock and spectator areas to watch bracket drag racing. At the same time a Bracket Racing admission buys access to the paddock and spectator areas of the Competition Road Course and motorcycle road racing. -Ward Jensen



## September Weekend Schedule

### Thursday 18 September 2008

Registration	Main Gate	7:00 p.m. – 11:00 p.m.
Tech. Inspection	MA PA Garage	7:30 p.m. – 10:00 p.m.

### Friday 19 September 2008

Registration	Main Gate	7:00 a.m. – 11:00 p.m.
Tech. Inspection	MA PA Garage	8:00 a.m. – 2:00 p.m.
Workers Meeting	Band Shell	9:00 a.m.
<b>Mandatory Riders Meeting</b>	<b>Band Shell</b>	<b>9:30 a.m.</b>
<b>Open Practice</b>	<b>Slow / Medium / Fast</b>	<b>10:00 a.m. – 12:00 noon</b>
Lunch	300 Club	12:00 noon – 1:00 p.m.
<b>Mandatory Riders Meeting</b>	<b>Band Shell</b>	<b>12:45 p.m.</b>
<b>Open Practice</b>	<b>Slow / Medium / Fast</b>	<b>1:00 p.m. – 3:00 p.m.</b>
Bike Pick-up / Worker Break		3:00 p.m. – 3:15 p.m.
<b>Open Practice</b>	<b>Slow / Medium / Fast</b>	<b>3:15 p.m. – 5:15 p.m.</b>
New Rider Champion Race	5 Laps	5:16 p.m. – 5:30 p.m.
Tech. Inspection	MA PA Garage	7:00 p.m. – 9:00 p.m.
Racer Registration	TBD	7:00 p.m. – 9:00 p.m.

### Saturday 20 September 2008

Registration	Main Gate	7:00 a.m. – 7:00 p.m.
Workers Meeting	Band Shell	8:00 a.m.
Racer Registration	TBD	8:00 a.m. – 9:30 a.m.
Tech. Inspection	MA PA Garage	8:00 a.m. – 10:30 a.m.
<b>Mandatory Riders Meeting</b>	<b>Band Shell</b>	<b>8:30 a.m.</b>
<b>Open Practice</b>	<b>Fast / Medium / Slow</b>	<b>9:00 a.m. – 11:30 a.m.</b>
Lunch	300 Club	11:30 a.m. – 12:30 p.m.
<b>PARADE LAPS</b>	<b>TBD</b>	<b>11:30 a.m.</b>
National Anthem		12:25 p.m.
<b>SUPERSPORT SPRINTS - MWE, MWN, UL, HW, LW &amp; VIN, UNL (8 Laps)</b>		<b>12:30 p.m. – 3:00 p.m.</b>
Bike Pick-up / Worker Break		3:00 p.m. – 3:15 p.m.
<b>Trophy Dash 1</b>	<b>GP 1 &amp; 2 (18 Laps)</b>	<b>3:15 p.m. – 4:00 p.m.</b>
<b>Trophy Dash 2</b>	<b>GP 3 &amp; 4 (18 Laps)</b>	<b>4:05 p.m. – 4:50 p.m.</b>
<b>Formula 40</b>		<b>4:55 p.m.</b>
<b>Trophy Presentation / Club Feast</b>	<b>300 Club</b>	<b>6:30 p.m.</b>

### Sunday 21 September 2008

Registration	Main Gate	7:00 a.m. – 2:00 p.m.
Workers Meeting	Band Shell	8:00 a.m.
Racer Registration	TBD	8:00 a.m. – 9:15 a.m.
Tech. Inspection	MA PA Garage	8:00 a.m. – 10:00 a.m.
<b>Mandatory Riders Meeting</b>	<b>Band Shell</b>	<b>8:30 a.m.</b>
<b>Open Practice</b>	<b>Slow / Medium / Fast</b>	<b>9:00 a.m. – 10:10 a.m.</b>
National Anthem		10:13 a.m.
<b>SUPERBIKE SPRINTS - SPMN &amp; STW, MWE, MWN (8 Laps)</b>		<b>10:15 a.m. – 11:30 a.m.</b>
Lunch	300 Club	11:30 a.m. – 12:30 p.m.
<b>PARADE LAPS</b>	<b>TBD</b>	<b>11:30 a.m.</b>
<b>SUPERBIKE SPRINTS - UL&amp;125GP, HW, LW &amp; 250GP, UNL (8 Laps)</b>		<b>12:30 p.m. – 2:15 p.m.</b>
Bike Pick-up / Worker Break		2:15 p.m. – 2:30 p.m.
<b>GRAND PRIX SPRINTS - MW, UL, HW, LW, UNL (8 Laps)</b>		<b>2:30 p.m. – 5:00 p.m.</b>

**KBIR 87.9 FM**



## Competition Course Announcements

Tune your radios to 87.9 FM to hear the Competition Course announcements. The speakers around the old snocross track should also be working.

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## “Unofficial CRA Songbooks”



Official “Unofficial CRA Songbooks” for sale benefitting **The Red Flag Fund.**

**Terry Goslinga** (aka “Comm Tech Terry”) had the first batch of songbooks available for sale at the track in August. So far \$320 has been collected for The Red Flag Fund.

There are still plenty of books available. The recommended donation is a minimum of \$10. Terry will have the books for sale during the September weekend (or stop by **Jason Lanigan #16's** pit area, and ask for Kathie.)

Remember, all of the money goes to The Red Flag Fund. And, we get to sing silly songs.

Thank you - **Terry Goslinga**



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## August New Riders



Congratulations to the four riders who earned their competition licenses with us in August!

Lauren Clapp #304 Robert Klingler #707 David Ostwald #257 Greg Siem #133



This year we had a total of 52 New Riders – all of who are eligible to compete in September’s New Rider Championship Race. It should be a great race to watch!

Photos by Jonah K and Chelsea J of momentumphoto.net

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## Racer's Tip of the Month

Keep your upper body relaxed as much as possible, beginning with your hand grip to your neck and shoulders. For example, any hard braking with a stiff upper body could translate into an extension of your forks with more weight than needed on your front end.

(Have any tips to share with your fellow racers? Send them to us at: [cra.newsletter@hotmail.com](mailto:cra.newsletter@hotmail.com))

## Oops...



Photo by Chelsea J of momentumphoto.net

My sincere apologies to **Robyn "Underdog" Udenberg** on the slaughtering of her name last month.



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# Tentative Standings After August Races

(these do NOT include the endurance points)

## Expert:

1. #6 Brad Zajic



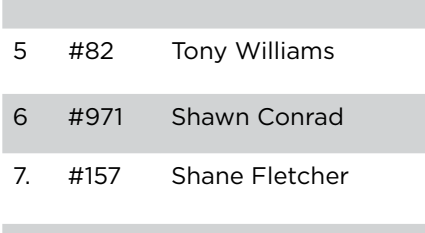
2. #172 Jessica Zalusky



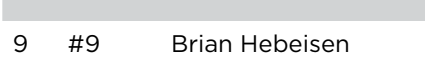
3. #52 Robert Jensen



4. #126 Tony Legueri



5. #82 Tony Williams



6. #971 Shawn Conrad



7. #157 Shane Fletcher



8. #222 Tony Kasper



9. #9 Brian Hebeisen



10. #145 Robert Oliva



## Novice:

1. #777 John Wolff



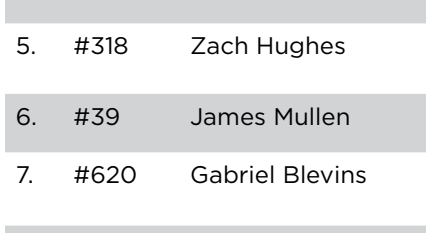
2. #62 Scott Riley



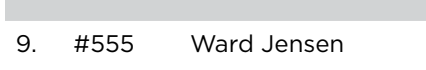
3. #137 Eric Burves



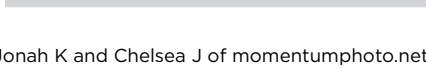
4. #45 Phil Batzlaff



5. #318 Zach Hughes



6. #39 James Mullen



7. #620 Gabriel Blevins



8. #31 Michael Smith



9. #555 Ward Jensen



10. #100 John Jones



## Racer of the Month: James Fish #749



Photo by Chelsea J of momentumphoto.net

Well I haven't really had much writing experience but I've been riding bikes for quite a few years. My name is **James Arthur Fish #749**. I'm 22 years old and I grew up in Bloomington Minnesota. I started riding motorcycles when I was 3 years old on a PW50. My pops brought it home and we took it to a field by our house and I was hooked. I rode dirt bikes up until I was about 15 - always at my cabin going as fast as they would go down the dirt roads. I made my dad very nervous doing full throttle on his YZ250 so we took a little break from the dirt.

I always wanted a road bike. One day at Trackside in Minneapolis I saw a Aprilia RS50 and I couldn't take my eyes off it. Cruising around my suburban neighborhood at the age of 15 and having some close calls with shitty neighbors and the police. I stepped up to an F4i. When I was 16 I started riding big bikes. Lured by racing while watching the pros at Laguna Seca I decided I wanted to get fast and race some day. I eventually had 749 and everyday in the summer I would spend a couple hours off 169 taking turns on the off ramps trying to touch knee. I never crashed because I worked up my speeds very very slowly. Finally one day I was around Bush Lake and I managed to touch my knee on the pavement.

A buddy and I made plans to go to the California Superbike school. He didn't have the chance to make it, being killed on his 600RR by a car not seeing him. I stopped riding for a year after he passed but I still had this ambition to get out on the track. A couple of my buddies from high school were doing this DCTC track day and I was hesitant for a while but then decided to take my 749 down there with my pops approval. **Jayme Schmit, Jeremy Schmit** and **Jason Cheng** had all been doing these track days. I was hooked from that day on. Although it was raining I could still get a little speed in the dryer sessions.

I decided to purchase a SV650 which I was told would help me learn. I picked one up for \$3200 from a guy in CCS. The bike looked and felt pretty weak. I dedicated myself for the August CRA New Riders class to get my license. I had no feel for this bike at all and it was the first time I had ever ridden it. I was scared shitless but I listened to **Mark Miller** about turn one and two. Overcoming my fear I pulled through the first two turns at almost full throttle running under 2 minute lap times. I beat my buddies Cheng and Schmit on my SV which felt pretty good and took 4th overall in the race. I asked around the pits who was the fast guy on SV's. Everyone told me **Bill Kerns #238** was the man to beat. I followed him around in practice before the race. I chased him around in my first two races ever LWSS and LWSB finishing right behind him with 1:56 lap times. Before the next race weekend I did some mental prepping on how I could beat him. The next race weekend I took 1st place in all my races! Over the winter I had the suspension freshened up and sprung for my weight. The bike ran a lot better this year and I took all first place finishes except for one race after crashing in practice which was my first crash on a road bike (minor lowside turn 8).

I wanted to step up to a faster bike so with the help of Delano Sports Center I bought a 2008 R6. Very unfamiliar with inline engines I was scared shitless after 2 sessions at DCTC. I finally got my parts in order and made it up to race for August weekend. Riding the SV really taught me how to take turn one and two. I was running sub 1:55's all practice and managed a 1:51. I took a 4th, 5th and 6th in my races managing to drop into 1:49's. My weekend ended when my forearm "Arm Pump" got so bad I couldn't manage to grab the brakes and was entering turns with near full throttle. I plan on working out some of the issues I was having and plan to make it back out there next month.

I would like to thank Bill Kerns, Jeremy Schmit, **Kyle "2K"**, Jason Cheng, **Kim, Phil #45, Jeff Japs, Aaron Collins** and **Aaron Colton** for helping me with my bikes and helping me make it to the grids. The CRA has been a great experience and I'm glad I have been able to race with such a fun crowd.

~ James Fish



Photo by Jonah K of momentumphoto.net



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## Worker of the Month: Tracy Trabant



Photo by Jonah K of momentumphoto.net

If you have ever started a race or sat in the bleachers at start/finish, you've likely seen our Chief Starter and CRA Worker of the Month, **Tracy Trabant**, in action.

Tracy grew up in the Twin Cities as a young boy before moving to Lake of the Woods near Baudette, where his parents bought a resort. Currently, he resides in Hopkins with long-time girlfriend, **Anne Olson**. If you have ever met Tracy, you've likely met Anne, who also volunteers with the CRA at Pit Zero. "She's the other half of me," said Tracy about Anne. If you've seen a mighty Yorkie hanging his head out of Tracy's vehicle, you likely saw **Moose**. Moose is his four-legged friend from Alaska who hasn't spent more than one day apart from Tracy in the last three years.

From April through August, Tracy lives at the track at Brainerd while he works maintenance for BIR. Tracy loves his job and there never seems to be a dull moment.

In addition to working for BIR and being a Chief Starter for the CRA, Tracy also works for several racing organizations, including the Porsche Club, SCCA, BMW school, Brainerd Performance Driving School and the NHRA Nationals to name a few. His responsibilities vary from corner working to security and more.

Tracy's involvement with the CRA began in 1992. His first CRA weekend fell after the last time FIM World Superbike raced at BIR. Tracy began as a Course Marshall and continued this until 2000. In 2001, he had learned that there was an opening for the Chief Starter. With some help from **Steve Dunsworth**, Tracy went into it full speed ahead!



With the vast responsibilities as Chief Starter, Tracy has to be on his best game at all times. From start to finish, Tracy is constantly communicating with the racers. As a racer myself, I rely on Tracy to keep me focused and aware of what's ahead. At all times, Tracy needs to know where the leader is on the track and uses a timing procedure to time when the leaders will be coming around. On several occasions the tower has relied on Tracy to determine when the leader will be coming around turn 10. From start cadences to flagging, Tracy is the best at what he does!

With all his time spent with the CRA, Tracy has several war stories to share. From massive head shake saves down the front straight-a-way to spectacular high-side saves, but one memory seems to stand out from his early years. In his early years, BIR hosted a race weekend with a multitude of race organizations, including SCCA (cars), CCS, CRA and a cart association all in one weekend! Bikes were coming off the track as cars were heading out! "By the end of the weekend, my arms are ready to fall off," Tracy said regarding a weekend full of races. Tracy likes his position, as it keeps him busy and never provides a dull moment.

If you ask Tracy which club is his favorite to work, hands down, CRA is his favorite! "Drag nationals are crazy, but bikes are the best," Tracy said as he commented on the various types of racing.

In the winter time, Tracy assists an electrician as they do electrical work for Habitat for Humanity. You can also catch Tracy working at the International Ice Racing Association working corners.

Tracy's passion for racing and love for the CRA is evident in every way. He is relentless in his mission of being the best at what he does - mission accomplished. Tracy's efforts and enthusiasm for the CRA are well appreciated by all.

Tracy hasn't been home to Hopkins since May and is looking forward to going home in the coming weeks for a well deserved break! Rest up Tracy, you deserve it. See you in September!

- Jessica Zalusky

(To nominate someone for Worker of the Month and/or Racer of the Month, or to be featured yourself, please email us at: [cra.newsletter@hotmail.com](mailto:cra.newsletter@hotmail.com) We are always looking for input!)



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## Where Are They Now... a 2002 GS500

The Little GS500 That Could. This GS500 started it's life as a new bike in the hands of **Jesse Stoner** in 2002. Jesse raced it as **#712**. **Anthony Gallagher** bought the bike in 2003 and raced it as **#135** in 2003 and **#713** in 2004 and 2005.



In 2007 the bike's gas tank got a new paint job. The poor little GS didn't see any track time however until 2008 when **Jeremy Schmit** purchased it from Lonny. Jeremy (**#557**) currently races it and chases away all the mosquitoes near the track.



**Mark Miller** had the pleasure of riding it during the "President's Showdown" at MAM against **MRA's president Glenn**. The loser had to wear a dress to the trophy presentation. The "official result" of that race stands as: "It has been determined that the race was won by some sort of Submarine. Both Prezzes were DQ'd for questionable riding skills, and therefore both must wear the dresses." Both Mark and Glenn attended the trophy presentation wearing dresses (and it was scary!)



After a long night out at, Anthony agreed to sell the bike to **Lonny Shin**. Lonny joined the CRA as new rider **#272** in the spring of 2006. With Lonny only able to race a few races, **Jason Lanigan** took the opportunity to run it during his points chase for **#2**.



Photos by Jonah K of momentumphoto.net



**Rumor Has it...**



Photo by Chelsea J of momentumphoto.net

According to RoadRacingWorld.com, CRA's **#52 Robert "the bounty hunter" Jensen** was seen testing Michelin MotoGP tires alongside 1980's AMA Superbike star **Jeff Haney** at the Indianapolis Motor Speedway.

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## You know you are a CRA volunteer when...

### The Answers!

1. You know what FUCDR means.
2. You know why FURCDR is better.
3. You know who the F & C whore is.
4. You count how many vacation days you have, and figure out how many points you need for your next award.
5. You know 5 different names for "RED".
6. You know the story on how a fish ended up on the track.
7. You love the smell of racing fuel in the morning.
8. You thank God you don't see mystery meat sandwiches anymore.
9. You miss the days of TNT.
10. **\*\*Bonus point\*\*** You know who punched Carol Altrichter, what she got for compensation, and what series was being run at BIR.

- 
1. FUCDR - Flags Up Com Down Rest  
That's the positions on the corners. They rotate after each session.
  2. FURCDR - Flags Up Rest Com Down Rest  
Just add another rest position, when there are enough people, of course.
  3. Charlotte the Harlotte is the F & C whore (lyrics from a song that is usually sung at the fire.)
  4. Self Explanatory
  5. The workers can't say "red" over the air, because it might cause someone to throw a red flag.
  6. I don't remember what year it was, but a seagull coughed up a fish on the track after almost being hit by a bike.
  7. Self Explanatory too
  8. When the AMA was running at BIR, they would supply lunch to the workers out on the corners. The sandwiches we got were sometimes green, so they got dubbed "mystery meat sandwiches", because we didn't really know what kind of meat was in them.
  9. TNT stands for "Trash and Trinkets". When the AMA was running at BIR, a lot of the race teams would donate items for the workers. Some of the "prizes" were pretty cool - hats, shirts, autographed body work, etc.
  10. This one I might have a little difficulty on, and someone else might be able to explain it better. (It happened before my time.) Raymond Roche (Superbike World Champion 1990) crashed at a station, and Carol Altrichter responded. I don't remember why he did it, or what she did to cause him to, but he punched her! At the end, she got his helmet and it was signed by him. They were running FIM.

~ Jason Ehlers, Course Marshal



Photo by Chelsea J of momentumphoto.net



# Don't mess with Garage B



photos submitted by Aaron Collins and Jason Cheng



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# Bonus Page: #53 in T3

